

27814  
JANUARY.

# LOCOMOTIVE FIREMEN'S MAGAZINE

EDITED BY EUGENE V. DEBS

## MAIN FEATURES

ESSAY.	PAGE.
The Money Question. By James Middleton . . .	3
American and English Labor. By George C. Ward . . . . .	5
An Annex from Hawaii. By Elizabeth Morgan . . . . .	12
An Object Lesson in Economics. By Wilfred P. Borland . . . . .	16
Government—What It Is and What It Should Be. By José Gros . . . . .	19
What is Socialism. By W. H. Stuart . . . . .	21
MECHANICAL.	
Is it Your Turn Next? . . . . .	26
Some of the Steam Superheaters and the Re- sults . . . . .	28
Current Notes . . . . .	31
Immunity from Accidents . . . . .	33
Injector Problem . . . . .	34
Application of Air Brake . . . . .	35
Economical Use of Oil . . . . .	36
The Engineer's Valve . . . . .	36
Questions and Answers . . . . .	37

WOMAN'S DEPARTMENT.	PAGE.
Moderate Drinking . . . . .	39
Gains for Women . . . . .	40
Women in Business . . . . .	41
Current Comment . . . . .	42
Correspondence . . . . .	42-45
EDITORIAL.	
1893—1894 . . . . .	46
Value of the Ballot . . . . .	47
Success in Engineering . . . . .	50
Railroad Accidents . . . . .	52
The Lehigh Strike—On and Off . . . . .	53
Captain Jack Crawford, the Poet Scout . . . . .	55
Judicial Department . . . . .	56
Train Robbing and Wrecking . . . . .	57
The Clown and the Pope . . . . .	58
Correspondence . . . . .	59-73

• 1894 •

VOL. XVIII.

Published by  
the Brotherhood of  
LOCOMOTIVE-  
FIREMEN

No. 1.

GEO. WESTINGHOUSE, Jr., President.  
T. W. WELSH, Superintendent.

JOHN CALDWELL, Treasurer.  
H. H. WESTINGHOUSE, General Manager.

W. W. CARD, Secretary.

— THE —  
**Westinghouse Air Brake Company,**

PITTSBURGH, PA., U. S. A.,

MANUFACTURERS OF THE

**WESTINGHOUSE AUTOMATIC BRAKE**

The WESTINGHOUSE AUTOMATIC BRAKE is now in use on 24,000 Engines and 325,000 Cars. This includes (with plain brakes) 232,000 Freight Cars, which is about 23 per cent. of the entire freight car equipment of this country, and about 80 per cent. of these are engaged in interstate traffic, affording the opportunity of controlling the speed of trains by their use on Railways over which they may pass. Orders have been received for 173,000 of the Improved Quick Action Brakes since December, 1887.

The best results are obtained in freight train braking from having all the cars in a train fitted with power brakes, but several years' experience has proven conclusively that brakes can be successfully and profitably used on freight trains where but a portion of the cars are so equipped.

E. L. ANDREON, Manager.

JOHN B. GRAY, Agent.

C. C. HIGHAM, Gen'l Supt.

**THE AMERICAN BRAKE COMPANY,**

NEW YORK OFFICE—160 Broadway, John B. Gray, Agt.

CHICAGO OFFICE—Grand Pacific Hotel.

THE WESTINGHOUSE AIR BRAKE CO., Lessee,

MANUFACTURERS OF

**LOCOMOTIVE + BRAKES.**

GENERAL OFFICES: ST. LOUIS, MO., U. S. A.



# LOCOMOTIVE FIREMEN'S MAGAZINE.

JANUARY, 1894.

## THE MONEY QUESTION.

BY JAMES MIDDLETON.

Next to the control of land and franchises and the taxing power, the control of money is the most important means of fleecing the producer.

All purchasing consumers are put under tribute to the owners of lands and franchises. Upon the purchasing consumer falls almost the whole burden of taxation for the support of government. Upon the purchasing consumer falls the whole burden of that *quasi* taxing power conferred by unjust tax laws upon the few like Carnegie, who roll up vast fortunes at the expense of the great body of consumers.

The monopoly of lands and franchises and the monopolies arising from unjust taxation are the steady and primary sources from which great fortunes flow. Through these come the control of money.

When a few get practical control of the money of the country they have another means of fleecing the producer. By increasing the currency and increasing prices a stimulus is given to business. Men are tempted to run in debt in order to increase their gains.

By contracting the currency and lowering prices men find it harder to pay debts. The dollar has an increased purchasing power and is so much harder to get. A panic comes and mortgages are foreclosed. The real wealth and the lands and franchises are still more concentrated in fewer hands. Wages go down and tramps increase.

Of course, the primary constitutional remedies are to sweep away the monopoly of lands and franchises for individual profit; to abolish unjust taxation; to abolish all unjust class legislation. But in a time of financial panic, such as we are now passing through, immediate, special remedies are needed.

It is as if a person, sick with consumption, had a hemorrhage of the lungs. For the time being, the real constitutional remedies

which will restore the patient, ultimately, to health, take a secondary place and the stopping of the hemorrhage becomes the most important immediate thing to do, though the hemorrhage is the result of the consumptive tendency of the patient.

It is the same to-day with the productive industries of the country. We are suffering from a financial panic, brought on primarily by the unjust social conditions I have named.

What shall be done to stop the panic, restore confidence in business and set the idle to work? It is to give us now a better monetary system, one that shall make it less easy for the creditor to take advantage of the debtor, one that shall restore a greater degree of confidence in the industrial world.

Money is the mechanism of exchange and a measure of values. Even in our own country, a great variety of things have in different parts and at different times served as money or a medium of exchange. Among them may be named corn, tobacco, whisky, linen, skins, turnips, potatoes, and ten penny nails. Even musket balls are said to have been used as money in Massachusetts in 1631.

During the war of the revolution a large amount of continental currency, said by Thomas Jefferson to have amounted to \$200,000,000, was issued. This was supplemented by as much more issued by the colonies separately. The continental currency, not having a firm taxing power behind it to redeem, finally disappeared from circulation as valueless. Those who use this as an argument against a paper currency overlook this, also, that without the currency the revolution would have failed.

The makers of our constitution undertook to take away from the federal government, as well as from the states, the right to issue paper money. Fortunately our supreme court, by its decision, March 3d, 1884, by a vote of eight to one, Judge Field alone dissenting, has undoubtedly settled the full right of the federal government to issue full

legal tender paper money in peace as well as in war times, at its discretion, and to make it apply to debts contracted before as well as after such an issue.

I quote from the decision as follows:

This position is fortified by the fact that congress is vested with the exclusive exercise of the analogous power of coining money and regulating the value of domestic and foreign coin, and also with the paramount power of regulating foreign and inter-state commerce. Under the power to borrow money on the credit of the United States, and to issue circulating notes for the money borrowed, its power to define the quality and force of those notes as currency is as broad as the like power over a metallic currency under the power to coin money and regulate the value thereof. Under the powers taken together, congress is authorized to establish a national currency, either in coin or paper, and to make that currency lawful money for all purposes, as regards the national government or private individuals.

The first legal tender paper money was issued by act of February 25th, 1862. Previous to that, at different times, the general government had issued various forms of paper money, usually bearing interest in one case as low as one mill per annum, but never legal tender.

In the beginning the government made gold and silver dollars and multiples thereof, full legal tender, the gold dollar to contain 27 grains, eleven-twelfths pure gold, one-twelfth alloy. The silver dollar contained 371½ grains of pure silver and 44½ alloy or 416 grains. The ratio of pure gold to pure silver was 1 to 15. In 1834 the ratio was changed to 15.984 for the reason that gold bullion was worth more than its coining value and the coinage had practically ceased. The new dollar contains 25.8 grains gold, nine-tenths fine, or 412½ grains silver, nine-tenth fine.

Foreign coins of specified weight and fineness were also made full legal tender up to about 1816.

In 1853, for the reason that silver, even for small change, was lacking, because its bullion value was too great for profitable coinage, the half dollars and other smaller silver coins were made some 7 per cent. lighter; a dollar's worth containing only 384 grains of coin silver, (that is silver containing one-tenth alloy) instead of 412½ grains. They were legal tender for sums of five dollars or less.

Up to 1873 only some eight millions of silver dollars had been coined. In 1873 a silver dollar's bullion value was equal to about \$1.04 in gold—that is, the bullion value of a silver dollar was worth about 4 cents more than a gold dollar. They were both worth more than a paper dollar, for the reason that paper was dishonored by its own author. It was issued as a legal tender, at its face value, for all debts, public and private, except import duties and interest on the public debt; a damnable exception which was wrong from the government by the money changers in time of peril; an exception which has cost the pro-

ducers and consumers countless millions and untold suffering.

After the currency had been largely converted into interest bearing bonds, bought much below par, the self-sacrificing bond holders, through the compliance of a patriotic congress, by the credit strengthening act of 1869, provided that these bonds should be paid in coin or its equivalent. The refunding act of 1870 provided that refunded bonds should be paid in "coin of the present standard value; that is, in the gold dollar of 25.8 grains standard, or silver dollar 412.5 grains standard.

In 1873 an act was passed demonetizing silver, reducing at one stroke by 50 per cent. the bullion available for coin for paying the bonds bought below par with depreciated greenbacks, depreciated largely by the patriotic efforts of the money changers.

Strange to say, though, the bill appeared many times and was largely discussed before its passage, there was no warning voice raised. Afterwards some astute congressmen pleaded the "baby act" and said they did not know what they voted for.

In 1878 silver was partially remonetized and made full legal tender, "except where otherwise expressly stipulated in the contract."

In 1890 an act was passed authorizing the issue of coin treasury notes in payment for silver bullion, bought at its market value, to the amount of 4,500,000 ounces per month. These coin treasury notes contain the same exception clause as the act of 1878, which any one may read who has one of the notes in his possession.

The fifty-four million ounces of silver purchased yearly under the operation of the act of 1890, known as the Sherman act, should cost the government nothing but the cost of making the notes and handling the bullion, and coining as needed for the redemption of the notes. Every ounce of that silver is represented by these partial legal tender paper bills and is just as much in circulation as though the silver were coined and in the hands of the people instead of the notes. The notes are much more convenient and profitable, both for the government and the people than the coined dollars.

Only one thing was needed in amending the Sherman act, and that was to repeal the exception clause and make both the silver dollars and the notes based on the silver full legal tender for all debts, public and private. Only three classes could have objected; the holders and producers of gold and silver and the creditor classes, whose credits would be greatly increased in value at the expense of the debtors by stopping the purchase of silver with the coin treasury notes, with no provision made for a paper currency to take its place.

If the exception clause had been repealed, whatever profit there might have been in the purchase would have gone to the people and not to the mine owners as it would under free coinage.

Instead of pursuing that course the mine owners of the west are demanding free coinage so that they can pocket the profit of the government fiat, a profit that at the present rates of gold and silver amounts to many millions yearly, a big stake to play for.

On the other hand, the worshippers of the golden calf, and the holders of our government bonds, railroad securities and the like, are demanding the demonetization of silver, which would greatly enhance the value of their credits, ruin many debtors, reduce wages, produce poverty and starvation in many homes, but would concentrate the wealth in fewer hands. Free coinage is simply the least of two evils.

From the famous conflicts over the old United States bank down to the present time, the money changers have shown themselves the lineal descendants of those whom Jesus drove out of the temple.

It has remained for a President of the United States, elected on another issue, to add another shameful page to our financial history, by calling congress together for the express purpose of making all debts payable in gold, or the "money universally recognized by all civilized countries." He closed his message with these words:

I earnestly recommend the prompt repeal of the provisions of the act passed July 14, 1890, authorizing the purchase of silver bullion and that other legislative action may put beyond all doubt or mistake the intention and the ability of the government to fulfill its pecuniary obligations in money universally recognized by all civilized countries.

GROVER CLEVELAND.

EXECUTIVE MANSION, AUG. 7, 1893.

Never did the executive of a great nation make a more dangerous proposition. Fortunately, congress has simply repealed the purchasing clause and has not demonetized the present stock of silver for the benefit of the bondholders who would like only gold.

Let us hope that the new congress will provide a better means for expanding the currency to the needs of business than was provided in the clause repealed.

## AMERICAN AND ENGLISH LABOR.

BY GEORGE C. WARD.

From the Chicago *Inter-Ocean*, August, 1892, I clip as follows:

Mr. Willard I. Lansing, the workman chosen by his fellow wage-earners of Providence, R. I., to go to England and Europe for the purpose of investigating the question of wages and the condition of wage-earners, is sending home some very interesting letters. These letters are being published in the Providence *News*, the proprietor of that paper having furnished the funds to pay the expenses of Mr. Lan-

sing's trip abroad. His last letter is dated London, August 10. As it will be of interest to every American workman or woman, or any student of public affairs, it is here reproduced in full:

London, August 10.—Although Leeds is generally associated with Bradford, in speaking of cloth manufacture, we must take exceptions to it, as at the present time much of it is done within the borders of Bradford, Huddersfield, Halifax and other surrounding towns. A little dyeing and some finishing constitutes Leeds's part in the preparation for market of our present woolen cloth.

This was not always so, but is at present, and as if to make up for the loss, she has adopted a varied number of industries. Leaving the cloth industry to Bradford, let me call your attention to the industries most prominent in Leeds to-day. Large glass-making factories, iron-works, steam ploughs and engines, stone quarries, firebrick works, printing establishments, machine shops, shoe factories, paper mills and the already described screw factory. In the matter of printing, after inspecting Alf. Cook's large establishment, and viewing the work turned out by this enterprising concern, I can safely say for excellence they can, no doubt, when occasion requires, give the London firms quite a rub.

I decided to make a little study of the boot and shoe trade in Leeds for my readers, believing it to be one of the most important industries and most easy of access. These shoe making establishments turn out an entirely different class of work from those in Northampton or elsewhere. Their specialty and, in fact, general output are those shoes known as strong ones with nails. Immediately you can see the demand for this production is largely from home consumers, if not wholly. Sometimes four months in the year there will scarcely be any work thus bringing even a high rate of wages down to a very small average.

### SHOEMAKER'S WAGES.

It is safe to say there are 5,000 hands employed in this industry within the borders of Leeds and immediate vicinity. If these 5,000 men were fully employed the year round, their average weekly earnings would possibly amount to 26s or \$6.24 for skilled mechanics, but taking into consideration the above enforced idleness the average is lowered to about £1 or \$4.84. There are some special classes who earn during the busy season 36 to 38s (\$9.64 to \$9.12), with the usual decrease during dull months. The average rentals of the first mentioned is from 4s to 4s 6d per week, (.96 to \$1.08), and the last mentioned from 6s to 7s 6d per week (\$1.44 to \$1.80). Gas is 2s 2d per month (.62 cents.) These homes are not of the best within the borders of the city. A cellar, kitchen, room above, and one of similar size for a bedroom above, sometimes divided in half constitute the home. They are built back to back, one facing either street, with no yard, and perhaps sixty or more tenements to the block. On account of no yards the wet clothes are swung across the street from house to house, gathering the dirt from passing travel and soot from adjoining chimneys. One can also judge from these statements about the manner of living. I was assured food was as cheap here as anywhere in Britain, as well as general cost of living. Below is the usual table:

Article.	English.	American.
Butter . . . . .	14d lb	28c lb
Flour . . . . .	1s 6d a stone	35c—14 lbs
Sugar . . . . .	2½d lb	5c lb
Tea . . . . .	2s lb	48c lb
Bread . . . . .	3d 2lb loaf	6c 2lb loaf
Ham . . . . .	9d lb	18c lb
Fish . . . . .	3½d lb	6½c lb
Eggs . . . . .	16 for 1s	16 for 24c
Beef . . . . .	9d lb	18c lb
Mutton . . . . .	9d lb	18c lb
Milk . . . . .	4d quart	8c quart
Lard . . . . .	3d lb	10c lb
Rice . . . . .	2½d 3d lb	4½c lb
Bacon . . . . .	6½d lb	12½c lb
Cheese . . . . .	7½d lb	14½c lb
Pork . . . . .	7½d 3d lb	15½c lb
Onions . . . . .	1d lb	2c lb
Turnips . . . . .	1d lb	2c lb
Potatoes . . . . .	1d lb	2c lb

## THE JEWS IN LEEDS.

During the past decade 10,000 or more Jews have been added to the population of Leeds. They have, to a considerable extent, gone into the ready-made clothing business (practically an undeveloped business before their arrival), although one finds them in nearly every kind of business to a greater or less degree. For instance, the cheap slipper trade has employed vast numbers of the poorer Jewish population. Perhaps by quoting from the Leeds *Mercury* of February 5, 1892, I can give you a few facts unknown and properly vouched for.

The article is in part as follows: "Evidence given before the Labor Commissioner, Group C. Testimony given by W. J. Ingle, representing employes of the boot and shoe association of Leeds. The following is the gist of the article: There are 7,000 to 8,000 hands employed. Girl machinists and fitters average 13s (£3.12), and riveters and cutters 26s to 27s (\$6.24 to \$6.48) per week. Former prices for making slippers, 9s to 10s per doz (\$2.16 to \$2.40). Prices now paid Jews for similar work, or any others desiring it, 4s 6d per doz. (\$1.68). Place in Leeds to-day where £1,000 machinery is lying idle on account of men. In Leeds only four pairs of boots produced per hour. In the United States £100 of boots cost in labor £17, while in Leeds £100 of boots cost £33, and still American workmen make higher wages."

These facts were given before the Labor Commission and printed as aforesaid without contradiction. I have thus given you both men and woman's labor in the boot and shemaking line, with wages. Limited time forbade investigation in other branches of industries. Leeds is another typical old-fashioned English town, with few modern improvements considering its size. Horse cars with dummy engines infest the streets, and a thick mantle of smoke increases the gloominess in many parts of the city. It is quite a bustling place, and is quite a center for the woolen manufacturers. Bradford is but nine miles from Leeds, with trains running to and fro at short intervals.

## WORSTEDS AND WAGES PAID.

Bradford bears a remarkable likeness to Leeds, with perhaps a trifle less amount of traffic. On arriving we find that even here only light worsteds are manufactured to any such extent as are used principally in ladies' wear. Knowing we shall get no further, we must make the best of it and be patient. The manufacturers are very chary about allowing visitors ingress to their works; in fact, so close that influential friends were unable to accomplish it, but expect to when I return the last of August. This was surely a setback and disappointment, being almost the first desired goal I had failed to reach. The most important thing, however, wages, I did get with all their cunning.

Woman labor is almost universal in these mills. A few men, but the major portion of the male members of a family engage in some outside trade. The majority of these men employed are in the combing departments, they are night men, receiving 3½d (7 cents) an hour, working five nights per week and twelve hours a night, or a total of sixty hours—60x7—\$4.20 weekly wages. The day combers are women, working fifty-six and one-half hour per week, and earning 12s, or \$2.88 for the time. Females engage in preparing for and furnishing combing, as well as winding cards, receive from 10s 6d to 11s (\$2.52 to \$2.64) per week. The drawers, also females, receive 11s a week (\$2.64). Spinners and two-side winders, female, receive about 10s (\$2.40) per week. Short-time spinners (new hands, making half a day at a time), receive from 2s 6d to 4s 6d (60c to \$1.05) per week. Female twistors receive from 10s 6d to 11s weekly (\$2.52 to \$2.64). Weavers, female, average 13s to 14s (\$3.12 to \$3.36). Some few reach £1 (\$4.84) and others are as low as 10s (\$2.40). These branches given include most of those in the production of cloth in Bradford and are authentic. Rents average for these people 4s (90c) per week, including cellar kitchen, one living room and two small bedrooms.

Will not describe manner of living now, and condition, until more thoroughly inquired into upon my return. Obligated to hurry, as I leave for Belgium Monday, July 25. Promise you further and more complete knowledge before I return home, if health

remains good. Lost two days, needed here, in the sickness at Leeds. There will be several letters in general, gathering a few unintentionally omitted facts beneficial to a thorough understanding of the subjects investigated. Everything written thus far bears the stamp of authenticity, and is easily proven.

WILLARD I. LANSING.

I have reproduced the foregoing letter, *not* for the purpose of entering into an argument about the tariff, but for the purpose of demonstrating that the people of the United States are suffering from the avaricious rapacity of grasping monopolies, soulless corporations, extortionate money-lending capitalists and conscienceless landlords, the sums of whose joint extortions are included in the factors we term rent, interest and profit.

Of the matter of wages I shall say nothing except that while it is perhaps true that in some few industries wages are higher here than as quoted in Leeds, England, there are, nevertheless, thousands of women and girls in all our larger cities and towns, who receive just as low wages as those quoted by Mr. Lansing. The Jew of Leeds also has his counterpart in all the cities of the United States, the sweaters' dens of this country being carried on chiefly by Russian, Polish and German Jews, and being simply horrible in their unenviable notoriety. Whatever may be said of wages in protected industries, we have very little to be proud about, when we consider the wages we pay both men and women, and also children, in those avocations unprotected by a tariff. I also wish to say that organized labor and free lands and not the tariff may be thanked for any advantages laborers in this country have obtained in the matter of wages.

I will first call attention to the fact that \$500 worth of boots and shoes costs in England \$165 in labor and in the United States but \$85. This is equivalent to a statement that so far as his purchases of boots and shoes for himself and family are concerned the English operative in the boot and shoe industry can afford to work either twice as long for United States wages, or the same length of time as the United States operative for one-half his wages. This, in its turn, is only equivalent to a statement that in the United States raw material, rent, interest and profit stand for 83 per cent. of the value of the finished product, while labor stands for 17 per cent.; while in England raw material, rent, interest and profit stand for only 67 per cent., while labor stands for 33 per cent. As the price of raw material differs but little in the two countries, it is evident that rent, interest and profit absorb almost exactly twice as much in the United States as in England.

So far we have said nothing concerning the comparative relationship of the factor rent to the individual operator or laborer, in its direct application to him as an indi-

vidual. Taking the figures given in the foregoing letter as a basis, we find that the average monthly rent paid by the operative receiving the smallest wages, is \$4.50. The house would appear to be composed of a basement kitchen, a first floor living room and two bedrooms on the second floor. The average rent paid by the operatives receiving the best average wages is \$7.17 per month. I count in each case three days more than four weeks' rent, in order to make a full month. It will be seen at a glance that the same class of operatives or laborers in the United States must pay at least double the rent as is paid in England, while the price of gas in England is insignificant when compared with the price in this country. So, then, so far as rent is concerned, the English operative can afford to work for one-half the weekly wages paid in the United States, while the English landlord is satisfied with one-half the income from rentals as is extorted by his American cousin, although land in England is much the most valuable, so far as selling price is concerned.

Now take the cost of living. In approaching this branch of the investigation we must remember that England depends, to a great extent, upon importations of food products to feed her people. Especially is this the case with flour (or wheat) and beef, pork and lard. There, then, we should expect to find the prices very much greater than in the United States, but such is not the case. I give hereinbelow the retail prices in Kansas City, of the articles contained in Mr. Lansing's list. It is to be regretted that Mr. Lansing was not more specific in his price list, and that he did not, at least, give a maximum and a minimum price for beef, pork, bacon, &c., as here in Kansas City the cheapest grade of boiling beef sells for 3 to 4 cents, and porter house steak for from 15 to 20 cents, while chuck steak is worth 6 to 8, and round steak 8 to 10. Rib or sirloin roast costs 10 to 12 cents.

I did intend giving a list of Kansas City prices of the several articles of food given in the Leeds, England, list, but my readers can bring their own knowledge and experience into service in comparing English prices with those in the United States. This argument is not advanced with a view of showing that the English laborer can live as cheaply or more cheaply than can the toiler in the United States, but rather to show the American people how they are being robbed by organized capital and capitalistic monopoly. From a Kansas City paper of August 24, 1892, I clip the following market quotation:

## KANSAS CITY.

Flour—Steady but very dull. Buyers doing a hand to mouth business. Exporters bidding a shade lower for everything, but holders asking old prices.

Soft wheat, per 100 pound sack.		Hard wheat, per 100 pound sack.	
Patent . . . . .	\$1 80@2 00	Patent . . . . .	\$1 75@1 85
Extra fancy . . . . .	1 60@1 80	Straight . . . . .	1 60@1 75
Fancy . . . . .	1 50@1 60	Bakers' . . . . .	1 50@1 65
Choice . . . . .	1 00@1 10	Low grades . . . . .	75@ 90
XX . . . . .	80@ 90	Rye . . . . .	2 00@2 10
		Mixed rye . . . . .	1 30@1 40

## PROVISIONS.

A quiet and weaker market was had yesterday for most hog product, a break in Chicago causing a weaker market here in sympathy, and light trading in car lots. But the jobbing trade was fair.

We quote per 100 pounds:

Green Meats—Shoulders, cash, \$6.75 per cwt.; hams, \$9.25.

S. P. Meats—Hams, cash, \$10.75, and shoulders, \$7.25.

Pork—Cash, \$11.00, and August, \$11.00.

Lard—Cash, \$7.60, and August, \$7.60.

D. S. Meats—(Partly cured) shoulders, cash, \$7.00 per cwt.; s. r. sides, \$7.87½; l. c. c. sides, \$7.87½; and s. c. sides, \$8.20.

Butter—A steady and firm market continues to be had for most everything, though there is less excitement in the market than a few days ago. We quote: Creamery, highest grade separator, 22@23c; finest gathered cream, 20c; fine fresh, good flavor, 19c; fair to good, 18c. Dairies, fancy farm, 15@16c; fair to good lines, 13@14c. Country store packed, fancy, 14c; fresh and sweet packing, 12½c.

Eggs—The demand was good but market hardly so firm. Fresh candled, 14c. per dozen.

## ST. LOUIS.

St. Louis, Mo., Aug. 24.—Flour—Receipts, 2,000 barrels; shipments, 10,000 barrels. Market weak. Patents, at \$3.70@3.80; extra fancy, \$3.35@3.50; fancy, \$3.00@3.20; choice, \$2.40@2.50; family, \$2.20@2.30.

Butter—Quiet. Creamery, 20@25; dairy, 15@21.

Eggs—Easier, 12@12½.

Pork—Standard mess, jobbing at \$11.80@12.00.

Lard—Prime steam, \$7.40@7.50.

Bulk Meats—Dry salt meats, loose lots, shoulders, \$7.00; longs and ribs, \$7.85; short clear, \$8.00; boxed lots, 15c more.

Bacon—Packed shoulders, \$7.75; longs and ribs, \$8.75; shorts, \$9.12½.

Hams—Sugar cured, \$11.50@12.50.

## CHICAGO.

Lard—\$7.62@7.65 per cwt.

Short Rib Sides—Loose, \$7.80@7.90.

Boxed Meats—Dry salted shoulders, \$6.90@7.00; short clear sides, boxed, \$8.00@8.15.

Butter—On the Produce Exchange to-day the butter market was quiet. Creamery, at 17@25; dairy, 15@22.

Eggs—On the Produce Exchange: Market firm, 17@17½.

St. Joseph, Mo., quotations are as follows, for flour:

Leading City Brands (wholesale prices)—Davis' high patent No. 1, \$2.25; Blue D. full patent, \$1.85; Lion, half patent, \$1.65; Davis' Special Royal patent No. 10, \$2.65; Aunt Jemima pancake flour, \$3.25; bran, bulk, 50c.; shipstuffs, bulk, 60c.; brisk sale.

Here, then, are the market quotations on August 24, of certain leading articles of food in the three cities which are in the centre of the great wheat, beef, pork, butter and egg producing regions of the United States; the great Northwest—the far-famed Mississippi Valley.

## ENGLAND.

Liverpool, Aug. 24.—Wheat—Market was steady; demand poor; holders offer moderately. No. 1 California, 6s 4d@6s 10d per cental; red western spring, 6s 2½d@6s 3½d; No. 2 red winter, 6s 2d@6s 3d.

Corn—Quiet; demand poor. Mixed western is 11½¢ per cental.

Bacon—Long and short clear, 55 pounds, 48¢ 6d per cwt; long clear, 45 pounds, 42¢.

Lard—Prime western, 48¢ 6d per cental.

Pork—Prime Western mess, 70¢ per barrel \$11.80.

Beef—American refrigerator, forequarters 31¢; hindquarters, 31½¢ per pound. Extra India mess, 36¢ 3d per tierce.

Tallow—Fine American 28¢ per cwt.

Butter—United States finest, 97¢ 6d per cwt; do. good, 82¢ 6d.

Flour—American patent, \$1.48; superfine XXX, \$1.24; Minneapolis Bakers, \$2.64; St. Louis family, \$2.34.

And now I have given you the quotations on the same articles in Liverpool, England at wholesale and Mr. Lansing gives them at retail in the city of Leeds, England.

Upon the same date in the cities of Kansas City, St. Louis, St. Joseph, Mo., and Chicago, Ill., flour was worth as follows:

St. Louis family, per cwt	\$1.10	\$1.15
Minneapolis bakers, per cwt	1.50	1.75
Choice fancy, XXX per cwt	1.60	1.75
American patents, per cwt	1.80	2.65

These prices, however, are export prices, in car load lots, for shipment and are very little, if any, above cost of manufacture. The profit is made off the home consumer, as is shown by the wholesale prices charged retail grocers, as follows:

Family	\$1.75
Bakers	2.10
Good patent	2.30
Extra patent	2.45

In England flour was worth at wholesale:

St. Louis family, per cwt	\$2.34
Minneapolis bakers, per cwt	2.64
Choice fancy XXX, per cwt	3.04
American patent, per cwt	3.28

At that time the best brands of patent flours retailed in 25 lb sacks, sold to consumers in Kansas City at from \$2.80 to \$3 per cwt and choice XXX and good patent at from \$2.40 to \$2.75. In Leeds, England, Mr. Lansing tells us that the flour consumed by the Leeds operative cost him at the rate of \$2.52 per 100 pounds, in packages of 14 pounds each, (1 stone). Assuming that the flour these operatives used was the poorest and cheapest I have quoted (St. Louis Family) at \$2.34 per cwt, the English retailer made only 8 per cent. profit above the wholesale Liverpool prices. The Kansas City retailer makes a profit of from 15 to 20 per cent. upon all flour sold by him to consumers. On top of a 25 per cent. discrimination the mill men and wholesalers make in favor of foreign buyers and against the home retail grocer. Such extortionate profits as these, if extracted in England would drive the English laborer to starvation and suicide.

Take lard. On August 24, lard was worth at the Kansas City packing house \$7.60 per cwt. On the same date it was worth \$8.75 per cwt. in Liverpool. But the consumer

Kansas City paid at the rate of from 90 to \$12.00 per cwt. to the retailer, who le a profit of from 33 to 58 per cent. In eds, England, lard retailed at 10 cents

a pound, and the retailer made only 16 per cent. There's pork. Worth in St. Louis \$11.80 to \$12.00 per bbl., and in Kansas City \$11.00, and yet selling in Liverpool for \$11.80 per bbl.

Take butter. On August 24, butter was worth at wholesale in Kansas City, best creamery, 22 to 23 cents; good, 20 cents. In Chicago it was worth, creamery, 17 to 25 cents; dairy, 15 to 22 cents. In St. Louis the same. In Liverpool, England, it was worth at wholesale, best creamery, 23½ cents; good, 19½ cents. In England the best retailed for 28 cents per pound, and the retailer made 16 per cent. In Kansas City it retailed for 30 cents, and the retailer made 33 per cent.

And so it runs through the gamut from *do* to *do*, profits absorbing just about twice as much of the wages of the consumer in the United States as in England, while transportation half across the American continent and across 3,000 miles of ocean, together with the various middlemen's profits, aggregate less than the cost of shipping from one American city to another.

And if the case stands thus with rent and profit, how is it with interest?

In the New York *Herald* of August 25, I find the following:

Money on call at the Stock Exchange loaned at 1½ to 2 per cent. The last loan was made at 2 per cent. At the Boston Clearing House money loaned at 4 per cent.

The Kansas City *Journal* quotes money in Kansas City as follows:

The general trade is discounting very little, and as a whole money is easy and quiet. Rates, however, remain steady. General business papers 7 to 8 per cent. and special loans 6 per cent.

I clip also,

New York, Aug. 24.—Bar Silver—82½¢ per ounce. Money—On call easy at 2 to 2½ per cent; last loan at 2 per cent., closing offered at 2 per cent. Prime Mercantile Paper—4 to 5½ per cent.

London, Aug. 24, 4 p. m.—Money—½ per cent. Discount—Rate of discount in the open market for short bills, 1 per cent.; for three months' bills, 1 to 1½ per cent.

While the New York *Herald* says of London, England:

Money has been almost unobtainable, and short loans have been freely offered at ½ per cent. The discount market continues firm, two and three months' bills being quoted at 1½ per cent.

All of which goes to show that the rates of interest in the United States are from four to six times as high as in England.

We are justified in concluding that so far as is concerned everything but food, wages at \$1.00 per day in England, are more than equal to \$2.00 per day in the United States. We can also state, with emphasis, that the vital issue in economics is the rate of interest on money. It is upon the rate of interest upon money that the rate of rent is based and the two rates rise and fall together. And upon interest and consequent

rent the rate or per cent of gross profits is based, as gross profits must be large enough to include interest and profit, before there can be any net profits.

The foregoing article was prepared for the *MAGAZINE* in August 1892, but laid aside and overlooked. Very lately, however, the voluminous and exhaustive Seventh Annual Report of the United States Commissioner of Labor has been published for distribution, and it forever refutes the theory of the sin-

gle taxers that as interest rises, rents fall and *vice versa*. They maintain that a reduction in the rate of interest would simply raise rents, and so fail to be of any service to labor. Their contention is fallacious and can not be sustained by statistical facts.

At the cost of mutilating my labor report, I shall present to the readers of the *MAGAZINE* some statistics from the summary of woolen industries in the United States and in foreign countries:

B.—SUMMARY OF SOURCES OF INCOME.

UNITED STATES.	FAMILIES.						INCOME.					
	Total.	Average size.	With income from—				Per family from—				Per family.	Per individual.
			Husbands.	Wives.	Children.	Boarders, etc.	Husbands.	Wives.	Children.	Boarders, etc.		
Total . . . . .	911	4.9	867	82	260	248	\$497.94	\$218.78	\$103.76	\$199.51	\$463.13	\$136.49
EUROPE.												
English . . . . .	117	5.1	116	13	63	27	\$323.74	\$147.27	\$236.36	\$125.26	\$493.51	\$96.72
French . . . . .	179	5.2	174	40	84	29	263.43	89.42	293.67	65.72	424.51	80.92
German . . . . .	24	5.3	22	12	4	11	190.30	75.35	196.47	71.56	275.99	52.16
Scotch . . . . .	14	7.8	14		12	11	292.34		431.95	48.33	700.56	89.98
Total . . . . .	334	5.3	326	65	163	78	\$281.19	\$98.39	\$279.07	\$84.70	\$449.58	\$84.74

C.—SUMMARY OF EXPENDITURE FOR RENT.

UNITED STATES.	FAMILIES.			FAMILIES HIRING HOUSE.				
	Total.	Average size.	Families owning house.	Reporting rooms.		Families not reporting rooms.	Rent per—	
				Families.	Rooms per family.		Family.	Individual.
Total . . . . .	921	4.9	154	728	5.6	23	\$90.87	\$18.99
EUROPE.								
English . . . . .	117	5.1	7	40	4.2	70	\$53.37	\$10.63
French . . . . .	179	5.2	15	144	3.5	17	33.25	6.48
German . . . . .	24	5.3	5	19	2.7		25.45	4.99
Scotch . . . . .	14	7.8	2	12	4.2		41.97	5.19
Total . . . . .	334	5.3	29	215	3.6	87	\$40.44	\$7.77

EXPENDITURES FOR FOOD.

UNITED STATES.	FAMILIES.		TOTAL FOOD COST PER—	
	Total.	Average size.	Family.	Individual.
Total . . . . .	911	4.9	\$262.85	\$54.10
EUROPE.				
English . . . . .	117	5.1	\$212.84	\$41.71
French . . . . .	179	5.2	186.78	35.61
German . . . . .	24	5.3	140.27	26.61
Scotch . . . . .	14	7.8	315.89	40.51
Total . . . . .	334	5.3	\$197.96	\$37.31

F.—SUMMARY OF CONTRASTED FAMILY INCOME AND EXPENDITURE.

UNITED STATES.	Families.		Own house.	Expenditure per family for—				Income per family from—		Balance per family.			
	Total	Average size.		Rent.	Food.	Other Purposes.	All Purposes.	Husband.	All sources.	Families.	Average.	Families.	Average.
Total . . .	911	4.9	154	\$90 87	\$262 85	\$256 32	\$594 09	\$497 94	\$663 13	583	\$136 16	268	\$61 49
EUROPE.													
English . . .	117	5.1	7	\$53 37	\$212 84	\$196 78	\$459 79	\$323 74	\$493 51	75	\$56 14	14	\$19 00
French . . .	179	5.2	15	33 25	186 78	167 36	384 05	263 43	424 51	123	78 33	47	50 88
German . . .	24	5.3	5	25 45	140 27	121 17	281 59	190 30	275 99	12	32 31	11	47 47
Scotch . . .	14	7.8	2	41 97	315 39	307 19	658 56	292 34	700 56	9	65 32		
Total . . .	334	5.3	29	\$40 44	\$197 96	\$180 21	\$414 73	\$281 19	\$449 58	219	\$67 67	72	\$44 16

G.—SUMMARY OF CONTRASTED INDIVIDUAL INCOME AND EXPENDITURE.

Nationality of husband.	Families.		Own house.	Expenditure per individual for—				Income per individual.
	Total.	Average size.		Rent.	Food.	Other purposes.	All purposes.	
UNITED STATES.								
Total . . . . .	911	4.9	154	\$18 99	\$54 10	\$52 76	\$122 28	\$136 49
EUROPE.								
English . . . . .	117	5.1	7	\$10 63	\$41 71	\$38 57	\$90 11	\$96 72
French . . . . .	179	5.2	15	6 48	35 61	31 90	73 21	80 92
German . . . . .	24	5.3	5	4 99	26 51	22 90	53 21	52 16
Scotch . . . . .	14	7.8	2	5 19	40 51	39 46	84 59	89 98
Total . . . . .	334	5.3	29	\$7 77	\$37 31	\$33 97	\$78 17	\$84 74

In this connection I cannot refrain from giving a few of the principal items of "Expenditure other than for rent or food," and calling attention to some very remarkable and noteworthy facts:

Nationality of husband.	Families.		Fuel.		Lighting.		Books and newspapers.		Amusements and vacation.	
	Total	Average size.	Families.	Average cost.	Families.	Average cost.	Families.	Average cost.	Families.	Average cost.
UNITED STATES.										
Total . . . . .	811	4.9	910	\$34 53	905	\$6 07	844	\$7 66	376	\$71 33
EUROPE.										
English . . . . .	117	5.1	117	\$18 42	106	\$6 93	109	\$6 61	104	\$22 94
French . . . . .	179	5.2	177	14 75	177	6 80	109	3 33	136	24 06
German . . . . .	24	5.3	24	14 28	24	3 78	20	1 37	16	8 39
Scotch . . . . .	11	7.8	14	15 93	14	5 46	14	5 35	14	17 30
Total . . . . .	334	5.3	332	\$16 06	321	\$6 56	252	6 61	270	\$26 96

Taking the rate of interest as a gauge and applying the single tax formula, rents in England should be from three to six times as high as in the United States instead of which they are only one-half as high. This proves what I have always asserted, that owners of rental property cannot get a higher rent than will pay the prevalent, current rate of interest upon the investment. While it is granted that the English laborer spends a little less for food than the American and

eats (perhaps) less meat, it will be noticed that he spends twice as much for "amusements and vacation." But he only spends one-half as much for fuel and his gas costs him about the same as coal oil costs the United States laborer, to whom gas is an impossible luxury. But it does not appear that the English laborer spends much less money for meat, if we include poultry and fish, as may be seen from the following table.



## D.—SUMMARY OF EXPENDITURE FOR FOOD. (1.)

Nationality of husband.	Families.		Beef.		Hog products.		Meat (not specified).		Poultry.		Fish.		Eggs.	
	Total	Average cost.	Families.	Average cost.	Families.	Average cost.	Families.	Average cost.	Families.	Average cost.	Families.	Average cost.	Families.	Average cost.
<b>UNITED STATES</b>														
American . . .	1,561	5.2	692	\$29 50	1,098	\$26 73	1,365	\$37 44	242	\$ 4 45	881	\$5 65	1,257	\$8 02
Austrian . . .	6	6.5	6	58 67	1	37 00	6	57 20						
Bohemian . . .	2	6.0			1	54 75	2	74 50			1	10 00	1	31 20
Canadian . . .	98	6.2	69	63 35	70	42 53	79	33 17	1	6 00	75	8 76	90	21 97
Danish . . .	2	5.0			1	11 00	2	57 00			2	6 40	1	17 15
English . . .	353	5.1	194	46 91	170	11 64	336	51 64	7	8 71	232	7 14	314	14 41
French . . .	36	5.1	8	36 38	30	14 45	33	34 80	2	5 50	25	8 32	33	14 40
Fr.Can . . .	226	6.8	44	44 53	125	27 32	202	81 44			149	9 23	218	23 63
German . . .	160	5.1	119	56 78	109	25 08	129	28 13	1	16 00	79	4 78	128	12 21
Hungarian . . .	1	2.0					1	34 60			1	3 00	1	1 60
Irish . . .	468	6.1	313	60 87	292	17 67	424	51 46	14	10 38	341	8 86	396	16 82
Italian . . .	2	4.5					2	52 28			2	6 00	2	1 32
Norwegian . . .	1	2.0					1	41 96			1	8 00	1	3 00
Polish . . .	1	3.0	1	40 00			1	25 00						
Portuguese . . .	5	5.8			2	14 60	5	66 42			5	6 66	5	10 30
Russian . . .	1	9.0					1	138 00			1	18 00	1	26 25
Scotch . . .	81	5.3	48	66 25	42	16 86	65	47 54	2	4 75	46	7 32	65	18 79
Swedish . . .	10	6.4	5	39 50	4	13 75	10	58 47			7	5 89	10	22 83
Swiss . . .	3	7.7	3	79 33			3	42 58						
Welsh . . .	26	6.1	25	50 00	7	15 29	26	31 57			8	3 51	15	18 73
<b>Total . . .</b>	<b>3,043</b>	<b>5.5</b>	<b>1,527</b>	<b>\$44 01</b>	<b>1,952</b>	<b>\$24 10</b>	<b>2,693</b>	<b>\$44 57</b>	<b>269</b>	<b>\$4 93</b>	<b>1,856</b>	<b>\$6 89</b>	<b>2,538</b>	<b>\$12 72</b>
<b>EUROPE.</b>														
English . . .	458	4.8			267	\$12 83	457	\$51 77	1	\$14 60	244	\$9 40	398	\$10 30
French . . .	295	5.0					282	38 75	1	4 63	2	26 16	229	8 62
German . . .	96	5.3	1	\$10 71	2	11 74	92	31 52					45	4 28
Scotch . . .	14	7.8			10	22 30	14	59 63			13	18 01	7	15 43
Swiss . . .	52	4.7					51	31 29					42	5 24
<b>Total . . .</b>	<b>915</b>	<b>5.0</b>	<b>1</b>	<b>\$10 71</b>	<b>279</b>	<b>\$13 16</b>	<b>896</b>	<b>\$44 55</b>	<b>2</b>	<b>\$9 62</b>	<b>259</b>	<b>\$9 96</b>	<b>721</b>	<b>\$9 15</b>

## THEN LOOK AT THIS.

	U. S.	Eng.	Fra.	Ger.	Scotch	Swiss.
Milk . . .	\$18 14	\$16 13	\$11 17	\$15 27	\$19 19	\$38 04
Butter . . .	29 08	31 72	19 34	18 56	39 11	28 63
Cheese . . .	3 62	6 40	5 30	5 21		7 81
Tea . . .	9 46	14 38	10 58		23 66	
Coffee . . .	10 52	6 04	12 30	6 54	10 19	8 18
Sugar . . .	20 05	11 24	8 37	6 65	12 02	3 60
Lard . . .	8 48	5 33	3 15	10 14		
Flour . . .	35 17	30 40	6 76	5 75	45 65	
Meal . . .						
Bread . . .	18 62	16 88	52 90	51 95	23 60	48 13

In the industries, "cotton and woolen combined," the English laborer spends upon his labor organizations \$11.26, while the United States laborer spends only \$5.29.

Now look at the table of English prices, as given hereinbefore, and you will find that the English laborer eats as much and as good food as does the laborer in the

United States, and you will be irresistably driven to the conclusion that whatever advantage the United States laborer may have in the matter of wages is lost because of the high rate of interest upon money and the consequent high rents and large gross profits, coupled with the extortions of coal combines and other syndicates and trusts.

But this communication is already too lengthy. The People's party is on the right trail. Let us keep hammering away at interest, which is the basis of rent and profits. Let us never cease to agitate the great questions of land, finance and transportation. If the United States, with her unrivaled resources, intense energy and vast territory, had as cheap money and as low rents and profits as has England, we would be the happiest and most prosperous people on the face of the globe.

## THE TREES OF DECEMBER.

The gaunt and wrinkled orchard shivers 'neath  
The blast, like Lear upon the English heath,  
And mossy boughs blow wild that undistressed,  
Another spring shall hide the nest.—Robert U. Johnson.

## AN ANNEX FROM HAWAII.

BY ELIZABETH MORGAN.

"So that's an idol," said Deacon Drew, putting on his spectacles the better to regard it.

"Yes," said the minister. "You know my brother is a missionary on one of the South Sea Islands. I received a box from him this morning containing many things which I shall value highly, and among them was this idol. His name, my brother tells me, is Nakuialua, he was the especial god of those who practiced the art of breaking bones. Human sacrifices have been offered to him, horrible as the thought is to contemplate."

"Is it possible!" cried the Deacon's wife, and then all the assembled company stared at Nakuialua with redoubled interest.

He stood on a little round table in the bow window where the minister's sister kept her flowers, cool green ferns arched over his head and long sprays of scarlet blossoms drooped beside him.

"He will think himself at home again," said Mary, as she settled him in his new position.

"Are young going to furnish him with human sacrifices to make the illusion complete?" inquired a young man who was assisting in the arrangements, and Mary felt a cold chill creep over her suddenly.

The minister had company that evening, some influential members of his parish came in to talk over matters relating to the church, and he was proudly displaying to them his new treasure.

And Nakuialua, where Mary had placed him, sat and stared at the guests with his great moon eyes as complacently as if he was sure of their admiration and approval.

"Ain't it awful to think of," said the Deacon; "that human bein's should bow down an' worship a wooden image like that? It kinder brings home to us what missionary work means, an' that old hymn—

"What, though with lavish kindness  
The gifts of God are strewn.  
The heathen in his blindness  
Bows down to wood and stone!"

"It 'pears to me," said the Deacon's wife to Mary, "that I couldn't abear to have that thing in the house with me. It ain't nothin' but a block o' wood, I know, but as Deacon says, folks have bowed down to it, an' prayed to it, an' shed human blood to it, an' you can't help feelin's as if all that must make a difference."

"It does make a difference," said the Deacon. "There's a sermon to be got out o' the creetur', just as he stands, perfessin' to represent a God, when he ain't even human enough to be called a likeness of a man. An' it ain't the first time folks has done a clumsy piece o' work an' fell down an' worshiped it when they was through."

"True," said the minister, "too true, but while we speak of the work as clumsy we must not forget that it was done with a stone adze, which made delicacy of outline impossible, and then only sacred wood could be used, which I believe was particularly hard. 'Koa,' if I am not mistaken, was the name my brother gave me. Perhaps you may be interested to see this copy of a heathen prayer. Doubtless it has been addressed to this very idol now before us. It is, as you see, in the native tongue."

"Can't you read it to us, Mr. Harding?" asked the Deacon.

"I am not conversant with the Hawaiian language," replied the minister, "except so far as I have picked up a few words from my brother. But this would appear to be the way the invocation begins—

"Na annakua o ka po,  
Na annakua o ke ao,  
Na annakua o ke ahi me ke kuahiwi:—"

"O, don't read any more of it, Mr. Harding," cried the Deacon's wife in a great fright. "It sounds dreadful wicked. You don't know what you may be prayin' for."

"You need have no fear," said Mr. Harding, but he laid the paper aside all the more readily that he was conscious of some uncertainties in his pronunciation of an unknown tongue. "This is a native dagger, Deacon Drew; the hilt is of curious workmanship. Mrs. Drew will be interested in this mantle. It is composed of native grass and very beautifully woven. This is a necklace and chain, and this a fan of peacock's feathers."

The minister's guests became absorbed in the contemplation of these curiosities, but his sister stood a little apart, her eyes still thoughtfully fixed on Nakuialua. The young man who had assisted her in the morning edged round the group and stood beside her.

"You seem to admire the old customer," said he. He was a college man and a member of a football team spending a few weeks in the country at the request of his professors under the instruction of the Rev. Mr. Harding.

"I don't admire him," said Mary. "I feel about him just as Mrs. Drew says, and I wish he was anywhere else."

"I'll soon dispose of him if you want me to," said the young man obligingly, "healthy old chopping block that he is," with a slap of his muscular hand on Nakuialua's bald head. But he caught his hand away again very suddenly with a smothered exclamation.

It was transfixed by the native dagger that some one had ingeniously leaned against the idol's shoulder, point upward.

"O!" cried Mary, in horror, as he drew it out and a gush of blood followed, staining

the handkerchief he hastily bound round his hand.

"It isn't anything," he said. "Don't attract their attention," with a glance over his shoulder; "I'll go out and get some water."

Mary ran off for some old linen and soon joined Nakuialua's victim in the kitchen, where he was bathing his wound.

"How frightfully it bleeds," she said. "How are we ever going to stop it? Don't you think you'd better go to a doctor?"

"I don't need a doctor if you'll do it up for me. That is, if you don't mind," lifting a dripping and bleeding paw from the basin.

Mary shivered and turned pale, but nervously herself, heroically bound it up for him with such simple remedies as she was acquainted with in her household practice.

"What's the matter with Jack's hand?" demanded a small voice, suddenly, beside them, as Mary was fastening the last fold in the bandage, and they turned to confront the minister's eldest son, a young gentleman of eight, Oscar by name.

"O, it's you," said Jack, not looking specially pleased at the interruption. "I attempted to pat Nakuialua on the head and of course he wouldn't allow any such a liberty as that and slashed me with his native dagger. He's a cantankerous old cove, and I advise you to steer clear of him. Human sacrifices are what he's after."

"I think you had better go and see the doctor," Mary interposed, "just to make sure it's all right."

"Do you think I'm going to let anyone touch it after you?" Jack inquired, but Mary had hurried away to wash her hands, and Oscar was clamoring for further information regarding heathen sacrifices. So Jack sat down in the dimly-lighted kitchen and regaled his young friend with a graphic description that was listened to with flattering interest and attention.

He was a good deal dismayed next day, when he returned after a lengthy skating excursion, to learn that the result of his eloquence had been a determination on the part of the children to have a sacrifice themselves, the details of which they had carefully arranged that morning while their aunt was busy with her household duties and their father in his study.

They had unanimously decided that the baby was to be the victim, firstly because he was too little to have a voice in the matter, and, secondly, because they all agreed that he was forever in the way and taking up their Aunt Mary's time when they wanted her to tell them stories. There was no doubt whatever that he could be well spared.

So when Mary, who was baking cake in the kitchen, looked in to see what the children were doing to keep them so quiet, she

saw, to her horror, poor little Arthur, decorated with flowers torn from her last summer's bonnet, lying on his back on a cushion in front of the terrible Nakuialua, who seemed to smile benignly upon him, while his cruel little sister stood at his feet and his cruel little brother at his head with the native dagger in his hand.

Mary broke down altogether when she was telling Jack about it. "To think if I had been one single *instant* later," she said.

"'Twas all my fault for telling them such stuff," said Jack, remorsefully. "I deserve to be shot for a thundering fool."

"O, you couldn't guess they'd do anything so horrible," said Mary, who was apt to be forgiving where Jack's follies were concerned. "I have put that native dagger where it will not be quite so convenient in the future for Nakuialua's sacrifices."

"Murderous old villain," said Jack, shaking his bandaged fist at the idol's bland countenance. "I'll have a reckoning with you yet." But Nakuialua smiled on with maddening composure.

It happened that the minister's ister was very pretty, a fact that others besides Jack were well aware of, the Rev. Horace Bullard was very well aware of it. He had charge of a neighboring parish and frequently exchanged with Mr. Harding, who knew and approved of his asperations.

Jack Romeyn also knew of these aspirations, and it is unnecessary to say, disapproved with equal emphasis.

It was impossible to say what Mary's views might be. She went peacefully on her way and as far as anyone could tell gave the subject no thought whatever.

But the Rev. Mr. Bullard was becoming impatient, the presence of Jack in the house of the lady of his choice was annoying to him, though he hesitated to admit there could be any danger in it. He was discussing the question with her brother in his study the day after the attempted sacrifice.

"I should advise you to speak to my sister at once if you are certain of your feelings towards her," said Mr. Harding. "It is a favorable opportunity. She is in the parlor and the children are out at play—you will be quite undisturbed."

"But that youngman,—" objected Mr. Bullard. "I heard his voice as I came through the hall. He was singing a chorus that reflected small credit either on his taste or his intellect. The college man of to-day is indeed a sarcasm on the advance of civilization."

"If you meet him you can tell him that I am prepared to hear him recite," said Mr. Harding.

Mary was in the parlor, so also was Jack. She was putting a fresh bandage on his hand and at the same time delivering some theories on the subject of football which

agreed perfectly with the views of Mr. Bullard. "It's an uncivilized game," she said. "It happens to be fashionable at present just as gladiatorial contests were fashionable once. It is the brute instinct in men and women that makes them enjoy such sights. It's no use for you to argue the question—I wouldn't go to see a football game for anything. You might as well be so many prize-fighters."

"O, come off," cried Jack. "You're slugging yourself now, Miss Mary. But look here—I wouldn't be afraid to bet anything you like if you'd seen that last game you'd been as much in love with our captain or some other member of the team as any girl on the grounds."

"O, indeed," said Mary. "Perhaps with yourself, for instance," glancing up at him with saucy defiance, but something in Jack's grey eyes made her drop her own again very quickly, with a decided accession of color, but before he could follow up his advantage the door opened and in walked the Rev. Mr. Bullard. He looked at them suspiciously for a moment and wondered if it was the fire that had flushed Mary's cheeks so brightly, then he delivered Mr. Harding's message to Mr. Romeyn, who, with a very bad grace, departed.

Mr. Harding was waiting, with a pile of books as high as himself, but his efforts to fix his pupil's attention were vain.

"What was that fellow saying to Mary in the parlor? Would she listen to him—or was there a chance for Jack if he dared to speak? Somebody always interrupted him. Why should the Rev. Horace sail smoothly on his way devoid of interference?"

"O, I beg your pardon," he exclaimed, suddenly starting up. "I've left one of my books——" and he darted out before Mr. Harding could remonstrate.

Mary and Mr. Bullard were standing before the bow window, whether they were admiring the idol or the flowers Jack did not know, but he thought they were much closer than there was any necessity for, and Mary looked decidedly embarrassed. He could have sworn the minister was trying to take her hand.

"I beg your pardon," he said stiffly; "I came for a book."

As he was not after any particular volume he could as easily have taken any from the table as to have gone to the shelves in the corner, only the latter course enabled him to pass directly in front of the pair whom he wished to interrupt. They were silent while he explored the shelves, a silence that enraged him more and more, as it seemed to imply their conversation to have been of a private nature. He did not propose to be hurried in his search, but as his back was toward them they could not see the true football expression of savage determination with which his features were set.

"What are looking for, Mr. Romeyn?" enquired Mary's voice, suddenly and sweetly.

"A book," he replied.

"Of course," she answered. "But if you'll let me know which sermons you are after I can tell you just what shelf to look on."

"I'm not looking for sermons," replied Jack.

"O," said Mary; "then I'm afraid you won't find your book in that corner."

And Jack, for the first time becoming conscious of the titles before him, discovered that her words were true and turned wrathfully at the sound of laughter in her voice. His mighty shoulder struck heavily against the shelves and something shot suddenly through the air over his head. There was a crash and a shriek and the Rev. Horace Bullard lay on his back before the idol, silent and motionless, streaming with blood from a wound in his temple, while a bust of Henry Ward Beecher lay broken in pieces beside him, and Nakuialua looked down upon them both, satisfied and complacently benignant.

Horrified, Jack sprang forward to his rival's assistance, conscious of the spirit that had been in his breast. He felt as guilty as if he had struck him down with his hand. He lifted him as gently as he could and laid him on the sofa, then ran off with all speed for a doctor, while Mary called her brother from his study and then went in hurried pursuit of more linen and Pond's Extract.

Mr. Bullard had recovered his consciousness when Jack returned, but it was late in the afternoon before he was equal to taking his departure. The doctor declared he would be in no way the worse for the accident beyond a little weakness from loss of blood and the effects of the shock, but Mr. Bullard's mind was for the time effectually diverted from love-making, and he departed with no attempt to renew his conversation with Mary where he had been interrupted.

So peace had descended once more upon the household that evening.

The minister had gone to the train with Mr. Bullard, the children were in bed and Mary and Jack sat before the parlor fire alone, except for Nakuialua, in his fern-shadowed corner. Mary was darning the children's stockings and Jack, on the other side of the table, was supposed to be studying. Outside it was raining softly and pattering against the window.

"They will have a wet ride to the station," said Mary, listening.

Jack looked up. "I'm glad he got over it all right," he said. "Somehow I couldn't help feeling all the time as if I'd hit him."

"You didn't *mean* to knock Henry Ward Beecher off the shelves?" said Mary.

"No; but there's no denying I was thinking just then that I'd like to give Mr. Bullard one for himself."

Mary opened her eyes at him in great

apparent astonishment. "Whatever for?" she said.

"What were you going to say to him if I had not come in?" inquired Jack, irrelevantly.

"Really, I can't see—" she was beginning. "That it's any of my business," finished Jack. "Well, I'll put it another way then—what would you say to me if I were fool enough to ask you the same question he did?"

"I should answer a fool according to his folly," replied Mary demurely, rising.

Jack rose also. "Do you call a man a fool for loving you?" he asked, abruptly.

"I've had no occasion," said Mary, and slipped past him quickly towards the door, but Jack had not been a "tackle" for nothing.

Mary was dusting the parlor next morning, assisted by the children. Cecilia and Arthur were rubbing the furniture with their little pocket handkerchiefs. Oscar could not find his so had taken a blue silk one of his aunt's that she usually wore round her neck. He thought it worked even better than his own and Mary was too much occupied with her own reflections to see.

Jack was in the study with her brother, she could hear their voices while she dusted. Jack had told her what he should say and she had told him what her brother would say. It was against her advice that he spoke at all. What was the use? He had still his education to get and afterwards his way to make in the world, they were both of them young enough that they could afford to wait, and wait they must. There was no use in irritating her brother so soon. But Jack said that he should feel he was acting dishonorably, and what Jack considered underhand and mean no man had ever known him to do. So she strained her ears to listen to the tones in the study, while Oscar dusted the legs of Nakuialua's table with her silk handkerchief and the baby sat on the floor and dropped pennies from his aunt's purse down the register, or more properly speaking, down the hole where the register should have been, for the servant had carried it out to clean and had forgotten to bring it back. It left a lovely dark, mysterious-looking hole, and the pennies made a fine ring when they dropped down, but Mary did not hear.

The study door opened and Jack crossed the hall and came in. One look at his face told her her words had come true. The minister was close behind. Jack did not notice him or the children, but marched up to Mary and took her in his arms.

"How long will you wait for me?" he asked.

"Forever," she answered. "Are you going away?"

"He is going, and at once," said Mr.

Harding, peremptorily, stepping forward. "There's been enough of this."

But here rose a wail from the children. "No! No! Jack shan't go."

Cecilia flung herself upon him and the baby, having first cast his aunt's empty purse down the furnace hole, scrambled across the floor to the scene of action, while Oscar, attempting to creep from under Nakuialua's table, become entangled and sent the whole thing to the floor, flower pots went rolling in every direction and the idol turning a double somersault, with a wild flourish of his misshapen legs in the air, disappeared down the register and was seen no more.

"Stop him!" cried Mr. Harding, rushing forward, but he was too late—his treasure was gone. "He'll fall in the furnace and be burned up," he lamented, and distractedly hurried away to the cellar followed by all the children, shouting in great excitement.

"Thank Heaven!" exclaimed Jack as soon as they were alone. "At least we'll have three minutes to ourselves. Nakuialua's befriended me for the second time."

"Do you think so?" said Mary, doubtfully. "O, Jack; what are you going to do?"

"Nothing," said Jack. "Your brother is going to write to the old fellows at the college and I shall stay round here somewhere till they settle what they'll do with me—don't hide your face away like that. They will be back in a minute and who knows when I'll see you again. Mr. Harding said you were as good as engaged to that Bullard. I'd knocked him flat if he hadn't been your brother. There they come again! I'd better start before I'm sent off a second time—give me one more kiss, darling, before they get here—I'm going up to my room for my things—are you sure you like me well enough to wait for me?"

"He must be caught in the flue," said Mr. Harding, in a voice of deep anxiety, as he entered. It is no possible that he could have fallen in the furnace and been burned before I reached there."

Jack did not reply to this surmise on the part of his instructor, but hurried away to make arrangements for his departure. He was but a short time tossing his belongings into his trunk. Then he came down stairs again and stopped at the parlor door for a last look at Mary.

Mr. Harding was in his shirt sleeves, leaning over the register with a fishing pole in his hand. He was breathing heavily and evidently was much inconvenienced by the heat which rose in his face. "I almost had him," he shouted, in great excitement. "Run down quick to the furnace to catch him in case he rolls that way."

Mary was sitting by the window. She rose hastily, as if to obey the command, but before she could take a step her brother,

reaching farther and farther down the black hole where his treasure had gone, suddenly lost his balance. The flue was large and the minister small, and if Jack had not been quick in coming to his aid his career of usefulness would have ended ignobly there and then, but Jack seized him by his gaiters just in time and dragged him up, nearly suffocated and black in the face.

"Another for Nakuialua," said Jack, as he laid him on the sofa. "Have in the warm water and sponge, Mary. If your brother intends to continue his idol worship he'd better hire a resident physician. It'll be cheaper in the end."

Jack did not leave the house that morning, nor for many days to come; he was too busy helping Mary to take care of her brother for Mr. Harding did not recover from his accident as promptly as Mr. Bullard had done from his, but, instead, went off into a fever that would have cost him his life with less careful nursing.

The idol would have been forgotten except for Mr. Harding's delirium, but he constantly called upon them to get Nakuialua out of the flue before he fell into the furnace. So at last Jack advised Mary to send for the workmen and have the pipes examined that they might set her brother's mind at rest.

The men came and the flues were cleared out but the idol was not to be found. Either he had been burned, as his master anticipated, or he had taken a subterranean passage to the region where he properly belonged. He was seen no more in the minister's family.

They expected Mr. Harding's heart would be broken when he learned his loss, and refrained from telling him till he was well enough to go down stairs. But, to their astonishment, he showed not the slightest surprise or grief. His animosity toward Jack had also entirely disappeared. He had actually grown fond of him while he was ill.

In fact, the cloud that had hung over their family for the last few weeks seemed to have utterly vanished when the enemy of Christianity whom they had mistakenly harbored departed from their sight down the furnace hole.

"You see," said Jack to Mary, "you couldn't expect a heathen idol to live in a Presbyterian minister's family and not try to make trouble. There's no denying he befriended me, so I ought to speak well of him."

"Jack," interrupted Mary suddenly. "Do you remember my brother's saying that Nakuialua was the especial god of those who practiced the art of breaking bones? Perhaps your belonging to a football team—"

"O, no; his motives did more credit to his head than to his heart," Jack replied. "At

all events, he circumvented your brother, laid out Mr. Bullard, and smashed the Rev. Henry Ward Beecher—three of his natural enemies settled with out of hand, which was doing very well for the length of his stay. It's lucky for us he went when he did. There could be no safety for a Christian minister in accepting such an annex from Hawaii."

## AN OBJECT LESSON IN ECONOMICS.

BY WILFRED P. BORLAND.

At this writing there are 20,000 mine and their families in the iron district, Michigan, who are standing face to face with death by starvation. Since last May when the mines first began to shut down there have been 5,000 men with families dependent upon them, able and anxious to work, but compelled to stand around in idleness while their scanty savings disappeared for the purchase of absolute necessities, leaving them at the beginning of winter in a district remarkable for the severity of its winter seasons, totally destitute and with the certain prospect of death by starvation or exposure staring them in the face. These men are not strikers, they are not tramps. They are law abiding, able bodied citizens of the great states of Michigan and Wisconsin, who are willing and anxious to work, but who are compelled to suffer because this poor privilege is denied them. Strong men are compelled to stand idly by and see their little children without food to sustain life in their frail bodies, without clothes to protect them from the biting winds, without shoes or stockings to protect their little feet from the drifting snow. They must look at their wives and children perishing for the want of the commonest necessities of life, while they are powerless to raise a hand to help them. Can any situation be conceived which is more calculated to make men desperate? The situation of these people has at last aroused the sympathies of the comfortable world outside; rumors of the desperate frame of mind which these miners were in, and the bloody and lawless deeds that might be expected to occur if their necessities were not relieved at once, were borne out from the mining districts to the people of the state at large, and the charitably inclined people of Michigan and Wisconsin suddenly discovered that they had a task in hand. Appeals for aid have been issued by the executives of both states. The appeal of Michigan's executive outlines the situation and its necessities, as follows:

*To the People of the State of Michigan:*

Owing to the closing down of the mines in the iron regions of the upper peninsula, which commenced as early as last May and has continued to the present time, the miners have been thrown out of employ-

ment and are in a situation of absolute want. This destitution extends over a large area of territory and includes a great number of people. A severe winter is already at their doors, and they lack fuel, food and clothing, and something must be done to prevent not only suffering but actual starvation. There is no doubt that the liberal-minded people of Michigan will be glad to respond freely and cheerfully to a call for aid of the needy within the borders of our own state. It must be borne in mind that this emergency is not temporary nor confined to a few. The relief must take some practical means for collection and distribution that it may not be wasted, and may reach those for whom it is intended. I trust our people will not be tardy in forwarding their subscriptions and contributions for immediate relief. All distributions forwarded either to the *Tribune* or *Free Press*, of Detroit, will be promptly acknowledged and appropriated for the purposes for which they are intended. Immediate steps will be taken for the organization of relief committees and means for the reception and distribution of food, clothing and money. The suffering and needy have never appealed to the people of Michigan in vain. While there is some poverty and suffering in our own midst, enough can undoubtedly be spared from our abundance to relieve the wants of our suffering neighbors in the upper peninsula. Let your contributions be prompt and liberal. It is hoped that the press of the state will give this appeal for aid the widest circulation possible as their portion of the good work to be done.

JOHN T. RICH, Governor.

Pursuant to this official call for aid, the citizens of Detroit and other cities throughout the state immediately responded with generous subscriptions to a relief fund. In Detroit, the millionaire land owner, Gen. Alger, headed the list with a subscription of \$500 a month during the continuance of the necessity for relief, and others responded very liberally according to their circumstances.

On the first indication of distress in his state, Governor Peck of Wisconsin, gathered several car loads of provisions and other necessities and accompanied them to Hurley, in the iron district, where he personally attended to their distribution among the destitute miners, and made personal observation of the extent of the suffering and the necessity for relief. This represents the philanthropic side of the matter. The work of relief is now going on bravely. As the destitution is wide spread and must be expected to continue at least through the winter, the work of relief will, of course, be systematized, and probably put in charge of an official commission, and, after all precedents in such matters, we may soon expect to hear grave charges of malfeasance, of contributions diverted from their true intent into the pockets of selfish and designing official understrappers, of a crowd of harpies who prey upon the necessities of the helpless miners by appropriating relief funds for their own benefit. We may expect to be regaled with the same disgusting details which have attended every one of the extended and well organized relief measures within the memory of the present generation. And, after all, the question is not one of philanthropy; it is one of economics pure and simple. These destitute miners do not require charity, they

simply ask the chance to work. They are amply able to provide for their own necessities by the power resident in their strong arms, and that they are compelled to become the recipients of charity because of six months' enforced idleness is a travesty on justice and a standing reproach to the intelligence of a free American citizenship. Had these people lost their all by reason of some terrible convulsion of nature, or been incapacitated by reason of some ravaging epidemic, had they saw the accumulations of years disappear like a flash in one fell swoop of the elements, as at Johnstown, their condition would have presented a proper example for the widest philanthropy. But these people have suffered from none of these causes. Their accumulations have not disappeared in a lump through any devastating natural cause; they have disappeared in dribblets, gone to procure the common necessities of life, while their owners have been compelled to stand by utterly helpless, unable to apply their labor to the procurement of sustenance against the rigors of winter. These people are the victims of economic conditions for which philanthropy is no cure, can give no relief. No man can give positive assurance, under present conditions, as to how long these philanthropic measures may be necessary; no man can say that, providing their necessity disappears next spring, they will not again be necessary next year, or the year after, or two, three or five years from now. Yet, in the face of these uncertainties, or certainties, whichever they may be called, there is no proposition from those in authority looking toward the removal of those economic conditions which call forth these philanthropic measures and render them necessary. Surely here is a question which calls for the highest statesmanship, but where is the statesman who has the courage to grapple with it?

Now, from the *Detroit Tribune*, of Nov. 26, I quote as follows:

A scheme for the relief the destitute miners of the upper peninsula has been proposed by a well known mine owner. He suggested that the mine owners give the miners all the ore they can mine to sell for their sustenance. The mine owners cannot afford to pay the miners wages to mine the ore. The price of ore is too low for profit. One miner had to pay \$2.70 per ton for mining, and then sell the product for \$2.30 per ton. But the miners, if the ground is donated to them, can sell for such prices as will command a ready market. They can at least support themselves and save the state the immense expenditure that must otherwise be made from the public purse.

There is not the least likelihood of this suggestion receiving a favorable hearing in quarters where it can do any good. But, unconsciously, perhaps, this mine owner touched the one fundamental economic condition that can afford these miners, and all laborers, permanent relief from the harrowing conditions to which they are sub-

jected at increasingly frequent intervals, and relieve them of the necessity of becoming the recipients of charity. Just for a moment contemplate the absurdity of economic adjustments which compel men to stand around six months in idleness, until their material condition has become so desperate that there goes forth a general call for charity to save them from actual starvation, all because a few mine owners can not pay wages and sell ore at a profit. And because these few mine owners can not make their profit the charitably inclined people, generally, of two great states are expected to support in idleness 20,000 persons for an indefinite period, or until the price of ore will justify profits. Can there be a more idiotic economic regime than this conceived of? In admitting that these miners might easily support themselves if they were allowed the privilege of mining ore on their own account and for their own benefit, this mine owner, in one simple sentence, sweeps into oblivion those well worn fallacies concerning the dependence of laborers on capitalists for their conditions of labor with which our ears are continually regaled. He puts the labor problem in its true light, and gives that battle cry, "Free access to natural opportunities" such significance that workingmen should be wise enough to take it up with such vigor as to make it an actual economic condition before the next decade has passed into history. When a few men are no longer able to make profits from the exploitation of natural opportunities, why should many men be deprived of the opportunity to gain subsistence from the same source, and be forced to stand around in idleness until they must become the recipients of charity in order to escape death by starvation? is a question for intelligent workingmen to ask themselves, and upon their answer to that question depends not alone their own welfare, but the welfare of generations of workingmen yet unborn.

And let us see upon what conditions this profit which our mine owner talks of, depends. We shall then be able to more fully appreciate the value of his suggestion in favor of the miners, and see whether or not they really could support themselves by mining on their own account. The conditions of production in the mines of the Colby syndicate, the largest operators in this district, as they existed in 1888, will serve as a good illustration. The facts here given are from the official report of Henry A. Robinson, formerly commissioner of labor statistics for the state of Michigan, now statistician of the agricultural department at Washington. The mine known as the Colby mine was originally purchased from the government for \$1.25 per acre, and, without spending one cent upon it for

improvements, its owner leased the privilege of taking out ore to the Colbys on a royalty of 40 cents per ton. The Colbys leased the mine to Morse & Co. for a royalty of 52.5 cents per ton. Morse & Co. contracted with Captain Selwood to mine the ore and deliver it on the cars for 87.5 cents per ton. Captain Selwood got a capitalist who owned a steam shovel, to dig the ore and put it on the cars (all that he had contracted with Morse & Co. to do) for 12.5 cents per ton. This was in 1885, and in that year the ore brought \$2.80 per ton delivered on the cars. Out of this \$2.80 per ton the share of the owners of the mine was 40 cents, Colby's share 12.5 cents, Captain Selwood's share, after paying 12.5 for the work of production, was 75 cents, and the remainder, \$1.40 per ton, went to the share of Morse & Co.

Now, let us take one year's production and see what it comes to. In the year 1885 there were mined 84,312 tons of ore, which, at \$2.80 per ton, brought \$236,073.60. Tabulating our results, we get the following:

84,312 tons, at \$2.80 per ton	\$236,073.60
Owner's royalty, 40 cents per ton	\$33,724.80
Colby's profit, 12.5 cents per ton	10,539.00
Morse & Co.'s profit, 81.40 per ton	118,036.80
Selwood's profit, 75 cents per ton	63,234.00
Capitalist's share, 12.5 cents per ton	10,539.00
Total	\$236,073.60

Now observe that the last item in this table is the only one out of which the laborers can draw their wages. The actual capital, in connection with the labor, employed in the work of production received the insignificant sum of \$10,539, or less than five per cent. of the value of the entire product. The balance, or over 95 per cent., went for what? Privilege, the price of land ownership, permission to apply the hand of labor to natural wealth which the Creator has intended for the use of all men. And it is upon such conditions as this that the profit which our mine owner speaks of, depends. And when these conditions can not be fulfilled, labor must depend on charity to avoid death by starvation. Should workingmen hesitate a moment to sweep such iniquitous economic conditions as this out of existence? These miners who have been standing idle all these months might, if they were not denied the privilege of using this natural wealth which those who control it refuse to use themselves, go in, with nothing but a pick and a wheelbarrow, and mine enough ore to keep themselves in comfort and lay by ample provision for the cold winter which now confronts them. They might do this even if they got no more than 50 cents per ton for the ore, as it is free ore and requires no mining other than to be scooped up with a steam shovel. Instead of this rational solution the charitable people of the state at large are now



called upon to contribute to the fund to keep them from perishing of want, and the worthy mine owners deplore the circumstance that they can not afford to put them to work because ore can not be mined at a profit! An while these men have been standing idle an immense trust, headed by Standard Oil Rockefeller, the Baptist deacon, has acquired control of nine-tenths of this iron property, and plastered it all over with stocks and bonds, and now, while the men starve, they wait for the market to rise to such a figure that, while paying the men bare subsistence wages, they can realize a profit on the immense capitalization they have put upon the property. Will the men be permitted to mine ore on their own account? Indeed they will not. They might overstock the market and thus defer the day for the realization of profits. It is cheaper to let philanthropic people keep life in their starving bodies with their charitable doles; and, moreover, under the latter system the workingmen are not so liable to cultivate a dangerous spirit of independence. What a wretched travesty of correct economic conditions it all is. When shall workingmen arise in their might and sweep them away?

## GOVERNMENT—WHAT IT IS AND WHAT IT SHOULD BE.

BY JOSÉ GROS.

The general and almost universal conception carried by the word government is that of repression, and it comes to us from far back, long, long centuries ago. It comes to us from all continents and all islands, from all regions and all climates, from all nations and all tribes, good, bad or indifferent. The very religious teachings that we have been made to drink down from our very cradles, and all along while developing as young school boys into young men, from the latter into old age, those teachings have intensified that perception of government as repression right and left, lest the whole organic structure of society goes to pieces, and chaos takes the place of order. Even the very word order has been perverted. It has been stated that order is heaven's first law, when order is simply an element of all law, even if the law happens to be a bad one. Just as if we could not have two classes of order, the order of freedom and that of despotism, the one that develops, and the one that crushes, the former imparting joy in all directions, the other but pain and tears all along through life. And what has been life so far, even among the supposed happy ones?

The 90 per cent. or even more who are daily struggling for one-half or much less of what we all could have under civilizations

but semi-normal, they may often look with a jealous eye up to the few at the very pin-nacles of human ambition in wealth and social position; but how little they know about them! Happiness, in human parlance, they may have, the few in question; the real article—they don't know what it means. The very fashions, modes of life, and conventionalities they create, and to which they subordinate themselves like slaves of their own fancies, that alone stands across the path of all substantial joy. Then, back of their own silly devices, back of their very idiotic conceptions of happiness, back of all that there is somewhere a God of beauty, whose beautiful laws are constantly transgressed by the fashions and devices in question. And joy can only come from obedience to such laws, in so far as we are in position to obey them.

We don't mention the above to reconcile the poor to their poverty, much less to make them feel that they should accept present conditions as something in accord with divine plans. They are not. They have never been so. And the cardinal and primary duty of every man is to rise against any such developments as we have had ever since that story of Eden. Perhaps that story, itself, is but the symbol of our crazy civilizations, for ever repudiating God's order in the social status, and hence we fail to grasp the joys that God means we all should have, on earth to begin with. Perhaps even the grave would vanish, under a correct civilization among all nations. Perhaps the earth would then gradually become an integral part of heaven, in connection with men, as it is already so in the order of nature, as a fragment of God's universe. And what is heaven but peace with the Creator, and good will toward all?

Let us now return to our idea of government, the old one of repression. But why such an idea? Why should repression be needed? Because of men's natural perversity, they will tell you. We don't deny that men have some provoking traits, and the most provoking ones to us are patience under suffering, gentleness under oppression, &c. Without those traits men would have rectified civilization long ago. We have nothing but contempt for gentleness under oppression, for patience under suffering caused by human laws, because laws of repression. We want laws of universal freedom, just as we find God's laws to be, when we study them in their general results through history. Sooner or later repression here means monopoly there, natural rights trampled upon, somewhere, the strong getting the best of the weak, the most selfish fellows victimizing the rest, disorder and confusion everywhere.

We can notice that, a little more or a little less, government has always resolved

itself into injustice because the few afraid of the many, as if the latter belonged to an inferior race that was forever to remain low down in the scale of life. Over 100 years ago the very father of our constitution, so to speak, Hamilton, practically declared that only a few choice men were fit to rule, and that the bulk of the people could not be trusted, and should quietly accept what the few proposed. As a matter of fact, the feeling that permeated the mind of Hamilton and most of the public men of his time can be found to-day among all classes above the wage earners and the farmers on the brim of a collapse, and often with some in the two ranks just named.

You talk to men about any radical reform tending to obliterate our present social extremes, and if those to whom you speak belong to any middle class, however pinched, in most cases they tell you. But who will do the work of those men? Of the men below them, they mean. That is the highest conception they have of government, most men, when not very far down in position, income, &c. The object of government for such men seems to be how to keep about three-fourths of the human race in partial or total bondage to the few on the top, that at least 20 or 25 per cent. of the race may remain a little better off than about 75 per cent. What a wretched conception of human government! And all because of a low, narrow, and fatalistic apprehension of divine government and divine law.

We should expect a certain class antagonism between all honest workers on one side, even if some of them happen to pocket, for the time being, three or four times more than most of the rest, and the 2 or 3 per cent., 5 or 6 per cent. if you like, who live in relative or absolute affluence, towards the upper social layers. That class antagonism is inevitable, and could easily be overcome or laid aside as insignificant in numbers, no matter how important in other respects. The class antagonism that we have the right to deplore, as senseless and illogical, as well as because it may prove fatal if prolonged, is the one between those who may earn \$500 or less, and those who may have from \$1,000 to \$2,000 per annum, in all cases through hard work, physical or mental, in all cases the result of useful services which, under a healthy civilization, would be bound to a considerable relative increase, with less wear and tear of the system than the present labors of all workers. Who can place a limit to the universal benefits resulting from social conditions respecting all divine law?

The latter class antagonism, in itself alone, even if we had no other national evils to overcome, places us in the same predicament which was no doubt at the root of

most if not all the disasters of that otherwise brilliant republic of Athens. And yet, if it had not been for the evolution of large empires in southern Europe, Athens would, perhaps, have survived, and cancelled the greatest drawback of hers, that of chattel slavery, which perpetuated class antagonism between her two groups of workers, making it indifferent, for the largest group, what the destinies of the common wealth should be.

The case with us is somewhat reversed, since it is not the lowest class of workers but the highest that seems indifferent to national destinies, if we only can keep the lowest workers a little farther down than that 20 per cent. with somewhat better pay than the 75 per cent. And there is hardly any doubt that the tendencies of modern society is to constantly decrease the number of workers with better pay, and increase the group with poorer pay. Perhaps that is just what we need, as it may help us reformers to show that the cause of labor can only triumph when class antagonism among workers has disappeared or decreased to a sufficient degree, so as to form a phalanx that can impose respect in all directions, upwardly and downwardly. Because we always shall have the two social extremes against us, the class degraded because having too much, and the class degraded because altogether too far down to grasp any solid truth.

We don't need to be discouraged on account of the two classes above mentioned. The top class is bound to be constantly on the decreasing line. The lowest class may yet increase some, but education among workers, fundamental education has already commenced, and, with God's help, we shall see that it goes bravely on, thus to check the farther increase of the lowest strata. Besides, under honest and scientific leadership, a relatively small proportion of citizens can gradually and even rapidly rectify the life of nations. We may dwell on that subject in some future article. Just now we should formulate the central thoughts on which government has rested, and those on which it should rest.

From all that precedes, and what it may suggest, we are justified in asserting that so far government has always been a failure, principally because of the unity of the few against the many, the former always afraid of the latter, and so always, bent upon keeping the many on a low level, as low as possible. The need of the hour is then to reverse that process through the *unity of the many*, not against the few, but for universal good. The selfishness, and meanness, and cowardice of the few which has prevailed all along in history, must be replaced by the unselfishness of the many. That means, down with all class antagonism among workers,

no matter what their respective income may be. Under our present industrial status the only real difference between the 75 per cent. of our workers with very poor pay, and the 20 per cent. with better pay, is that the former are slaves with heavy chains, and the latter slaves with lighter chains. The two classes really correspond to the chattel slaves and the bulk of the so called free men in Athens, industrially speaking, the latter so often pulled down by the oligarchies of the times, because of chattel slavery, as our plutocracies are only possible because of industrial slavery.

Let us again reiterate that the need of the hour is *unity among all workers of all classes*. Let that be a flaming reality. Even if it is only carried up to a certain point, in numbers, the magnetism of such a union would be felt through all the workers of the nation.

The grand industrial battle of labor, which is the battle of humanity, the battle of centuries, the only battle worth fighting for, must be carried on high moral principles. No permanent victories are ever accomplished but through fundamental moral ideas. Through them alone can we have government as it should be, of the many, for all, not of the few for the few, as it has always been.

The government of the few, for the few, is essentially and necessarily complex, with laws by the ton, each one with as many words as possible, subject to interpretations by the dozen, making plutocratic lawyers and machine politicians in the life of nations as plentiful as potato bugs in a potato patch.

The government of the many, for all—that should be simple in the extreme, with laws few and far between, each law embodied in short, precise sentences, very limited in number, making the above mentioned lawyers and politicians as useless and unnecessary as typhoid fever and small-pox.

The government of the few, for the few, is packed full with wheels and counter wheels, with lots of silly parliamentary devices, with a multitude of executive and fat salaried officers, all blended in such a confusing amalgamation that, when something is wrong you cannot find who is responsible for it. The individual hides himself behind the group, the committee, &c.

In the government of the many, for all, legislation must be direct from the people, and the executive officers must be few, the salaries reasonable, in accordance with honest earnings in industrial life, each individual, at the head of each department or sub-department, to be alone responsible for something. It may even be necessary, and it is possible to see that, when laws are not executed by the respective officer, a given

group of local citizens should have them enforced, under certain given forms.

The government of the few, for the few, has always rested on repression in many forms, giving to some advantages over the rest.

The government of the many, for all, should rest on freedom in all forms, the freedom that respects all God's laws, giving to no one any advantage over the rest, and thus opening to all men the path into joy and manhood, as intended by the Creator in his organization through the whole universe.

## WHAT IS SOCIALISM?

BY W. H. STUART.

Before considering the objections urged against socialism by Mr. Middleton in the November MAGAZINE, it might be proper to briefly define what modern socialism is based upon, and what it stands for.

Socialism is a phenomenon of the nineteenth century. Historic socialism commences with Owens in England, and with Fourier and Saint-Simon in France. Modern democratic socialism, however, commences with Louis Blanc, Lassalle and Karl Marx. The plans of Owens, Fourier and Saint-Simon did not contemplate any change in the political complexion of society. Louis Blanc was the first who demanded that the state should be organized on a democratic basis preparatory to its social re-organization. While Owens, Fourier and Saint-Simon proposed the gradual introduction of their schemes, expecting their rapid adoption until all society was included. Louis Blanc, on the contrary, insisted that the state should inaugurate social workshops for co-operative production. Karl Marx advocated an international movement of all workmen, while Lassalle favored national co-operation.

In our own country, socialism, under its specific name of "nationalism," advocates the gradual nationalization of all industries as fast as an intelligent public opinion is educated up to the justice and necessity of the public control and operation of all the means and instruments for the production and distribution of wealth.

Mr. Thos. Kirkeep, author of the article "Socialism," in the Encyclopædia Britannica, says:

The principle of socialism is of an economic nature, and is most clear and concise. The central aim of socialism is to terminate the divorce of the workers from the natural sources of subsistence and of culture. The socialist theory is based on the historical assertion that the course of social evolution for centuries has been to gradually exclude the producing classes from the possession of land and capital, and to establish a new subjection, the subjection of workers, who have nothing to depend on but precarious wage-labor.

The socialists maintain that the present system (in which land and capital are the property of private individuals, freely struggling for increase of wealth)

leads inevitably to social and economic anarchy: to the degradation of the workman and his family; to the growth of vice and idleness among the wealthy classes and their dependents; to bad and inartistic workmanship, and to adulteration in all its forms, and that it is tending more and more to separate society into two classes—wealthy millionaires, confronted with an enormous mass of proletarians—the issue out of which must either be socialism or social ruin.

To avoid all these evils, and to secure a more equitable distribution of the means and appliances of happiness, the socialists propose that land and capital, which are the requisites of labor, and the sources of all wealth and culture, should become the property of society, and be managed by it for the general good.

Mr. Kirkeep, contrasting the earlier schools of socialism with modern socialism, shows that the former were to a certain extent fantastic, Utopian and speculative, while in many ways teaching a noble spirit of unselfishness; in other ways, the tendencies were undesirable and resulted in bringing them into deserved contempt. Modern socialism, on the contrary, is a purely economic movement; religion it regards as a purely private concern. While many socialists are frankly materialistic in their views, there are others who hold that socialism is simply applied Christianity, that the ethics of socialism and Christianity are identical.

Mr. Kirkeep says:

But while the basis is economic, socialism implies and carries with it a change in the political, ethical, technical and artistic arrangements of society which would constitute a revolution greater probably than has ever taken place in human history, greater than the transition from the ancient to the mediæval world, or from the latter to the existing order of society. In the first place, such a change assumes as its original complement the most thoroughly democratic organization of society. \* \* \* Socialism, in fact, claims to be the economic complement of democracy, maintaining that without a fundamental economic change, political privilege has neither meaning or value. In the second place, socialism naturally goes with an unselfish or altruistic system of ethics. The most characteristic feature of the old societies was the exploitation of the weak by the strong under the systems of slavery, serfdom and wage-labor. Under the socialistic regime it is the privilege and duty of the strong and talented to use their superior force and richer endowments in the service of their fellow men. \* \* \* In the third place, socialists maintain that under their system, and no other, can the highest excellence and beauty be realized in individual production and in art, whereas, under the present system beauty and thoroughness is sacrificed to cheapness, which is a necessity of successful competition. Lastly, the socialists refuse to admit that individuality, or freedom, or character, would be sacrificed under the arrangements they propose. They believe, in short, that there is no opposition whatever between socialism and individuality rightly understood; that those two are complements, the one of the other; that in socialism alone may every individual have hope of free development and a full realization of himself.

Socialists recognize three great economic movements in the history of society: (1) slavery, (2) serfdom, (3) wage-labor. Under the two former systems, the robbery of labor was open and undisguised. Under the wage system, the robbery continues, but disguised under an apparent freedom of contract. This is what socialists term the capitalist system of production, and it is against this system of labor exploitation and the consequent degradation of the laborer that Karl Marx directed his most destructive criticism and

his most effective dialectic. Socialism is based on the fundamental theory that all wealth is the product of labor; that labor, in other words, is the only source of value.

Imagine, then, a society in which all labor freely and exchange the various products on the basis of the "socially necessary" time expended in their production. Suppose that, in such a society, five hours' daily labor will produce a subsistence. Now translate those laborers into wage-laborers under the capitalist system, and the laborers still produce their subsistence with the five hours daily of labor; but now, having sold their labor to the capitalist, they work ten or more hours per day. The first five hours produces their subsistence; the other five or more produces "surplus value," which the capitalist appropriates, *i. e.*, the laborer receives in wages the cost of the subsistence of himself and family; the surplus product of his labor is exploited by the capitalist and land owner in the shape of rent, interest and profits. The laborer being divorced from land and capital, the indispensable means of subsistence and wealth, is forced under competition with his fellows to accept a wage that represents, not the value of his labor, but the bare cost of his subsistence; all over that amount is appropriated by the capitalist.

Although the productivity of labor has enormously increased by the introduction of labor-saving machinery; by advances in the arts and sciences; by intensity of labor; by increased skill and efficiency, and technique, yet labor continues to receive only its cost of subsistence and reproduction. All the advantage of the improvements referred to are appropriated by the capitalist class. This ever increasing wealth, produced by labor, continues to flow, a Pactolian stream, into the coffers of the capitalist class. So greatly has this wealth accumulated under modern conditions of production that the wealthy class of New York City alone possess probably more wealth than was contained in all Europe during the fifteenth century, a period which Professor J. Thorold Rogers calls the "Golden Age" of the English workman, whose condition, he declares, was better than the English workman of the nineteenth century! It is against this system of exploitation that socialism is a protest. But, to again quote Mr. Kirkeep:

Scientific socialists strongly insist that the economic order of the future cannot be realized by Utopian schemes, or arbitrary legislation, or mere revolutionary disturbance. If it comes, it must come as the dominant tendencies of modern social development; it must be realized under the conditions prescribed by our nature and environment. In discussing the doctrines of Marx, we stated that the central point of the question was this: Do the strongest forces of the social development of our time really tend towards the superseding of the present economic order, and towards the establishment of a new and wider order based on collective capital and associated

labor?" Socialists maintain that they do, and that there is going forward a double process of dissolution and reconstruction—the dissolution of individualism, with a constructive tendency towards collectivism. (1) Over the whole industrial world we see great crises succeeding each other, resulting in stagnation and depression which now threaten to become chronic and permanent. While the productive forces of the world are enormously increasing, they only tend the more to intensify national and international competition, and to render labor superfluous, precarious and dependent. Under this system the worker has neither freedom or security. All this variety of symptoms are only a sign of the break-down of the present economic order, both in principle and method. They are the necessary results of the competitive system, which has finally revealed its real nature and tendency—economic anarchy. (2) The constant and inevitable tendency towards concentration in industrial operations, which began with the introduction of steam and of the factory system, through which the small producer has been superseded by the capitalist, the smaller capitalist by the larger. And now the single capitalist is being absorbed in the company (trust), a growing proportion of the world's business being so large that only a great company can provide the requisite capital and organization; whilst in the large companies there is a tendency, in case they cannot drive each other out of the field, to bring about a fusion of interests.

In all this we see a great constructive process inevitably going on as the result of the inherent tendencies of industrial development. Thus the control of industry will be concentrated in a few colossal companies and their chiefs. It is obvious how this process would simplify the transference of the whole to a collective management by society. (3) This leads us to a third important point, the growing tendency towards state control of industry, and the growing sense of the responsibility of society for all its members observable in German politics, not less than under the more democratic conditions of France and England.

It is apparent how, under this influence, the existing state might absorb one by one all the large social functions, as has already happened with regard to education, means of communication, &c. \* \* \*

(4) In England, during the last half century, we have seen a long succession of efforts, partially successful, towards a new organization of society rendered necessary by the changes due to industrial revolution.

In economics, as in other spheres, the watchword of the new era has been freedom—the removal of restraint. \* \* \* (5) But the great social force which is destined to work out the vast transformation consists of the human beings most directly interested in this colossal struggle—the modern democracy. This democracy is marked by a combination of characteristics that is new to history. It is being educated and enlightened in the school and by the press; it is being drilled and organized in large factories; \* \* \* by vast popular demonstrations in the gigantic electoral struggles of the time. \* \* \* Having transformed the political conditions of things, they are now ready for an economic transformation. \* \* \* The only issue out of the present economic condition is concentrated collective industry under the control of the new democracy and its chosen leaders. On the irresistible momentum of these two inevitable and ever growing forces—the concentration of industry and the growth of the new democracy—socialism depends for the realization of its scheme of transformation."

Such is a brief outline of the aims and objects of modern socialism. Fortunately, in our own country, the democratic ideal in our political system has been largely realized, and needs only the extension of the democratic idea into our industrial organization to complete the ideal of the social democratic state, where the people collectively shall control both their political and industrial organization in the interest of all the people.

I shall now consider the objections against

socialism offered by Mr. Middleton, quoting my statement that:

"The people collectively, and not merely the small capitalist class, must control all the means and instruments for the production and distribution of wealth."

Says Mr. Middleton:

Fortunately, in considering socialism, we have in addition to the writings of socialists many historical illustrations to shed light upon the results that will probably ensue if 'the nation itself shall control all the means of production and distribution of wealth in the interest of all the people.'

And then to show the dire results that would follow industrial equality in the nineteenth century, he cites the political condition of the Peruvians in the sixteenth century! An isolated nation cut off from all communication with European civilization, just emerging, when discovered by their Spanish conquerors, from fetichism and idolatry. This style of argument on the part of Mr. Middleton displays an ignorance of the canons of criticism that is far from creditable to him. The only proper comparison that can be made is between the condition of Peru and other nations of the same intellectual development. Measured by that standard, there is probably no nation in history that can compare with them. Mr. M. admits that poverty was unknown; he might have added that there was no word in the Peruvian language to express the term "poverty." Their political system was thoroughly adapted to their intellectual development. They had no political freedom, nor had they any desire for it, any more than had the ancient Egyptians. Yet, through their mild government and remarkable economic development, they reached a degree of progress, *without* poverty, unknown in the history of the world. Contrasted with the civilization and economic condition of the ferocious butchers who ruthlessly destroyed them, is certainly to the disadvantage of the latter. Dr. Draper, in his remarkable work, "The Intellectual Development of Europe," says:

By millions upon millions, whole nations and races were remorselessly cut off. The Bishop of Chiapa affirms that more than fifteen millions were exterminated in his time! From Mexico and Peru a civilization that might have instructed Europe was crushed out. \* \* \* In America, she (Spain) destroyed races more civilized than herself.

Dr. Draper describes the agriculture of the Peruvians as far in advance of the Spaniards, and refers to their public buildings and their engineering skill as even now the wonder of the world. That they succumbed so readily before their ferocious conquerors is nothing remarkable. Even the Roman Empire was overrun again and again by barbaric hordes, and India with its countless millions was conquered by a few thousand Englishmen. Neither Rome or India had, I believe, what Mr. M. calls "imperial state socialism."

No socialist will cite the history of Peru



abasement and degradation that will inevitably follow when a "tyrannous majority" decide that the people shall manage their own industrial affairs for themselves, instead of our present paternal system of allowing the capitalists to do it for them. No wonder cold chills run down Mr. Middleton's spinal column when he thinks of it.

By the way, he has no doubt heard of the shrewd Yankee, who, during a rise of the Mississippi river, just after the war, set a lot of "contrabands" to work catching driftwood on shares. The niggers done the work, he played the boss. The niggers retained half of the driftwood; the other half they piled up for "de boss." The arrangement was quite satisfactory to the "nigs;" they were accustomed to the paternal system of production and distribution. Now substitute, in place of the driftwood, an endless variety of commodities produced by minute subdivision of labor, a hundred men working to produce one article, so that the workman can not lay his hand on any one commodity and say he produced it; then substitute "wages" for the niggers' share of the driftwood, and you have our present capitalist system of production and wage slavery. Had the niggers the necessary brains and independence to dispense with the "boss," *anglice*, "capitalist," and co-

operated in the "production" of the driftwood and divided the product among themselves, they would have done what socialism proposes to do with the national product.

The desire to continue this capitalist system, and its inevitable and degrading wage-slavery, is a survival of the old feeling of dependence on and servility to a superior class. Our "coal barons" and "lords of industry," with their dependent wage-slaves, are worthy successors of their mediæval prototypes and their feudal retainers and serfs.

It is related that the natives of African settlements who are attached as *quasi* slaves to white men, look with disdain on their less fortunate brethren, and taunt them that "they have no white man to look after them." It must be a feeling akin to this that attaches Mr. Middleton so strongly to his capitalist masters. Down south, "befo' de wah," refractory darkies were threatened that if they continued "no 'count an' triffin'," "a ole abolitioner" would catch and take them north where they would have no "ole mass'r an' missis" to look after them. I suppose this is how Mr. Middleton would feel in a co-operative commonwealth, no capitalist to "look after him" or to work for.

I shall defer further consideration of Mr. Middleton's objections to a future article.

---

### We Want no Kings.

Go where I will, I feel a sound  
Like sullen thunder shake the ground.

And as I listen, half in fear,  
The sound swells louder and more near,

A sound of protest from the throngs  
Grown weary from their cruel wrongs.

Again I listen; thrilled and stirred,  
I catch its purport word for word,

As loud and louder yet it rings—  
"We want no Kings, we want no Kings!"

The world has grown too wise and old  
For monarchs with their crowns of gold,

And commerce has too many ports  
For noble men to mince through courts.

Humanity has grown too wide  
To let us now for queens provide;

Too weighty issues are at hand  
To maintain princes in the land,

And Thought has grown too bold and free  
To let us longer bend the knee

To any man, unless he fights  
For Justice, Truth and common rights.

The rights of labor to its hire—  
The rights of toilers to aspire

To something better than befalls  
The burdened oxen in their stalls;

The right of all paid slaves to rise  
Against self-crowned monopolies,

That rob the tillers of the soil  
Of honest proceeds of his toil!

That steal the poor man's flour and sack  
And grind him, till he buys them back

At twice their value. Down, we say,  
With these false kings who rule to-day.

With Freedom's voice the welkin rings:  
"We want no Kings, we want no Kings!"

*Ella Wheeler Wilcox.*

## MECHANICAL.

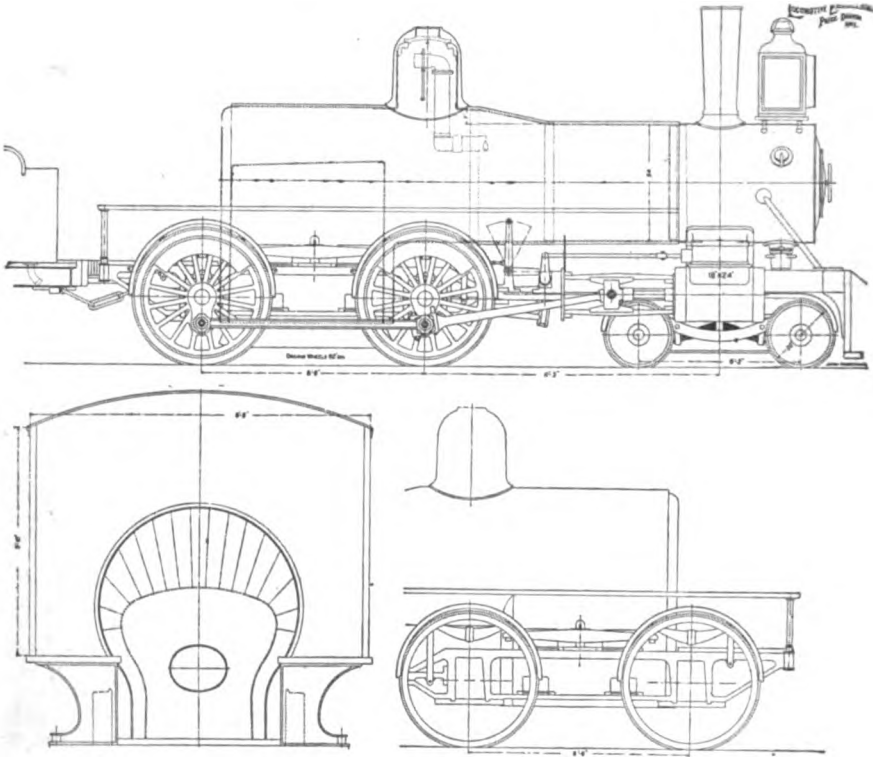
Contributors will sign their names to their articles and forward copy so as to reach the editor not later than the first day of each month.

### IS IT YOUR TURN NEXT?

I feel sure that I can make the following statements to the members of the B. L. F. without being accused of blowing my own horn unduly.

I know of no body of men who are quicker

point by the slow torture to death, by cooking, of a dear friend who was held under his engine in a slight wreck. I am ashamed to say that before this I read in my morning paper the usual heading "Another Bad Wreck," and took it as a matter of course; and I have read the concluding sentence, "Nobody was injured except the engineer and fireman; one of these was killed outright, and the other was scalded so that he can not recover," a hundred times and forgotten about it in an hour. Such things are so common they excite no interest beyond



to see and appreciate anything done in their interests than this order as a whole, and they don't stop to hunt for the possible  *motive*; it's  *results* they are looking for.

Both before and since I got off a locomotive, I have tried to make the occupation of locomotive enginemen a better one, and any scheme that promised to dignify the calling or make it easier or better for the men in it, has always had all the support my feeble efforts could give. Some years ago I became deeply interested in the subject of accidents to enginemen, especially scalding accidents.

In 1892 there were 2,554 train and engine men killed, and 28,267 crippled; there were over 200 frightful scalding accidents.

My attention was forcibly called to this

the sound of the escaping steam, except in the homes of the victims.

The more I investigated the matter, the more ghastly the long rows of my dead and crippled comrades became.

A wreck once in a few months on your home road does not seem so bad, but when you add up the list for the whole country and set down the gruesome total, it commences to haunt you. Then when you go into details and read of the agonies that were suffered under some of these wrecks because of escaping steam, hard and cold, indeed, must be your heart if it does not yearn to throw off all obstructions and *do something* right then and there to stop the torture and the useless sacrifice.



I thought once that the brotherhoods were big enough and strong enough to take this matter up and enforce a reform; and so they could, if they knew what to ask or demand.

Right here is where I ran across the first snag.

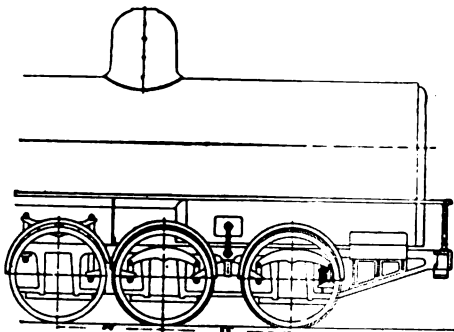
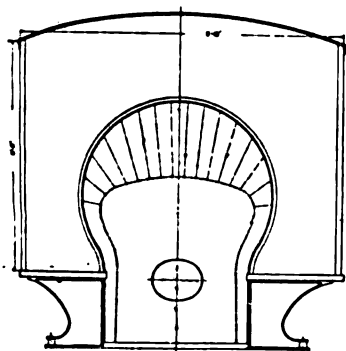
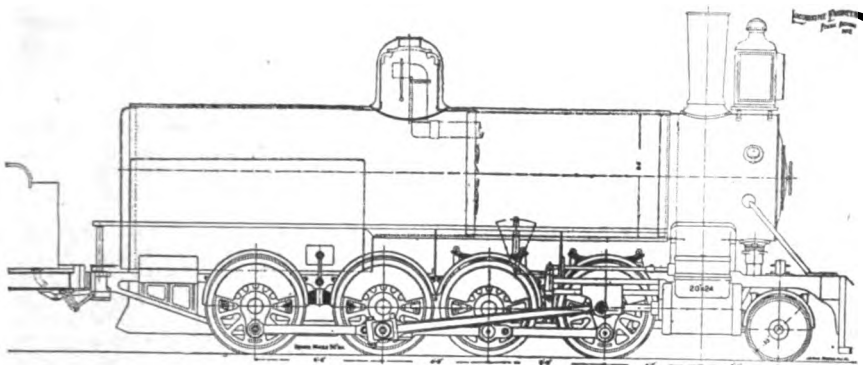
We have invented or improved almost everything on locomotives except boiler fittings: cocks and valves and checks are just about as they were fifty years ago, except they are smaller and there are ten times as many of them.

The average railroad manager would be

solidation—with view of left side and boiler head as well (small reproductions of which are shown herewith), with all the boiler fittings left off. The prizes will be paid for the best job of finishing these designs.

We are going to give \$100 for the best, \$50 for second, and \$25 for the third best arrangement of cab and boiler fittings for each class, making the total cash prize money \$350.

We do not care what is used, new or old, nor how you use it. We claim nothing but the right to publish the designs; if anything new or patentable is invented, it belongs to



willing to order approved safety appliances for new engines, for they would probably be as cheap as others, and many roads are always ready to adopt a good device if its merits are apparent.

The question that arose was, "What is the best?" That question has not been answered, nor may not be.

After some thought on the matter and a consultation with my partner, Angus Sinclair, it was decided to make an effort to call out the best suggestions of the railroad men of the world on this subject, and pay for them. No one can insist on the adoption of safety appliances that are unknown.

We got out large drawings of two classes of locomotives—an eight-wheeler and a con-

solidation. We want to see safer, more convenient and better boiler fittings, and are paying the prize money with these objects in view, and at which the designs must aim.

*First.*—Greater safety for the lives of the engine crews under any and all circumstances, especially wrecks.

*Second.*—Convenience in handling the locomotive, comfort of the crews, consistent with best road service.

*Third.*—Economy of time and money in keeping up running repairs.

Before January 1st we shall select a committee of five judges, consisting of one superintendent of motive power of a large road, one superintendent of a locomotive works,

one chief draftsman, one traveling engineer and one locomotive engineer. These men will meet at the Master Mechanics' convention, next June, at Saratoga, N. Y., look over the designs and award the prizes. Winners will have their money for the Fourth.

The judges will not know *who* submitted designs until *after* they decide, as the drawings will only have a symbol on them, the names of owners being in a sealed envelope.

All of the prize designs, and, perhaps, some of the others, will be published in *Locomotive Engineering*.

I feel sure that every member of this order will be interested in this matter, whether they express an interest or not. Of course the prizes and the designs will excite some interest in *Locomotive Engineering*, and that is the only mercenary motive we have, or can have. The desire to make the callings of locomotive engineers and firemen safer and easier, and more comfortable, is earnest and sincere. Both Mr. Sinclair and myself earned a living for more than ten years on the deck of a locomotive.

We are ready to send drawings to those who wish to compete, and hope the competition may be spirited. There is no reason why any member of this order should not compete—and win.

If the men most to be benefited by improved locomotive appliances (those who risk their lives on the old ones) do not take an interest in attempts to improve them, who will?

There have been no improvements on boiler fittings that amounted to anything. Can't they be improved? Very few cabs are handy for the men who run the engines, principally because there is no standard practice, and men arrange them who never saw one out of the shop.

We have all *talked* about doing something to prevent this loss of life and this suffering from scalding accidents. Isn't it about time to stop *talking* and *do* something?

We never know whose turn comes next?

John A. Hill,

Editor *Locomotive Engineering*.

NEW YORK, N. Y.

#### SOME OF THE "STEAM SUPERSEDEES" AND THE RESULTS.

The attempt of the young engineering fraternity to "supersede steam," will bring to the minds of the older members of the profession remembrances of the days long ago, of interest to thousands of our boys who have not had actual contact with the facts, nor access to the libraries that contain these strange recitals of the attempts of, in many cases, educated men to pervert natural laws, by making apparatus which would in their estimation, do a certain thing, and save such an amount of material, as would instantly bring it into prominence; as an

evidence of which the financial wrecks strewn all along the coasts of memory of the last forty years are positive, if unpleasant, facts.

The steam engine has been misunderstood, and the uses to which steam has been put are not always improvement, even if with new or strange apparatus, and the results are far from being desirable often, as the writer has stated, "from the utter ignoring some natural law" in the course of the application that was made in the attempt. The basis of this article will be new to many of its readers, no doubt, and it is not made use of to throw the least discredit on one of the most honest as well as honorable of men, and in his later years one of the writer's most honored professional friends, the late John Ericsson, but it has also another purpose, that of showing how finely Professor-Doctor Rankine, at that time, had dug into the subject of heat and its application and how clearly he saw the result as the vindication, almost to an exactity, of his then newly demonstrated law of the "Efficiency of the heat as applied to the steam engine," and in this his review of the report of Doctor Norton (also a professor) who had access to the engines of the hot air ship, Ericsson, and whose report Rankine reviewed in his work on the steam engine, in 1855. It will be of more than cursory interest to all readers who are after information to attend with care to the whole article; while a part of it is only newspaper clippings or references, for the purpose of giving the dates and progress, it has also a value in the history of events that will be interesting.

The writer, as a boy of nine years of age, took the *Scientific American*, and it was in the first year of his reading it, 1851, that the wonderful hot air ship was first heard of. Referring to the files of that once mechanical paper it will be found, Nov. 8th, 1851, that "This invention is to use heated air as a propelling agent, and to save the heat of the air by the devices, substances and arrangements of the machinery described." "By which air etc." based on five claims. Editorially it is remarked in same article "All of which, however, are worthless if the principles upon which engine is built are not correct, and that they are not correct we have not the least doubt. \* \* \* Sterling's hot air engine is said to be a good one, but we don't believe it; yet, he never pretended it to be a perpetual motion, as is done in the above specifications." This related to one of the claims in which it was stated that "after making fifty revolutions the motion of the valves should be reversed" in order to overcome possible obstacles and secure the complete mechanical effect. April 10th, '52, the same paper says: "It is stated on authority of common hearsay, that Messrs. Paine, Patterson and Stack, Williamsburg,

N. Y., are building a large steamship of 2200 tons for a company; she is to have Ericsson's calorific engines and the engines will occupy less space than are given to boilers of marine engines, and it is asserted that it will save eighty per cent. of the fuel. She is for the Liverpool trade, and will be a fair test of the value of Capt. Ericsson's invention. We can not see how it can at all operate so as to do the work it has been asserted to do, we are of the opinion it will be a failure, a greater failure than the 'Iron witch.' We should be glad to find that we are mistaken, etc."

January, 8th, '53, same paper comments on the false deductions of reports in the daily papers on the fact that the screw had been moving, etc. January 22d, '53, same paper says: "On Tuesday last week this ship made her trial trip down the bay. N. Y. Times reporter says 'she made ten knots an hour,' in another place he says 'she made twenty miles in two and one-half hours.' *Scientific American* says, in reference to the same trial trip, 'she made in smooth water with and against the tide, an average of eight miles an hour,' and then says editorially: 'none of the scientific press except the editor of the *Scientific American* was on board.' And then uses some very forcible expressions as to the truth of some of the statements made by the press.

Then follows a description of the machinery, to some extent: "Four large cylinders of 22,300 square inches of area in each, of piston, single acting; over the last cylinders are placed three other cylinders, of 14,794 square inches of area each, piston area. The upper cylinders are huge air cylinders, one for each lower cylinder, the lower are called the working, and the upper the compressor, cylinders. There are no boilers; this requires, in starting the engine, the forcing of air into the cylinders at a pressure of 12 pounds per square inch, heat is then applied by means of the furnaces under the working cylinders and the regenerators supply and intercept heat in the passage of the compressed air to and from the working cylinder." In an article, which shortly afterwards appeared in the New York *Herald*, the regenerators were compared to 'a person with a sponge over his mouth, by which the heat is taken up during inspiration and given out in exhalation.' On which the *Scientific American* remarks that "This comparison is very just, but the writer quite forgets to remark that the sponge makes breathing very much harder and increases the labor of the lungs." On the trial trip Capt. Ericsson stated that the ship would use six tons of coal in twenty-four hours. The correspondent of the Brooklyn *Eagle* rated the power developed at 228 horse power. A writer in N. Y. *Herald* stated it at 600 horse power; while the editor of the *Scientific American* stated

that he had no reliable data, but put it at 437 horse power, basing his computation on Dalton's law. "As 15 pounds per square inch for every 491 degrees F." Not for each 480 as Dalton puts it. "The immense power of the feed pumps strikes every one." Out of 22,300 inches on each piston area, 14,794 inches are for feeding, and this leaves only an area of 7,506 square inches for effective working surface.

"An excellent dinner was served and wine and lunch followed it." Same paper in January 29th, 1853, gives the first illustrations of the Ericsson engine, taken from a five horse power engine patented in 1833, described in Sir Richard Phillips' "Arts of Life" printed in 1833. The steamship engine is illustrated in same number to show principles of operation, and in the same issue the editor of the *Scientific American* points out where Capt. Ericsson is making his mistake as to the steamship engines or the hot air ship. "The same heat but not the same air is to be used, the regenerator is to be heated and reheated, for the air as it uses to pass out and in through the same regenerator or in both directions. There are four working cylinders, each having 22,300 square inches of area each single acting, and of six feet stroke; the upper cylinders (air feed pumps) have each 14,794 square inches of area, and are of the same length of stroke. Atmospheric air enclosed in a vessel that is tight and raised to 384 degrees F. acquires a pressure of twelve pounds per square inch, and as the engine cuts off at three-quarters stroke the pressure is reduced to 10.96 pounds per square inch of mean pressure, the piston speed was fourteen revolutions per minute, six feet stroke and four of them then  $14 \times 4 \times 6 = 336$  feet, then for the total power of the engines working as supposed, from the temperature we have,  $22,300 \times 10 \times 336 \div 33,000 = 2,488$  horse power exerted on the working side of the 4 pistons, collectively, and from this we are to deduct the compression work on the other side of the pistons, as follows, the piston speed is the same as it is the same piston but the other end or side;  $14,794 \times 9.43 \times 336 \div 33,000 = 1,409$  horse power (1407 is right) and then for the total actual exerted power of the whole engine all working we have force exerted on working side of pistons, 2,488 horse power; force exerted on compression side of piston, 1,409 horse power, and, therefore, we find in the whole calculation that the amount of exerted power is 1,079 horse power, without any deduction for frictional losses, etc., and in these engines this nonaccounted for amount is very large, and in the articles referred to it is called 479 horse power, so that of net power is 600 horse power." This is the gist of the whole matter in a long article taken from the New York *Herald* at the time, largely ex-

tracted by the *Scientific American*. The editor of the *Scientific American* gave in his statement that the net exerted power for driving the paddle wheels was 244,572 horse power or  $244\frac{1}{2}$  horse power out of the whole 2,488 horse power furnished by the fuel.

It must be remembered by the reader that the above calculations are purely and entirely theoretical, no indicator or actual tests so far, and the record of them is not to be found in the paper referred to, but is on record in a foreign publication, not at the writers' hand at the moment, but accessible to him.

June 11th, 1853. The *Scientific American* says: "The New York floating derrick, Bishop, has recently been taken alongside the Ericsson for the purpose of removing her heavy machinery, and thus far one main cylinder and piston rod, weighing thirty tons, one air pump cylinder and the walking beam have been taken out."

July 23d, 1853. The *Scientific American* says: "The Ericsson is now lying almost like a sheer hulk, at the Williamsburg dock."

January 28th, 1854. *Scientific American* says: "In a letter from John Ericsson, he says: 'That the new engines of the ship are nearly ready, and are greatly reduced in size from the first engines built and the obstacles are removed, etc.'"

February 11th, 1854. "Mr. Ericsson writes again, 'that the matter is nearly ready, etc.'"

April 15th, 1854. "Mr. Ericsson says in a letter, 'will have our new improved machinery in and ready for a trial trip in about ten days, and proceed immediately to sea.'"

May 6th, 1854. *Scientific American* says: "The Ericsson while making a trial trip down the bay Thursday last was struck by a squall, careened and sunk, etc."

May 20th, 1854. *Scientific American* says: "The Ericsson was raised on Thursday and towed into the navy yard dock for repairs; damages sustained said to be \$50,000."

*Scientific American* of the same date says editorially: "The report of the daily papers in this city respecting the late and unfortunate trial trip, are not to be trusted in any particular excepting that relative to her being capsized."

July 29th, 1854. The *Scientific American* says: "The Ericsson is now being turned into a steamer." This is the subject of a short article relative to the repairs that have been going on quietly as "current report," and this is the end of her as a hot air ship.

We now come to the facts as to her performances as a ship, from her trial, and the data is from Professor Norton's report on her trial trip, and Rankine's deductions on that data from a purely scientific view, and not from actual observation.

It will be understood that Professor Ran-

kin's deductions are entirely from the data of the report and are only strictly scientific so far as the reasoning goes, and not from indicator diagrams or definite data of that kind. "The air engines of the Ericsson had four working cylinders of 14 feet diameter each, or  $154 \times 4 = 616$  square feet of area; length of stroke, 6 feet; revolutions per minute, 9; and from his previous reasoning he had found the mean effective pressure to be 2.12 pounds per square inch, or 305 pounds on the square foot, then  $305 \times 616 \times 6 \times 9 = 33,000 = 307$  indicated horse power, as the final result of the whole computation of the data furnished by Professor Norton. The actual amount of indicated horse power stated by Professor Norton is 300, and that computed by Professor Rankine is 307. Norton's result is from diagrams and Rankine's is entirely from his own formula computed by himself, and his method of reasoning is precisely what he had laid down as the laws that govern the action of steam or any medium for transferring energy, in which the medium was heated. The bulk of the engine was enormous for its power, and the amount of fuel used per hour per horse power as stated by Professor Norton, was 1.87 pounds, or 1,059,000 pounds for the foot pound duty of one pound of anthracite, and from this it appears that the resultant efficiency of the furnace and fluid was .1014 and the efficiency of the furnace (alone) was .4 nearly, or equal to the lowest efficiency of steam boiler furnaces. The heating surface in the engines of the Ericsson consisted simply of the bottom of the cylinders and amounted to, in round numbers, about 700 square feet. The consumption of fuel per hour was 360 pounds, and computed by another rule of his the Professor makes the efficiency of the same boiler furnace having the same area of heating surface, and burning fuel at the same rate .71; the difference between this and .4 must be ascribed to the great inferiority of air to boiling water as a medium for the convection of heat. It appears from the preceding calculations that, notwithstanding the low efficiency of the furnace in Ericsson's engine the efficiency of the fluid was so great as to give a resultant efficiency superior to that of almost all steam engines of the time of the experiments referred to. (1852.)"

In the engine as built by Capt. Ericsson the purpose was to save fuel, and the compound locomotive is also built to save fuel, but, as in the many compound engines where there are other objects than the cost of fuel, it has been found that while coal is perhaps in amount saved, other items are much more than in the usual way of working, and that some of the modifications of a compound are economical. The way they are sought to be put into use is not on all points either desirable or economical. To

return to the air engine, it did use fuel economically, it did a large duty and it did not furnish any economy when the amount of tinkering and repairs as well as cargo space was taken into consideration, nor did the promoters of the scheme ever allow her to commence business in going over the ocean with cargoes, and the second one has not yet been built. There is not the slightest doubt that Capt. Ericsson was sincere in his opinions, and to some extent he was correct in his way out of all the trouble of applying the heat to air instead of water, but there were several things subject to natural laws that he did not give sufficient prominence to in his computations, and the machinery proved subject to sudden and serious breakages, as it has ever since in smaller engines, to sudden fits of obstinacy, in its operation, and all considered it has not occupied any serious or important part of the work of the power using world. The space swept through for a horse power, per minute, was 108 cubic feet, for the working cylinders, and for the feed pumps "it was above 72 feet per minute," or a tremendous amount when compared with the steam engine, and while "space was saved" usually used for the marine boilers, the space occupied with the engine was enormous, and the result was from an eighth to a quarter of the indicated horse power we now put in the same space with steam, and of the cost of the engines, no one can tell, for all connected with it are now long ago with the silent majority, but we are sure that our new ships, calling for thirty thousand horse power, could not hold the air engines and anything else, as built to-day, and no one could with the slightest respect for the fact predict when a vessel would arrive at any port, if the same obstacles appeared in actual practice as did in the brief experimental work referred to. It appears, looking over the figures, that "from one-tenth to one-twentieth of the heat was wasted in and about the regenerator." The working pressure, instead of being ten to twelve pounds per square inch, was in reality a little trifle over two pounds to the inch, and this required very massive pistons, which in turn were subject to sudden cracks or breaks owing to the intense heat, and then difficulties in packing on the same account, were a constant source of trouble, and summing it all up, the theoretical reasoning was so modified when put to practical test that it was a failure, not a commercial success, and it was after great expense pulled out and the ship converted to steam.

The history of the caloric or hot air engine is a curious one, and it has not even now ceased to perplex its advocates, and some people in Boston thirteen years ago spent a large sum of money in making a new hot air engine, the main feature of which was the action of the pressure against the

atmosphere, that is they were to work under an atmosphere or two of back pressure and still convey power, and they did make a few machines, but the old features asserted the natural law, that a piece of red hot cast iron would not last with any certainty, and so after making various changes and improvements the new scheme was laid away with its predecessors, and now the same people are working on a hot steam engine, with a hundred thousand dollars spent in the hot air line.

In a trial of the Sterling hot air engine in 1854 it was clearly demonstrated that it was possible to work that engine at a pressure of 37.75 pounds per square inch, and the efficiency of the furnace was .44 and a steam boiler under similar circumstances was .61 and the efficiency of Sterling's engine approached more nearly the steam engine than did the Ericsson of a few years preceding, changes were recommended, and, as a certainty it has not yet come into general use, for the simple reason Rankine states so clearly, that "the great inferiority of air to boiling water as a medium of convection of heat" and by convection he means, "the transfer and diffusion of heat in a fluid mass by the means of the particles of the mass."

The scientific reasoning which led Rankine into this investigation has not been reproduced here, as it would not be easy to explain, and the article has already exceeded the limit of space allowed me.

*Thomas Pray, Jr.*

#### CURRENT NOTES.

That was a nice pot of money the Cramps secured from the government as a premium on the new cruiser, *Columbia*. I wonder if it has ever occurred to many of the taxpayers, who foot the bills for these play spells, what an immense fake this premium business is liable to be. We never hear much about the wonderful performances of these cruisers after they are once put in commission, but I am sure I cannot recall one of them now which did not earn more or less of a speed premium for its builders. In the case of the *Columbia*, the Cramps, her builders, get the snug sum of \$350,000 over and above the contract price, which is \$50,000 for each quarter of a knot she exceeds the specified speed in the official trial. That is a very good sized fortune; it would build a very respectable boat; it would set in motion forces which would provide ample support for many a family which finds itself confronted with absolute starvation at the beginning of the cold and gloomy winter; and it is abstracted from the earnings of an already tax-burdened people and given to swell the fortune of those who are already numbered in the ranks of millionaires—for what? Assuming that the Cramps

made a fair profit on the construction of the Columbia at the regular contract price—and it is impossible to make any other assumption—it is difficult to understand just why the government should find it necessary to swell that profit so enormously because the work happened to exceed specifications in a certain direction. It is a business principle not followed out by private parties, and there seems no good reason why it should be adopted by the government. Of course, it may all appear plain enough to those who are so fortunate as to be on the inside of this premium business, but to some of those who are not informed it looks like throwing hard earned dollars into a well, as well as a gigantic swindle on the people. The suspicion may be outrageous and an insult to honorable men, but such things have happened before, and in view of the case with which these cruisers always knock off a few hundred thousand dollars for their builders would there be anything strange if a good slice of the premium went to fatten the purses of government officials? Would there be anything strange if the figures upon which these premiums are based were doctored for a financial consideration, instead of representing actual facts? A hundred thousand dollars, judiciously distributed, might very appreciably shorten the course or cause the official watches to mark time wrong. All this might be done with a hundred thousand dollars, and, in the Columbia's case, it would still leave a cool quarter of a million to be pocketed by the Cramps. Of course such a suspicion may be unjust and unfounded, but it is a little strange that these cruisers always manage to exceed specifications a few hundred thousand dollars' worth. One might be excused for looking for a failure once in a while. And what does it all amount to any way? The government has secured a useless toy, for which it has paid \$350,000 more than it is worth, and the taxpayers foot the bill. If we, as a nation, exhibited half the intelligence in the ways of peace that we do in the ways of war, what a blessed thing it would be.

An excellent series of articles is published in the *Railway Age* under the caption "Locomotives at the World's Fair." This series begins with the issue of May 5th, 1893, and closes with the issue of November 17th. There are 26 articles in all, and they take the reader through the entire history of steam locomotion, beginning with Newton's crude attempt in 1680 and continuing to the highest improved machine of the present day, in a most entertaining and instructive manner. The series contains illustrations of 114 distinct locomotives, 53 of which are classed as historic, and old time engines, and are illustrated by line drawings. There

are 61 classed as modern engines, which are illustrated by diagrams or erecting cards, and of these 18 appear in the form of halftone engravings. A table, giving the principal dimensions, accompanies the description of each modern engine, and, in the case of the compounds, a separate article details the several systems of compounding, the starting and intercepting valves being illustrated and described. On the whole, the *Railway Age* is entitled to great credit for this series; it is an immensely valuable one and should be in the possession of all who are interested in locomotive work.

By a recent decision of the United States circuit court for the southern district of New York, the Westinghouse Air Brake Company obtains a very substantial victory over its New York rival. The New York company's devices are declared to be infringements upon the Westinghouse patents and an injunction is granted in favor of the Westinghouse company. The chief point in dispute between the two companies referred to the quick action triple valve now in common use, the Westinghouse company claiming that the New York triple was an infringement upon their patents. The contention on this point turned upon the matter of the relation existing between the triple valve piston and the emergency piston. The New York company claimed that the Westinghouse emergency valve piston was dependent upon the movement of the triple valve piston, while their emergency valve piston operates independently of the triple valve piston, and they denied infringement because of this feature; the other features of the New York triple being identical with those of the Westinghouse, and being manufactured after expired patents. But the court held that this feature was fully covered by a patent issued to the Westinghouse company in 1888, and the decision seems to knock the New York company completely out by barring it from the use of the quick acting triple.

During the course of an address delivered to the members of the B. R. T., at their recent convention, held in Boston, Mr. Moseley, Secretary of the Interstate Commerce Commission, presented some very interesting statistics and comparisons, which strikingly illustrate the constantly growing importance of the railway interests in the United States. The following statements are from Mr. Moseley's address:

The men employed by the railways to conduct the transportation business of the country last year were 82,435. They constitute an army 98 per cent. as large as the active German army; 73 per cent. as large as the active army of France; six times as large as the active army of Great Britain; and more than thirty times as large as the standing army of the United States in these days of peace. For every 79 inhabitants of this country, men, women and children, there

was last year one railway employe, and one for every fifteen of the popular vote cast at the last Presidential election.

This latter statement is interesting, as showing the constantly increasing proportion of railway employes to the whole population of the country. According to the report of the Interstate Commerce Commission, the number of railway employes in proportion to the whole population was, in 1889, 1 to 87 inhabitants; in 1890, 1 to 84; and in 1891, 1 to 82, thus showing a constant increase.

From a recent book on railways, unofficial, it appears that the United States has the most efficient body of workers, for, while the railways of England require the services of eighteen men per mile of line, those of Germany and France, respectively, fourteen men per mile of line, those of Russia fifteen men per mile of line, and those of Belgium twenty-two men per mile of line, the railways of this country in the operation of their vast mileage required the services of only five men per mile of line. I regret that statistics do not admit of a proper comparison by density of traffic. While the service required of American employes is so vastly greater than that required of employes in Europe, and while their average annual wages are about twice as great, it still appears that the cost of labor to American railways is less than to the railways in any country in Europe, labor costing the railways of Great Britain, for instance, \$6,000 per mile; Belgium \$4,620 per mile; Russia \$3,600 per mile; Germany \$3,500 per mile; France \$3,080 per mile, while the railways of the United States pay for their labor only \$2,625 per mile of line—less than one-half the cost per mile of labor on British railways, and about one-half the amount per mile paid by the railways of Belgium.

Mr. Moseley made many other interesting statements, all of which emphasize the fact that the railway interest is, by far, the most important one in the country to-day. When we reflect that this development has occurred wholly within a period of little more than half a century, the result seems little short of miraculous. Just reflect that every fifteenth man in the country is bound to be a railroad man, and it will be hard to understand why, in a country as free as this, in a political sense, so intelligent a body of men as are railway employes are not better represented than they are, in the legislative councils of the nation.

The theory concerning technical schools seems to be somewhat different over in Europe than it is here. There they train boys with the expectation that they are always to remain in a definite position in life; they do not expect or desire them to make any effort to raise themselves out of a certain position, for which they have been fitted. Our consul at Rotterdam, Holland, in a report on the trade schools of that country, says: "A unique, an entirely European (or class) criticism of some of the Dutch technical schools is made by Dutchmen to the effect that the schools educate too much and too well." "We seek," said one school manager, "to make good wage-earning mechanics who shall be competent to their tasks, but at the same time content to remain permanently in the rank and

station of a wage-earning mechanic. Yet we find our pupils ambitious to reach higher, and, by virtue of their excellent training, competent to reach higher." Growing animated, this man continued: "Why, one of the boys graduated by us, who should have been satisfied to do good work at his bench, went to New York a few years ago and I just now hear he has been successful against sharp competition in winning first prize for the best plan of a gigantic railway bridge in the United States." The teacher concluded: "It is not for this our trade-school boys are trained, and we make a social and industrial mistake in thus over-training." That may be a nice social theory which consists in training a man for a particular place and keeping him there, but it is to be hoped that the day is far distant when it will obtain recognition in this country.

Wilfred P. Borland.

#### IMMUNITY FROM ACCIDENTS.

The country is mourning over the large number of accidents during the rush of travel to the World's Fair, until it is a question whether it really paid to have such a grand exhibition, if it had to be done at the sacrifice of so many lives and limbs. While all the so called trunk lines have had accidents, it is a remarkable fact that the Morris and Essex Division, which forms the eastern end of the Delaware, Lackawanna & Western railroad has, even during this summer's rush for business, been able to keep its record unbroken. Its record is that *no passenger has ever been killed in its cars* on this division. As the M. & E. R.R. was first chartered in 1835 and built from Newark to Morristown, then to Dover and extended to Hackettstown in 1854 it is quite an old road, but it had only a local traffic up to 1866, when it was again extended and reached the D. L. & W. R.R. at Washington, N. J., and the Delaware river at Easton, Pa. It is thus nearly 60 years old, according to its charter, and has been in operation over 50 years for a part of its line, and for nearly 30 years has done a heavy business in coal and passengers, and within the last 10 years it has, by the extensions of the D. L. & W. to Buffalo been made the carrier of a large amount of western freight and stock. Beside this it has an ever increasing host of commuters, who seek to find rest from the turmoil of the city, amidst the breezy Jersey hills, or along the slopes of the Orange Mountains. The business of the road has increased so that, according to the latest time table, 172 first-class and about 75 second-class trains arrive and leave Hoboken (opposite New York City) every day. Newark, seven miles out, has nearly 160 passenger trains each day. Dover (about 40 miles out) has 58 first-class and about 60 second-class trains arriving and leaving each day, while Port

Morris (nearly 50 miles out) has 36 first-class and about 130 to 140 second-class trains arriving and leaving each day. These figures are given simply as a proof that this road does some business, and that its immunity from accident is not due to any lack of trains on its line. It is also not due to any block or safety signals in use, for the only block signal used is at a tunnel through which about 250 trains pass every day on its double tracks. It is only by the "esprit du corps" animating the employees that such a success has been achieved in handling about 9,000,000 passengers and about 5,000,000 tons of freight a year. It has been claimed that the M. & E. is the busiest little road in the world, and it seems with much truth, for it has on its 176 miles of road over 160 locomotives, and many of these are kept running day and night. When it is a fact that the average for the United States is 19 locomotives to 100 miles of road, the above figures being nearly 100 locomotives to 100 miles become more striking and convincing proof that we have some work here.

Mr. Borland, in the December issue, reviews the testimony in the recent investigation of the terrible disaster at Jackson, Mich., and comes to the conclusion that the "deadly angle cock" was the cause of the wreck, because it had been turned and thus placed the train beyond the control of the engineer at the critical point. No one can say positively whether that "angle cock" was closed at the time the attempt to stop the train was made, but it was found closed after the wreck. The question might still be asked, was it not possible that the impact of the collision or contact with some of the parts flying around loose might have closed that cock, as it had such a convenient handle to be jarred or struck? That man riding on the front platform may be the cause of the trouble, for it would appear that the angle cock must have been in shape even up to the time of recharging the train pipe when releasing the brakes at the last previous stop, but if he was the cause it is to be assumed that he would not knowingly place himself in jeopardy by shutting off the air and then riding on the first platform, where he would be most likely to be crushed. The only explanation to be given would be that the propensity to "monkey" with things, (so often and strikingly developed with some men) should have tempted some one to move that handle. But let the matter be as it will, the danger from having an angle cock shut off would be easily eliminated, or at least reduced to a minimum, by taking away the convenient permanent handle and having the stems of the valves made to fit a wrench or handle, to be in charge of the trainmen, and thus pre-

vent any displacement of the valves by outsiders. It does not appear possible to so arrange our air brake system as to do away with cocks at each end of each car, but it would seem that by the use of a return hose from the rear car to the cab of the engine and there connected to a gauge, any interruption to the flow of air in the brake pipe could be very easily detected and remedied before causing disaster. This return hose could also be used as the usual signal cord, by being run through the usual signal cord pulleys and eyelets, and might thus be made to do double duty.

If these ideas have any value they are free, as there is no patent on them, nor any to be applied for.

William Weiler.

SPECIAL attention is directed to the article of John A. Hill, editor of *Locomotive Engineering*, New York city, which appears in another column under the caption "Is it your turn next?" The proposition is not only unique but humane and should attract deep and widespread interest among the men of the locomotive, so many of whom have been sacrificed in ways well calculated to thrill the heart with horror because of the lack of improvement in boiler fittings and devices. The strong financial inducement held out by Messrs. Sinclair and Hill, the enterprising publishers of *Locomotive Engineering*, and the honorable distinction to be achieved in a contest involving the high purpose of saving scores of men who handle the throttle and scoop from frightful death and torture, will, it is hoped, stimulate spirited competition among our members, many of whom are close students of the machine and should have advanced ideas in matters of such importance to their calling.

#### INJECTOR PROBLEM.

MR. EDITOR:—In the September issue of the MAGAZINE, for 1893, Mr. Weiler explained the injector problem to W. J. Edwards. I have wondered many times since if Mr. Edwards was perfectly satisfied with that explanation. The injector may be a "mechanical paradox" and opposed to "reason and common sense"—natural philosophy is full of such; but the injector will work under certain principles, and when any of them are destroyed its operation ceases. I think if Mr. Weiler had mentioned something about the body at rest being overcome by the body in motion, that if the eight men start off on a run of perhaps ten feet, they might easily overcome the resistance of the ten men. With the injector, it is very essential to consider the induced current and condensation of steam.

BANGOR, MAINE.

Prince Stafford.



**APPLICATION OF AIR BRAKE.**

MR. EDITOR:—Reading Mr. J. R. Norton's article in the November MAGAZINE brought to my mind some very good information in that line, which I came across at the air brake exhibit at the World's Fair. I fully agree with Mr. Norton's argument in favor of throwing the handle of engineer's valve to full emergency, should the occasion arise after making a service application of ten pounds, instead of releasing and then applying the emergency. But, suppose we look into the action of the triple valve a little more thoroughly. We all know that after we have made a ten pound reduction with a Westinghouse triple, and then throw the handle of the engineer's valve to full emergency, we do not get any emergency action, but simply a full service application. While at the World's Fair, I was told that the New York Brake company's triple acted differently; that instead of getting only a full service application after a ten pound reduction, they got the full emergency action. They said that a full emergency equalized at 62 pounds, a full service at 50 pounds, and an emergency applied after a ten pound reduction at 56 pounds. I did not believe this, and told them so, but, by making the different applications and showing me the pressure on auxiliary and brake cylinders, they convinced me that they were right. They also showed me the reason for this action of their triple, and I shall now try and explain it. Let us first look at the Westinghouse triple. Suppose we have an original pressure of 70 pounds in train pipe and auxiliaries, from which we make a reduction of 10 pounds. We now have 60 pounds in auxiliary and train pipe, and 25 pounds in brake cylinder. We will now look to the pressure acting on the emergency piston. The 25 pounds in the brake cylinder is pushing up on the emergency piston and tending to keep it from coming down and opening the emergency valve. The emergency valve has the 60 pounds in the auxiliary, and that 60 pounds must compress the emergency spring in the main piston head before it can get to the top of the emergency piston. We can easily see why this reduced pressure cannot overcome the different resistances which are tending to keep the emergency piston up and the valve closed, and the reason is plain why we do not get an emergency, but simply a full service application, in this case. Now, let us take the New York triple under the same conditions, namely: with 60 pounds in the auxiliary and train pipe, and 25 pounds in brake cylinder. The chamber at the top of the emergency piston has a port which opens directly to the auxiliary reservoir and keeps auxiliary pressure on continually on top of that piston, while the chamber at the bottom of the piston opens directly to the train pipe, keeping train pipe

pressure continually on the bottom of the piston. Now, it can be seen that the 25 pounds in the brake cylinder can have no effect on the working of the emergency piston, as it does not in any way come in contact with it. I hear some one ask, just as I did, "Why wouldn't the emergency piston work in an ordinary service application?" The train pipe pressure, pushing up on the emergency valve, forms a resistance to the piston which an ordinary service application does not overcome, as the pressure on top is also reduced as soon as the service valve opens. But, in the emergency action, the area of the piston is proportioned to the area of the emergency valve so that exactly the same reduction is required to open the emergency valve as with the Westinghouse triple. We have seen that, with this triple, if we want to get the emergency action after making a 10 pound reduction, we have not the 25 pounds under the emergency piston to overcome, in addition to the regular resistance to an emergency, as with the Westinghouse triple. In fact, we have simply the regular resistance to an emergency action to overcome. Therefore, if, after making the 10 pound reduction, we throw the handle of engineer's valve to the emergency position, we get the emergency action on top of the service action, equalizing the auxiliary and brake cylinder at 56 pounds instead of 50, and, also, we get this pressure all at once instead of waiting for the service to fill the cylinder. I do not know how the many readers of the MAGAZINE will look at it, but it looks to me as if this would be a big advantage in a tight place. In reply to Mr. Norton's questions, I will say:

1. The triple valve is so called because the original triple consisted of a combination of three valves.

2. The action of the main piston in the triple and the equalizing piston in the brake valve are alike. In fact, the equalizing discharge ports of the engineer's valve are almost identical with a plain triple; the equalizing reservoirs, from which the preliminary discharge comes, answers to the train pipe in the plain triple; the train pipe, connected to the engineer's valve, answers to the auxiliary; and the discharge valve answers to the service valve. In action they are identical, for, when we reduce the train pipe pressure, the auxiliary pressure moves the piston back and opens the service valve. When the pressure in the auxiliary equalizes with that in the train line the service valve closes. Thus we see that these actions are exactly alike.

3. We had two cases like this a short time ago on a job I was working on. In one of them I found that, during repairs on the valve, some one had put a spring in the emergency head which was very much weaker than the standard. The other case was more

of a puzzle, but I found that the small pin which opens the graduating valve had broken off; with a slight reduction it would catch, and open the valve all right, but with a greater reduction it would slip by and not open the valve.

4. If the emergency valve did not seat properly, the air which leaked by would pass through the emergency and release passages, and then through the port in the slide valve, to the pressure retaining valve; or, if the gasket between the triple and auxiliary did not form a perfect fit between the auxiliary and the pipe which carries the air to the brake cylinder, the air which escaped would follow the release passage, and the port in the slide, to the retaining valve. The graduating valve might also be responsible for the leak. If the main slide valve was leaking it would produce the same result, but it would also show a leak when brakes were applied.

CHICAGO, ILL.

J. T. Hickey, Jr.

#### ECONOMICAL USE OF OIL.

MR. EDITOR:—In the December number of the MAGAZINE, Mr. Lucas criticizes my article on the economical use of lubricating oil. I am glad to have him do so, for every one should be able to "Give evidence of the faith that is in him," and I especially consider my article open to criticism, inasmuch as it contains some assertions that do not accord with customary practice among engineers. Still these assertions have been proven in actual service. Many will agree that they have no intelligent idea of the limit of oil required to prevent heating, from the fact that they have not been restricted to a certain limit in its use, being always allowed to use their judgment without restraint, and catering to the maxim of Mr. Lucas that "A pint of prevention is worth a gallon of cure," rather than run the risk of an experiment to ascertain the actual amount required. Many of those same engineers are paragons in economical practice in other respects. They understand the limits of power to the speed required; working their engines to a nicety to the end that no more energy be expended than is actually necessary, but the majority of engineers must plead guilty to ignorance of the amount of lubrication necessary for a favorable comparison with other lines of economy. In my experience, which has been principally in freight service, I have made some experiments, the result of which were the basis of the article criticised. I run an 18x24 Brooks engine of the mogul pattern. Before going out on my run one morning last September, I noticed that the waste above the driving boxes was swimming in oil. Knowing that the holes in the boxes were clear, I concluded to experiment on the length of time and distance those bearings would run with-

out heating; the engine having just arrived from a trip over eastern divisions, and having received an oiling 33 miles before reaching the terminal, about two hours before I assumed charge of her. I took particular notice of the temperature of the journals at distances of 20, 40, 50, 62 and 90 miles. There was no noticeable change, except at 90 miles the back driving journals were quite warm the other four being at a normal summer temperature. The distance run with one oiling was 123 miles; time, eight hours. The waste in the cellars did not touch the journals, consequently all lubrication came from above. The bearings were in good condition and the best quality of Galena engine oil was used. The principal point in the above experiment is that it gives an approximate idea of the time it takes a quantity of oil to feed through waste. I hope to see this subject thoroughly considered and commented on by the readers of the MAGAZINE. I will give the results of different tests later on.

SAGINAW, MICH.

L. B. Moore.

#### THE ENGINEER'S VALVE.

MR. EDITOR:—In the rules adopted at the Master Mechanic's Convention for the operating of the Westinghouse air brake, there is one for the testing of the train pipe, for leaks, which reads as follows:

When coupled to the train, and the black pointer of the air gauge has become stationary, or begun to rise a little, place the handle in position 3 (on lap) and note whether the black pointer remains stationary or falls back, if it falls back it indicates a leak in the train pipe; and the rapidity with which it falls indicates the extent of the leak. No train must start out with a serious leak in train pipe or apparatus.

Now, the question at issue is: Is there any communication between the air gauge and the train pipe when the engineer's valve is in the lap position? I gave this question to the *Engineer's Journal* a couple of months ago, and it has brought out considerable discussion, some claiming that there is communication, while others claim there is not. It is evident from the many answers received that some one must be wrong, and, as the air brake will be an important feature in the future examinations of firemen for promotion, I give the question to the MAGAZINE readers, hoping to receive as many answers as I did through the *Engineer's Journal*. Now is the time to master the difficult problems as they arise before us. If there is no communication between the air gauge and train pipe when the engineer's valve is on lap, this rule is wrong; as the engineer, after coupling on to his train and charging it, could lap his valve and all the air could be taken out of the train pipe and he be none the wiser. In fact he would be sure that there was no leak because the black pointer did not fall.

In answer to Mr. Norton's questions:

Triple means three-fold, or three of a kind.

The triple valve consists of a piston valve; on the end of the piston valve rod, a slide valve works; and within the slide valve, a small valve called a graduating valve, works; the three valves make up the combination which is called a triple valve.

The main piston in the triple valve acts in the same relation as the piston in the brake valve. The piston in the brake valve has the equalizing reservoir, in connection with the brake valve chamber, pressure above it and the train pipe pressure underneath. The piston in the triple has the train pipe pressure on one side, and the auxiliary pressure on the other. As we reduce the pressure from above the piston in the brake valve, the train pipe pressure, being greater underneath, will raise piston and train pipe pressure will escape; and as the train pipe pressure is reduced, the auxiliary pressure being greater on the other side of the piston, forces it down, or away from the auxiliary, closing the feed groove, and auxiliary pressure enters the brake cylinder.

A defective slide valve, a weak graduating spring, a broken pin in graduating valve, or a gummy piston in engineer's valve, would cause an emergency application when not desired. But, as the service application worked with a reduction of 5 pounds, and the emergency with 8 pounds, a difference of only 3 pounds, it looks as though the emergency was caused by a weak graduating spring.

A defective emergency valve, or the improper seating of same, will cause a blow at the retaining valve. The emergency valve has a rubber seat, and if any dirt should lodge there to prevent seating, it would produce the above result.

In reply to Mr. Carey, I should think it only natural for the extension front to heat when spark cap was left off, as the air would be a feeder to the sparks; just as we need air to aid combustion.

A leaky check valve in triple will cause brakes to release without releasing engineer's valve. When we make an emergency application the train pipe pressure passes through the check valve, to brake cylinder, and, after the pressure becomes equalized, the check valve, closing prevents pressure from the brake cylinder from re-entering the train pipe. As these checks often leak after reseating, it can be seen that the pressure in brake cylinder feeds back to the train pipe through the check valve.

BALTIMORE, MD. *Walter C. Garaghty.*

THE once great Vulcan Iron Works, built at a cost of \$1,000,000, and covering six acres of ground, are being sold piecemeal as junk. The eight-ton steam hammer was sold to Pittsburgh manufacturers recently for \$6,000. Even the brick-work is disposed of to wreckers.—*American Machinist.*

#### QUESTIONS AND ANSWERS.

The following questions and answers are clipped from *Locomotive Engineering*:

G. E. B., Bedford, Ia., asks:

1. Suppose an engine should come in at an out-of-the-way roundhouse with all four eccentric blades bent, twisted and broken, so that it would be impossible to get the length accurately enough from them to send to headquarters, and you had no blue-print and no other engine of exactly same build was at hand, how would you get the length, close enough to allow for adjustment, to send to repair shop? (It is not probable that such an accident ever happened, unless in a bad wreck, but I use it simply as an illustration.) A.—Put engine on forward center, take up steam-chest cover, or use tram to set valve with proper lead opening, then measure from center of hole in top of link for eccentric-rod pin to shoulder on eccentric stop, drill holes after the blade arises; do same for back motion, and the two blades will be practically the same length. 2. How is the drop of the link-lifter arms of the lifting shaft determined? That is, when shaft is leveled on surface plate and center of reach-rod and pin-hole is perpendicular to surface, how is the distance (if any) calculated of the centers of pin-holes of lifting arms below centers of shaft bearings? A.—The throw of the tumbling shaft arm must be enough to move the link up and down the length between the eccentric blade connections; the bending down of arms is often done to avoid the boiler when the arms are at their highest point; the length of arm, of hanger and of the location of the tumbling shaft have a great deal to do with the distribution of steam. 3. What are the "Mansell" retaining rings and how are driving-wheel tires secured by them? A.—The Mansell retaining ring is two rings bolted to the outside of the wheel center, and having a lip on their insides that are let into grooves turned in the sides of the tire. 4. In laying off driving-spring hangers what is a good rule to observe in regard to the amount of draw to give a spring in relation to number of leaves and weight to be supported? A.—There is no set rule that can be followed in this case. 5. How is the tension of the driver-springs applied to the boxes of the "999"—by a downward pull connection at bottom of box, or pressure on top through system of levers? If at bottom how connected? A.—The springs are underhung, a heavy spring hanger being bolted across from one jaw of the driving-box to the other; the boxes are of Ajax metal and the connection made close to the bottom.

Fireman, Buffalo, writes:

We have some of Brooks' ten-wheelers with rocker set in front of forward drivers.

short valve-stem and long eccentric rods, valve-stem has flexible joint about midway between rocker and packing-box, and is fitted with metallic packing with a soft metal-lined guard extending out from packing-box about 10 inches. In an argument with an old runner, he claimed the joint was put in valve-stem on account of the guard being there. I said the guard was used on account of joint, and joint was used on account of valve-stem being so short. Being only a fireman, I did not feel like opposing his ideas very strong, but determined to write to *Locomotive Engineering* and find out. A.—Your views are correct.

L. A. P., Los Angeles, Cal., writes:

What is the matter with the following method of finding the dead center on the road? Place end of chisel on frame of cross-head, so that in moving the engine pushes the chisel, which leaves a mark on the guide. The end of the mark indicates the extreme point of travel, and, therefore, the dead center, or at least close enough for setting an eccentric on the road. A.—That gets the dead center near enough to do the temporary work required on the road. Under some circumstances the crank-pin may, however, be a considerable distance away from the center when the cross-head reaches the extreme point of travel.

And the following are taken from the *American Machinist*:

S. N. B., Austin, Ill., writes: Kindly give me full particulars in regard to the construction and working of the hydraulic ram. A.—The hydraulic ram is a self-contained and automatic pump operated partly by the pressure of a column of water in a pipe, and partly by the stored up energy acquired by intermittent motion of the column. In its simplest form, it consists of a main pipe placed on an incline leading water from a spring or reservoir at the upper end of the pipe to an air chamber attached to the lower end of the main pipe; this air chamber is connected to a tank placed somewhat higher than the spring or reservoir. To the lower end of the main pipe another smaller pipe is attached, extending downwards, with a cock at the lower end, from which water is drawn for, say, domestic purposes. When this cock is opened, the water in the small and main pipes is put in motion, and acquires a velocity due to the head; as soon as the cock is closed the momentum of the column of water opens a valve in the air chamber, and the water rushes into this chamber. This effect takes place every time the cock is used, and as water is drawn from it at short intervals for household purposes, an abundance of water will be raised in the tank.

2. Where can I get a copy of the patent

office report? A.—From the Commissioner of Patents, Washington, D. C.

H. G. H., Bristol, Pa., writes: Please inform me who was the inventor of the screw propeller; also of what was it made, and how was it made? A.—The screw propeller as an instrument of propulsion is of comparatively late date. We find it proposed by Hooke in 1680, Duguet in 1727, Paneton in 1768, Watt in 1780, Bramah in 1784, Fulton in 1794, Cartwright in 1798, and Shorter in 1802. In 1804, two years before Fulton began building the "Clermont," Colonel John Stevens, of Hoboken, N. J., built and run a steamboat on the North River, in which he employed a screw propeller. The engine and propeller are still preserved at the Stevens Institute of Technology. In 1806 he built the "Phenix," which made the trip to Albany from New York in 1807, shortly after Fulton had succeeded in accomplishing the same thing with the "Clermont." From this time to 1836 numerous arrangements of screw propellers were proposed, but no extended use was made of this method of propulsion until Francis Pettit Smith, of Hendon, England, and Captain John Ericsson brought the subject forward, and by their energy and perseverance proved the practical value of screw propellers for ships. Both obtained patents for the use of the screw in 1836, and from this time forward its application to steamships has steadily increased. (*Appleton's Encyclopedia of Applied Mechanics*.) We presume that all the early propellers were made of cast-iron.

T. W., Newark, N. J., asks: What is the difference between a "square foot" and a foot square? A.—The term "square foot," in its widest sense, is one of the units of measurements of the areas of surfaces; if, for instance, a surface is 24 feet long and 6 feet wide, it contains  $24 \times 6 = 144$  square feet; if it is 2 inches long and 6 inches wide, it contains  $\frac{24 \times 6}{144} = 1$  square foot. In a similar way the area of cylindrical surface, a sphere, or of any other surface, can be expressed in square feet. The term "foot square" indicates the form of the outline of a plane surface; it indicates that the surface is bounded by four straight lines at right angles to each other; it also indicates the length of these lines. If, for instance, a surface 1 foot square is mentioned, it is understood that a square is meant, and that each of its sides is 1 foot long; or, if a surface 20 feet square is spoken of, it is understood that this surface is bounded by 4 straight lines at right angles to each other, each 20 feet long. From the foregoing, it will be seen that a surface 1 foot square contains 1 square foot, and a surface 20 feet square contains  $20 \times 20 = 400$  square feet.

## WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER.

Letters for publication should be directed to Ida A. Harper, Stanford University, California.

### MODERATE DRINKING.

At an Anti-Alcohol Congress recently held in Holland, at which were delegates from America and from most of the countries in Europe, one address was made which acted like a bombshell. It was given by Sir Dyce Duckworth, honorary physician to the Prince of Wales and lecturer on medicine at one of the great London hospitals. He declared that the moderate use of alcohol is not hurtful but beneficial, that total abstinence, even for the sake of example, is not to be commended, and that children should be so instructed as a part of their education. While the congress, as a whole, was outraged at this speech, it received strong support from several prominent medical men, none, however, from America, we are pleased to note. They took the ground that a man cannot live without some stimulant, overlooking the fact that, if such is the case, a stimulant is still more necessary to women, who are by nature less strong, more inclined to nervousness and subjected to peculiarly trying ordeals. Are these learned gentlemen ready to admit that all women should take alcohol in a moderate degree? If so, is any one ready to predict the kind of wives and mothers we should have and the probable effect upon the children? Is it not true that the reason there are not more drunkards to-day is because of the saving grace of the mothers? Or, as Charles Dickens once expressed it, "I think it must somewhere be written that the virtues of the mothers shall occasionally be visited upon the children, as well as the sins of the fathers." And Walter Savage Landor says:

"Children are what their mothers are;  
No fondest father's fondest care  
Can fashion so the infant heart."

If it is right for a man to be a moderate drinker, it is right for a woman. In the lower grades of society women are already moderate drinkers, and even drunkards. It is charged that in the highest classes there is much more drinking among women than there used to be. Are men ready for this state of affairs? Women have been taught from the days of St. Paul to "learn of their husbands," and the latter have been setting this example for as many years as we have any record. If drinking is a pleasant and a necessary habit, there is no reason why it should be monopolized by men.

These distinguished speakers at the congress fixed the amount at an ounce and a half of alcohol a day, three generous drinks.

Without stopping to discuss the quantity which would constitute moderate drinking, and admitting, for the sake of argument, that three drinks a day might assist digestion and give a man more strength for his work, we would ask each individual to consider all the cases of moderate drinking he has ever known, and note how many persons who commenced on this quantity never increased it during a lifetime. There is no better authority on liquor drinking in this country, or possibly in any other, than Dr. Leslie E. Keeley, and here is what he says on this subject:

I claim that facts will prove that the standard of moderation, established by these physicians, of one and a half ounces of alcohol daily will produce inebriety. In fact any quantity of alcohol, drunk daily, will produce inebriety in a corresponding degree. A man may take a very small quantity of morphine daily say one-eighth of a grain, and not cause any disease except opium inebriety. That a small quantity of morphine, taken daily, by its action on cell metabolism, will enable a larger amount to be done on the same quantity of food. It will do almost everything that alcohol will do under the same conditions. But the man who takes morphine in this manner will increase the quantity in less than a month, and within three months, unless a guard with a bayonet is standing over him and weighs out the morphine for him, he will be taking three or four grains at a dose. These poisons cannot be taken in any quantity without causing their respective inebrieties.

There never was a sadder story related of the human race than that which is telling itself in the thousands of wretched men who are crowding into the so-called Keeley institutes, as the last resort for the cure of a habit which they are utterly helpless to resist. In the face of this melancholy spectacle it seems the most terrible sacrilege to talk of educating our children that moderate drinking is a good thing. Every one of these unfortunate victims began by moderate drinking. All drunkards begin in this way. "There is no more need of prescribing any daily moderate quantity of alcohol for healthy people than there is for advising an occasional duel because wars are a part of civilized history," says Dr. Keeley. From possibly the widest range of observation ever made by any man, he says:

But I do not deny that there are moderate drinkers. I claim, however, that these people are all moderate drinking inebriates if they drink habitually, or every day or if they take alcohol regularly with meals. If a person begins taking one and one half ounces of alcohol with daily meals, and continues the practice a few months, he will notice the following results: If he omits the alcohol for a day he will miss it. He will feel a craving for something. His digestion and strength will be below normal. This means that the digestive organs and nervous system are educated to digest food under the stimulus of so much alcohol. If the alcohol is withdrawn the digestive forces and general physiological measure of force will be diminished accordingly. To this extent such a person is an inebriate. His digestion may recover its normal condition in time if alcohol is used; but until the craving for liquor is gone, the man is an inebriate.

One hates to be a fanatic. We would so much rather be able to say, "It is all right for a man to take a glass of liquor occasionally if he does not take too much;" but we

are forced to a radical position when we behold the fatal consequences that follow the "ounce and a half a day." Only that wife, that mother, who has seen the appetite increase, day by day, until it has dominated the man's whole life, can understand, to its full extent, the power that lies in that single glass. It reaches from heaven to hell, and it covers every form of vice and misery and anguish that is possible to humanity. Dr. Keeley does not exaggerate when he says:

It is true that if any person is positively limited to one and a half ounces of liquor daily for a lifetime no harm will come of it, but education will never bring such a result. Eight out of ten young persons who adopt the practice of taking this moderate quantity will shortly be victims of inebriety. A craving for liquor will be set up, and more will be taken. In a few months, more or less, these persons will be inebriates. In short, if the young people of a community adopt such a course, within a year nothing but imprisonment and surveillance will keep them from drinking alcohol as the drunkard drinks it.

These are not the words of a theorist, of a fanatical enthusiast, or of one whose vision has been warped by bitter wrong. They are the testimony of one who speaks from the unimpeachable standpoint of scientific knowledge and practical experience. It is corroborated by the voice of the ages. We dare not temporize with this question. The man who teaches the young that moderate drinking is beneficial, the woman who, without resistance, permits those whom she might influence to contract this daily habit, commits a crime. There is no middle ground which is absolutely safe. Nothing new can be said on this subject, one can only repeat the old arguments, and point to the infinite examples that at all times are to be found on every hand. And yet, when one reads that, at a great international council of learned men, it is seriously advised that the young should be instructed that the moderate use of alcohol is beneficial, it is impossible to keep silent. We seem to hear the voice of helpless women, of innocent little ones crying out in protest. We cannot permit the perpetration of this wrong upon our children. Rather let them be taught such laws of health as will render any stimulant unnecessary; and let it be impressed upon them that it is not only very foolish but extremely dangerous to contract a habit which if carried beyond a boundary line so uncertain that it cannot be defined will bring inevitable destruction. So long as young people are under the instruction and training of the home and the school, let them be taught in regard to intoxicating liquor, to abstain totally from its use. When they reach years of discretion and go out into the world, trust that they may understand from observation the importance of adhering to this rule. However this may be, it is the imperative duty of parents and teachers to lay the foundation,

instill the principles and build up the moral strength necessary for a temperate life. We may depend upon it that there will never be a public sentiment in this country which will favor our becoming a nation of moderate drinkers.

#### GAINS FOR WOMEN.

The cause of woman suffrage has gained two distinct victories since our last writing. One, the incorporating in the parish councils bill, now before the house of commons in England, of a clause enfranchising women. The other, the passage of a constitutional amendment conferring full suffrage upon the women of Colorado. Unfortunately, at this writing, we are in possession only of the bare facts as telegraphed to the daily press. Before this reaches our readers the full particulars will be known. The parish councils bill is an important one for England. It provides a system of self-government, taking away from parliament its authority in local matters and delegating it to councils similar to our boards of supervisors, town trustees, city councils, etc. It gives to women exactly the same voting privileges as to men. It is a liberal measure and will undoubtedly receive the full strength of this vote. The women of England have had, for a long time, a limited suffrage, much more, however, than is enjoyed by the women of this country. This bill will give them full municipal suffrage.

We shall then have the spectacle of England, a limited monarchy, giving to women privileges which are refused to them in America, the land of the free; where every person is a sovereign and entitled to his own individual representation in the government,—provided he is not a woman. In all matters connected with the municipality it is impossible to separate the personal and property interests of men and women. In all cases of taxation and expenditure of public money women must bear their proportion. They must feel, the same as men, the results of the administration of a city, whether it be good or bad. Why they should be refused the privilege of a voice in selecting the officials who control municipal affairs, levy the taxes and spend the money, is something which it does not seem possible to explain by the laws of equity. It will puzzle the future generations to find any reason for it when they are studying the history which we are making, and when this most unjust distinction of sex shall have been swept away. It is undoubtedly a great thing to be American woman, but Englishmen have done an act of justice to their women which certainly put the men of America at a disadvantage and increases the humiliation of our women.

There are several ways in which suffrage

can be secured to the women of the United States. One is by an act of congress submitting to the legislatures of the various states an amendment to the national constitution. Another is by the legislature of each state submitting to a vote of the people an amendment to the state constitution. A third is by a special act of the legislature. The latter is most unsatisfactory. The bill can be found unconstitutional by the supreme court, as was the case a few months ago in Michigan. The legislature of that state, last spring, conferred municipal suffrage upon women, and the supreme court decided that this conflicted with a certain clause in the state constitution and was null and void. The same thing happened in Illinois, when the legislature gave school suffrage to women and the supreme court declared it unconstitutional. If an act of this kind does pass the test of the supreme court it may at any time be repealed by another legislature, so that it is far from being a final settlement. Municipal suffrage was conferred in this way upon the women of Kansas, and any legislature has the power to repeal it, but public sentiment in that state is so strongly in favor of it that there is little danger of this being done. Still this does not alter the fact that the women are completely at the mercy of the men in this matter. Wyoming came into the Union with woman suffrage firmly entrenched in her constitution. It never can be removed except through a vote of the people and, as the women themselves would be able to vote on it, they are safe for all time.

The last legislature of Colorado passed a bill to submit the question of giving full suffrage to women, to a vote of the people, (that is, of course, to the masculine half of the people,) at the state election in November. According to the dispatches, it carried by a large majority, and by this time, doubtless, has received the signature of Governor Waite and become a part of the constitution. The law is explicit and gives women the right to vote for every officer from president to constable on exactly the same terms as men. This will carry with it the privilege of filling any and all offices. Governor Waite has long been an ardent friend of woman suffrage and recommended it strongly in his inaugural address. This new law will add 40 per cent. to the voting population of Colorado and women will cast about three-tenths of the ballots of the state. This undoubtedly will have an effect on the neighboring states which will ultimately lead to the enfranchisement of their women. The last legislature of Kansas submitted an amendment to the popular vote, giving full suffrage to women. It is almost sure to carry, as it is both a republican and a populist measure.

There is nothing which can prevent the ultimate enfranchisement of women. How soon it may come or how long it may be delayed it is not possible to predict with any certainty. Conditions in this country change so rapidly and so unexpectedly that it may be precipitated suddenly as a political necessity; or it may come gradually in response to an evolution of public sentiment. If, however, some one of the dominant parties should be wise enough to make it an issue and carry it to success, it would put itself so far in the lead as to be assured of power for many years to come. Personally I believe this will be done before a decade has passed.

#### WOMEN IN BUSINESS.

Mrs. Cyrus W. Field, whose new millinery enterprise is receiving considerable advertisement, adds to it by a long syndicate article on the "The Woman in Business." She makes some good points and some which are not so good. Among the former is this:

With the average business woman, it has usually been a question of maintaining herself or starving, and those who object to her not having preferred to starve should quarrel with our present social system and not with the woman. Surely, society is better off if woman enters business instead of the almshouse. I do not say that it might not be better still, if women never had to enter either.

She feels quite sure that women will elevate, ennoble and refine business life. She thinks they are more honest, more capable of acting quickly, more successful in managing details, more competent to consider the interests of those whom they employ. She thinks that woman's entry into business life may mean the solution of many vexing problems; that she may settle the disputes between labor and capital, become arbitress of the distribution of wealth and confer a hundred incidental favors upon society. These are roseate views, let us hope they may be realized. An English social economist has written a profound treatise upon "The ethical and intellectual effects produced upon women by the counting room and the office." Many students of social questions are anxiously inquiring what are to be the results of a business life upon the gentle and sympathetic natures of women, and especially how is it going to affect their matrimonial prospects? The *New York Sun*, which, for many years, held a very conservative position upon this question and looked with disapproval upon the new condition of thing, had this to say in a recent editorial:

The more general entrance of women into employments and daily association with men, is more likely to provoke marriage than their old and comparatively secluded manner of life. The attraction of this magnet is the stronger the nearer it is. It is the more irresistible the more constantly it exerts its power, and the more removed it is from the distracting influences of the traditional social intercourse. In plain words, if pretty girls work in offices with

men, the chances are that lovemaking will increase greatly. Instead of the enlargement of the sphere of women, as it use to be called, acting as a restraint from marriage, it fosters marriage. The more feminine youth, beauty, and charm are spread abroad, the more irresistible they become. The more the activity of women outside the confinement of the home, the more likely are homes to be multiplied.

However this matter may be decided, whether as a good or an evil, the fact remains that woman has entered the business world and is there to stay. She has tasted the sweets of independence and the satisfaction of being able to earn her bread, and she will never yield her ground. The question is not so much what she will do for business as what business will do for her. There is a tendency always to put woman in the role of a missionary, sacrificing herself for the good of somebody else. Before we grant her any privileges, we are always wanting to know what she is going to give in return. It is time we recognized her right as a human being to do the best she can for herself in the struggle for existence. As regards the effect of business life upon her chances for marriage, it is likely to increase them in two ways: first, by bringing her in contact with men and permitting an acquaintance; second, by showing her capabilities and qualifications, which make her just as valuable in the household as in the world of business. A girl with an occupation stands a better chance of getting a husband than the girl who is idle and dependent. She is, however, not so apt to marry, because she is not compelled to do so. What we need is not more marriages but more sensible marriages. The social structure will have some trouble in adapting itself to these new conditions but they will eventually prove more satisfactory than the old ones.

#### CURRENT COMMENT.

The papers are telling of a woman who has just entered Johns Hopkins University to take a post-graduate course for the degree of doctor of philosophy. They relate that, even though she should stand at the head of her class, the rules of the institution will not allow a woman to receive the degree. They state also that she will be considerably handicapped, as she has three small children, the youngest not yet three months old. With all due respect to this talented and ambitious woman, we must confess that this does not seem a wise thing to do. It hardly is worth while to strive for an honor which a college will not confer after it is earned, but perhaps this might be done in order to show the injustice of making this distinction of sex. The point we wish to make, however, is that the mother of three little ones commits a wrong against both herself and her children when she attempts to do a thing of this

kind. Unless she turn the children wholly over to the care of others, she will break herself down in the attempt and the children will necessarily be neglected. The mother of young children, unless driven out into the world by necessity, should consecrate a number of the years of her life to their care and training, even though her inclinations are strong toward other lines of work.

That was a fine spectacle when the city council of Chicago met to elect a Mayor pro tem to take the place of Carter Harrison. Fifty men, insane with anger, engaged in a hand to hand fight, knocked each other down, rolled over and trampled upon one another, and were prevented from bloodshed only by the arrival of the police. In the melee the heavy folds of crape which shrouded the chair of the dead mayor were torn into shreds. When a body of women, met together for some public purpose, have a heated discussion upon some point of disagreement, there is a prolonged chorus from the men and the newspapers of the country, pointing this out as a reason why they should not be permitted to have any voice in public affairs. It is barely possible, however, that not even the influence of women could rescue our large cities from the hopeless slough into which the influence of men has plunged them

A French statistician makes the startling announcement that men are constantly growing shorter and women are increasing in height, that if woman will be satisfied for a few thousand years she will not have to clamor for her rights but can pat the little men on the head and tell them that she will take charge of all the heavy matters of church and state and spare them the anxiety and fatigue. Heaven forbid! Women would almost rather give up the right they have and never ask for any more, than face such a calamity as this.

The papers are still discussing the Woman's Congress of Chicago, and one of them sends forth this wail: "Think of the 20,000 homes, more or less, which the women in attendance at the congress left behind them to the tender mercies of hirelings; think of the households that languished, the husbands that were neglected." It is a poor sort of a household that cannot be arranged to run for a week without the mistress, and it is a mean sort of a husband that would not be willing for his wife to take a little trip and attend a meeting in which she is interested. There would be just as much sense in the wife's objecting to the husband's taking a week off, on the ground that he would neglect his business.



It is a poor rule that won't work both ways, and husbands in the past have not been properly instructed in this particular application of the rule.

The government in Holland has passed a law that no woman shall be employed except between the hours of 5 A. M. and 7 P. M. This surely seems to be long enough, but the men put in more hours and thus shut out the women from work in many instances. The government would not dare to limit the hours beyond which a man could not work, if he chose. It should have no right to discriminate against women.

In Belgium the workingmen almost overthrew the government in their demand for universal suffrage. After they had secured it, the women, who had helped them in the fight, discovered that it was only male suffrage that was meant by "universal," and that they were not in it.

A firm of women in New York is doing a business of \$40,000 a year in the manufacture of paper dolls. Making paper dolls is unquestionably woman's work, but when it becomes worth \$40,000 a year is it not time some man stepped in and took charge of it?

The women of Iceland have had municipal suffrage for twenty years. It will be a cold day when they get left.

THERE are many inquiries for Mrs. Henry B. Jones. It is a long time since we had a letter from her. We beg our correspondents to be as reasonable as possible. All contributions which the most lenient judgment can consider worthy of a place in the MAGAZINE are prepared and sent to the publishers. No one is responsible for the delay in their appearance, it is unavoidable. Patience is one of the Christian virtues.

#### *The Servant.*

Since the publication of "Parental Responsibility" in this MAGAZINE, the weight of my weekly mail has considerably increased. The gentlemen, without a dissenting voice, agree with me, and their letters are in the majority. Most of the ladies agree also, but there is one who says, "I don't know whether you are correct or not, I never gave the subject a thought until I read your letter in the MAGAZINE." Another writes, "Dear Pebble, are you not afraid the men will tear you to pieces?" But four-fifths of the writers, have asked me to write something on the servant prob-

lem. Nearly all complain that they cannot get an honest servant, and they ask, "Why are so many servants dishonest? Did I ever have one?" Yes, I have had them, but I think I never made any dishonest by placing temptation before them. I believe I have reformed some, at least, they ceased to pilfer from me. I never leave money on the safe or clock shelf or the dresser top. I do not drop it down in the corner of the machine drawer. I never leave change lying around to tempt the girl, whose shoe soles are worn through, and who has scarcely a change of underclothing. I keep my money out of sight. I have a place to keep my pocket book, and I keep it in that place. I also have a place for everything, and I desire the girl to keep things in their respective places. It is then easier to know when small articles have really disappeared. As soon as I miss a thing from its proper place, I kindly but firmly tell the girl she must restore it to its accustomed place at once. This can only be done in families, where every member has been trained into these habits, but every family should be so trained. When I find servants pilfering, I take them into a room alone and reason with them. Often they tell me some of the saddest of all sad stories of want, cruelty, temptation and sometimes of sin. I never turned one from my house if there was any disposition to reform. Those who have no desire to reform, (as soon as they find they cannot impose upon me,) usually leave of their own accord. Otherwise, (as I do not keep a training school for servants,) I discharge them. There is a growing complaint against the servant of the present day, and not without foundation; it is very hard to get help that is *truthful*, honest and moral (to do house work,) for the reason that the smart, intelligent girl who has to earn her own living does not banker after the dishpan and wash tub; so she puts forth her best efforts and climbs higher. That leaves the most ignorant and incapable girls to do house work. They in turn do not love to stew and scrub, they envy the girl who stands on the rung above dish washing, and if the moral character has not been cultivated and strengthened—which it seldom is—they go down before temptation and want. But I never can forget that once, years back, they were as sweet and pure as the angels. Who can tell what grand and noble women they might have become if they had only been well born? The responsibility for this state of things dates back for generations. We are reaping what our ancestors have sown. If they sowed to the wind, we of the present generation shall reap the whirlwind.

Dishonest servants abound everywhere from the kitchen to the executive mansion. A gentleman wants to know, "Who

is responsible for this state of affairs?" The voters—the male population—persist in electing dishonest servants to fill the highest offices in the gift of the voters—the male population.

Gentlemen, if you prefer dishonest servants at the head of affairs why object to the same ornament in your kitchen? Perhaps when your wives vote, "the clouds may roll by. Perhaps then our numerous kitchens and temper-trying servants will vanish, or be swallowed up in a great cooperative affair that will give "rest to your weary souls."

Mrs. M. Orrell.

MURPHYSBORO, ILL.

#### *Thorny By-Ways.*

If ever we look for the cloudy side,  
The other we'll seldom see,  
But when we look for the sunny side,  
The cloudy will cease to be.

If we always look for a dangerous spot,  
When danger is nowhere near,  
We'll surely come to some silly thing  
That will add to our weight of fear.

If we always look for a crooked path,  
It's the one we'll surely find,  
And never know that the straight we've missed,  
Till we leave it far behind.

If we always tread with a doubt and fear,  
In lanes of the greatest length,  
We must find before their turning we reach,  
In hope lies our greatest strength.

So, 'tis better by far to only see  
The good things meant for man,  
And never taste of the bitter fruit  
When have of the sweet we can.

PRAIRIE DU CHIEN, WIS.

Nora Bull.

#### *The Art of Waiting.*

One of the most difficult lessons humanity has to learn is the art of patiently waiting. The activity which works for a certain end will prove the industry and skill of the worker, but the strain upon the endurance will not be felt then as painfully as, when his labor over, he waits the result. Who can tell what the poor artist has to endure in waiting the result of the picture that took so many days and nights to make; on which, perhaps, his future fame depends. The general who has drilled his soldiers so long and patiently for the approaching battle, awaits with anxiety the moment of contest. The sluggard who, with folded hands, waits for the favorable turning of fortune's wheel, is but a drone in the human hive. The hero is he who can stand firm and erect at a great crisis, preserving the even mental balance, the unshaken fortitude, the courage and endurance that have led to the hour of trial, and bear unmoved the suspense that precedes great events in life, ready for well earned rest if successful, or for renewed efforts if a failure, is the summing up of years of mental and bodily labor. Life's journey is marked by periods

of waiting. There are instances when hours of waiting are hours of keenest agony, and patience becomes the highest Christian virtue; for instance, waiting news after a battle. The aged mother walks slowly up and down the room, listening to each footfall, eagerly, eagerly, eagerly watching for loved forms that may be cold and silent upon the battle field. Fancy wings its flight o'er the distant meadows and she views the mangled body of her only son, the one that left her only a short time ago with spirits buoyed up with life and hope. The young bride bids her husband adieu as he sets sail for distant shores, but little dreams that it may be their last farewell. Days, weeks, months, and perhaps years, no tidings are heard from the ship that bore her from her sight. Daily she goes to the sea shore, where in childhood she whiled away so many happy hours. She eagerly watches each ship as it comes in, but, alas, she receives no news. Is there agony any greater than this? There are some instances where waiting for happiness taxes the patience and philosophy, as well as waiting painful news taxes the Christian courage. The active have duties, the healthy have their allotted work in life, but there are those to whom is given no part in life, save to wait patiently God's will. Some to whom is denied physical power, some to whom is given no mental force, some who are stricken down helpless midway in life's journey and must be a burden on loving hands until released by death. To these, in their weary hours of inactivity and suspense, there is comfort in the line, "They also serve who only stand and wait." Wait cheerfully then at life's periods where patience is called upon for her perfect work, folding the hands perhaps prayerfully, but fretting not that they must for a time be idle. Wait until God opens the way for renewed usefulness, or gives the spirit rest in the repose of death and happiness everlasting.

EL PASO, TEXAS.

Lena Widmann.

#### *The Old Year and the New.*

A year of changes has brought us to another division of time, which, as we mark it in our dates, emphatically reminds us "What shadows we are and what shadows we pursue." The "happy new year," the season of felicitations and of pleasures, though celebrated with festival, music and song, is yet a striking and solemn moment, and he must be hard indeed, who can write for the first time, the number that designates it, without a passing touch, at least, of serious emotion. It ought to remind him how far he has gone up on the scale of the dread century's progress, what a fleeting atom he is on the tide of passing ages, and how soon the frail records of time, which he strews

like leaves upon the dark wave, will be swallowed up forever. As we gather up the confused impressions of the past; as we meditate upon the many things, the many events, which seem as if they revolved in eternal circles, tending to nothing and producing nothing, we are ready to exclaim with the wise man, "Vanity of vanities, all is vanity." The sun rises and goes down, and hastens to the place where he rose. The wind goes toward the south, and turns about unto the north; it whirls about continually and runs again according to its circuits. All the rivers run to the sea, yet the sea is not full; into the place whence the rivers come thither they run again. Thus is revolution, change, instability written upon all things. The law of change is impressed upon every form of nature, it is taught in the revolving skies, it comes up from the heaving depths of the ocean. If we repose and rest everything is in motion about us, and the world in which we wake is no longer the world in which we fell asleep. Man's task, too, in the toiling world, when he makes himself a part of the world, what is it but motion, action, change—a ceaseless revolution which never carries him beyond his absolute or artificial necessities? Every human hand is stretched out to procure something that is wanted, to ward off something that is feared. The case even of boundless wealth, furnishes no exception to the law, for it brings, in equal proportion, the care of preserving and the fear of losing. Wealth has cares, poverty has necessities, and it is sometimes difficult to tell whether the cares or necessities are the greater burden, and whether the pride of wealth or the murmuring of poverty is the less easy and uncomfortable position. What state of mind or of the affections then is there, whether desired or deprecated, that may not minister to our annoyance if the holy virtues of faith, hope and charity, which give strength in our weakness, patience in our afflictions, and peace with our neighbor, be wanting?

"A bright and happy New Year to all."  
LEADVILLE, COL. *Nellie Lawless.*

#### *Passing Remarks.*

I have just finished reading Mrs. Harper's editorial "From the Center to the Circumference" in the November number of the MAGAZINE, and the splendid description she gives of her long journey is well worth reading again and again; indeed we feel indebted for the many interesting articles from her pen during the past summer. Many of us have not had the good fortune to visit the World's Fair, and the excellent pen pictures that have been presented to us from month to month, could not be surpassed.

I notice that many of the old contributors have been silent for a long time, I hope that

none of them have become indifferent towards the dear old MAGAZINE. Perhaps, like myself, they are in the midst of life's battles, home cares and duties seem to increase each day, until time for recreation and reading, or self improvement is almost crowded out.

With sorrow I read the account of "Wilda Chesterfield's" death. There were very few numbers of the MAGAZINE that did not contain her writings. They were always instructive and entertaining, she will be sadly missed from the Woman's Department. And, Mrs. Selby, it would be a vain attempt for me to offer words of sympathy that would in the least alleviate such a bereavement, but not a day passes without many thoughts of you. May the everlasting arms of love and mercy uphold, sustain and strengthen you until:

Unmindful of the flight of time,  
So fierce life's battle rages,  
Ere you're aware the cross will yield  
To rest, from sorrow and changes.

EAGLE BEND, MINN. *Mrs. C. S. Miller.*

#### *The Letter.*

I have written you a letter, my darling,  
That will tell you how sorrow and care  
Have entered my heart, my darling,  
And found a resting place there;  
And I trust when you read it's pages  
You will weigh each word I've said;  
They'll remind you of bright hopes vanished—  
They will tell of a love that is dead.

I have written you a letter, my darling,  
But there is sadness in every line;  
I cannot feel joyous and happy.  
Since thy fond love no longer is mine;  
Yet I thought it might soothe the anguish,  
It would make the burden seem light,  
Were I to tell you in writing, my darling,  
How my heart is aching to-night.

Yes, aching with sorrow and sadness—  
With grief that I cannot repress;  
Life's shadows fall thickly around me,  
Bringing with them despair and unrest;  
Like a tempest-tossed wreck on the ocean,  
Life's barque has gone down in the storm,  
The waves have engulfed it in darkness,  
With no gleam of a bright coming dawn.

• I have written you the letter, my darling;  
Dare I hope you will read it through?  
And will you think of me as kindly  
As I am now thinking of you?  
Will a thought of the past with its pleasures  
In a vision pass o'er thy sight?  
In your heart will you treasure each kind word  
That I've written you, darling, to-night?  
WEST OAKLAND, CAL. *Nellie Bloom.*

"WHAT'S this card in your pocket, John?" asked his wife. "That? Oh, before I went to lunch that was a bill of fare. Now it's my table of contents."

TEACHER—"It seems you are never able to answer any of my questions. How is this, my little boy?" "If I knew all the things you asked me, ma'am, father wouldn't go to the trouble of sending me here," replied Johnny.

## THE MAGAZINE.

Published by the Brotherhood of Locomotive Firemen on the First Day of each Month at Terre Haute, Indiana.

**Manuscripts and exchanges** should be addressed to the editor.

**Remittances, Subscriptions, Changes of Addresses,** and all correspondence relating to the business department, should be directed to the Manager.

**Advertising.** Correspondence relating to advertising should be directed to Wm. N. Gates, Agent, 29 Euclid ave., Cleveland, Ohio.

EUGENE V. DEBS,	Editor.
F. W. ARNOLD,	Manager.
W. N. GATES,	Advertising Agent.

JANUARY, 1894.

1893—1894.

The caption of this article would seem to be in the nature of a roving commission—a *lettre de cachet*, but we do not design taking advantage of such fancied privileges. "The past" will not tempt us into the realms of the pre-historic; "the present" will more fully engage our attention; "the future" is a sealed book, its pages unfold with the hours, twenty-four of which constitute a volume of revelations, embodying facts to be pondered, and with problems suggested and unsolved takes its place in the library of the centuries and goes to swell the vast number of the tomes of Time.

What is time? Is it folly to inquire because no man can answer? But men do answer. We say "past time," "present time," "future time." We divide time into seconds, minutes, hours, days and years, and then divide again. Shakespeare said: "The clock upbraids me with the waste of time." We talk of the "flight of time," but we do not stop to inquire how fast it flies. We talk of a day of twenty-four hours, measured by the earth's revolution on its axis at the rate of one thousand miles an hour. We talk of a year, measured by the earth's journey around the sun at the rate of 1,130 miles a minute, or 67,800 miles an hour, and this incomprehensible rapidity goes to make up the present and the past. The clock may run down, but time speeds on and on eternally. Time waits for no man. Time listens to no protests. If the moments are not caught and utilized as they go by they are lost forever.

There are those who think the years

loiter; not so, they are coming at the astounding speed of 67,800 miles an hour. To some the days seem to be tedious; not so, they are passing at the rate of 1,000 miles an hour.

"Arrow swift the present sweepeth.

And motionless forever stands the past."

The past has fulfilled its mission; the present is imperious in its demands; the future is a mystery. But what is the present? It is, perhaps, that instant of time measured by a heart throb, a breath. Strange to say, an hour may hold in its burglar-proof safe the fate of men and nations. It has been written, "Take no thought of the morrow,"—not as to its coming, but be intensely concerned to meet emergencies, provided it does come. We have a right to believe to-morrow will come, though, when it comes it will be "to-day." These to-morrows have been coming since the machinery of the universe was set in motion, therefore, in doing what to-day demands, we are doing all things possible to meet the requirements of to-morrow, and yet, after doing our best, we find, as Burns wrote:

"The best laid schemes o' mice and men,  
Gang aft a-glee."

No man is wise if he takes counsel of his fears. No man is worthy of consideration who hesitates to take all the responsibilities circumstances impose upon him. He may go down under accumulated misfortunes, but his duty is nevertheless clear—he must boldly confront his foes, be they devils, men, circumstances or conditions. To desert, to run, to skulk, is to invite the insufferable ignominy of treason to one's self and to all who are dependent upon him. To be shot in the back is the decoration death places upon the coward. To receive a death wound with face to the foe is to wrest from the iron grasp of fate an incomputable weight of glory, to remain monumental of his prowess "while heav'n has light or earth has graves," for it is the mission of courage, physical courage sometimes, and moral courage always, to keep both fate and foes at bay. And if there was ever a time, in the history of workingmen, when they were called upon to watch through gloomy days and nights, the present appeals to them for such vigilance.

Those who have been forced into idleness in the past, and are again in the grasp of the great misfortune, by virtue of which they experience the pains of poverty they cannot relieve, will simply realize an old enemy, and though the aphorism says, "Misery loves company," and though the number of miseries has swelled to a vast army, we doubt if the social phase of the situation will give eclat to the advent of 1894.

There will not be a reader of this New Year's article, though he may have mounted to the highlands of four-score years, who will recall a condition of the country so deplorable as that which now confronts us, particularly for wage-workers in the great centers of population and along all the iron railed thoroughfares of travel and transportation.

If we were to write the obituary of 1893, it would be in the nature of labor's funeral oration, and our welcoming address to 1894 would bear testimony of gloomy forebodings; and yet, as we have said, it is not chivalric to take counsel of our fears—, nevertheless, it is prudent to say, every workingman should know the extent of his resources to sustain himself during a winter campaign, and to the idle it is safe to predict that his courage, fortitude, forbearance and powers of endurance will be tested to the uttermost. Let it be understood that the future comes by minutes and hours—rapidly, we confess, but if to-day has premonitions of a gloomy to-morrow, there is, fortunately, a short span of time given to prepare for the worst, and hope, which "springs eternal in the human breast," should never be abandoned for the companionship of black despair. To brood over misfortune, to become melancholy, to despond, are the molecules from which cranks are evolved. The present is not the time to hunt for goblins or apparitions of any description; no time to throw dice. If a man betters his condition he must hold no conference with fate. The maxim is that "God helps those who try to help themselves." Napoleon said that "God is on the side that has the biggest guns." Be that as it may, only those who have courage win in the battle of life. We believe

a battle is coming; aye, it is begun; and now, comrades, courage. We hail you on the very threshold of 1894. We greet you as the dawn gilds the eastern horizon with its streaming light, to march with you as the sun of our destiny mounts to the zenith. In years that have passed, to return no more, we have sent forth the "Happy New Year's" greetings. We send them again, with our heart in every word. Thousands with whom we have tramped the thorny pathways from 1875 to 1894 will not hear our greeting—they have joined the ranks of the silent majority and gone to their reward. They were shining marks, and Death claimed them. It is the fancy of some that the spirits of the departed are with us and hover over and around us. If so, departed shades, to you, we say, hail and farewell—at least, you are in our memory. To the living, however, we address our New Year's greeting. When another New Year makes his appearance, and the MAGAZINE editor salutes the great order, it will be to us a source of unspeakable satisfaction, if the business gloom which now prevails shall have disappeared, and that all, from the humblest fireman to the Grand Master, shall be found enjoying the largest possible measure of happiness and prosperity that an overruling Providence vouchsafes to mortals. And now, comrades, one and all, a right happy New Year.

### VALUE OF THE BALLOT.

The *Alliance Independent*, speaking of the ballot, says:

A man's ballot is the scepter of his individual sovereignty. By using it wisely, intelligently, he maintains his manhood and guards at all points against the insidious encroachments of tyranny. The ballot is the proud, invincible weapon of American citizenship, the invaluable possession of the common people—and is itself a recognition of man as man, that one man, no matter who his parents were, has as much right to a place and natural means to live as all other men, and that he should be equally benefited by the laws of society, each having one vote and one only. The ballot placed in every hand has cost millions and millions of lives, and comes down to us, out of the struggle of the ages, as our chief inheritance. It is the gift of earth's countless heroes, and bears to us their free, undying spirit.

The ballot has with us displaced the sword we hope forever, and in the light of advancing truth shall peacefully settle the great questions which still divide men, questions of equity and individual rights. War,

all the aggressive wars of history, have been engaged in for conquest, for wealth and power over labor. To-day business is war, having the same object and compassing the same end.

Getting as much as one can.

While giving the least that one must, is the barbarous rule of business, and it does not bring into battle with each other those having equal wisdom and power. The far-sighted, the cunning, the law favored and intrenched demand net-profit tribute and unequal exchanges from the others, from the masses whom they have made dependent by first robbing them of their birthrights to land, which is the necessary basis of liberty. The monster monopolies are veritable kingdoms grown up in the republic, aggressive despotisms, far advanced in their encroachments on liberty's basis, and reaching out after the whole earth. We are all for the time being in subjection to monopoly power, and must unite at the ballot box to cut its absorbing tentacles and get loose from its grasp.

The foregoing is a happy and forceful presentation of the value of the ballot, but in further considering the subject, a number of questions are forced upon the attention of the American people. (1) While the ballot is the symbol of citizenship and sovereignty, is it not being used to destroy both? (2) Is there not a purpose rapidly developing to restrict the ballot within narrower limits?

In replying to such interrogatories, however severely condensed, considerable space must be taken, for, however easy it may be to formulate questions, it is not always, nor generally an easy task to answer them, and questions which relate to citizenship, sovereignty, liberty and independence should not be lightly dealt with.

The true American idea is manhood suffrage, that is to say, a native born American, twenty-one years of age, who is not an idiot, nor insane, and who has not committed crime, is entitled to the ballot, and in most of the states of the union, under the laws, has this suffrage right conferred upon him. But there are states that have enacted laws which do not recognize manhood as alone sufficient to entitle a man to suffrage. There are a number of states that disfranchise paupers, men no longer able to provide for themselves, and who, therefore, become a public charge. There are many grades of the misfortune called poverty, and the pauper is supposed to have reached the lowest—and is, therefore, disfranchised, and takes his place with the insane, the idiot-

ic and convicted criminals, who are also disfranchised. Now, if the pauper could get a chance to earn so much as fifty cents a day, he could, with the aid of Edward Atkinson's Aladdin oven, live on nine cents a day, and put forty-one cents in *bank*; and if then, like Jay Gould, he could get a patent mouse trap, or like old Commodore Vanderbilt, get a scow and a long pole, or like old John Jacob Astor, get possession of a mink skin, he might rise, in course of time, to the serene and lovely altitude of a millionaire. but in the absence of such opportunities, he must be a pauper, and in several states pay the penalty of disfranchisement. The law, as a penalty for extreme poverty, disrobes its victims of citizenship, of sovereignty, and reduces him to the level of the insane, idiots and criminals.

It is not required by the law that the pauper should be declared guilty of any crime, or that he should be crazy or a fool. If he holds out his trembling hands and asks for bread, for clothes and shelter, that answers the demand; and then the law reduces him to an outcast, the penalty, in so far as voting is concerned, is the same as is visited upon the most depraved wretch in a penitentiary.

It does not matter in what bank wreck, engineered by bunko desperadoes, his savings may have been wrested from him; it does not matter in what corporation mill, between the upper and the nether stones he was reduced to pauper pulp; it does not matter that he may have been remanded to idleness because he belonged to a labor organization, and sought to live as becomes an American citizen; it does not matter that he may have worked and obeyed the laws of his country, until bending beneath the weight of accumulating years he asks for bread; it does not matter that when the bugle called to arms, he said "farewell" to home and kindred, and sprang to the front and followed "Old Glory" into the storms of battle, the moment he asks the great public for help, something to keep his protesting soul within his famished body, he is disfranchised. The pauper may be possessed of every virtue, he may have been animated by noble aspirations, may have been charitable and magnanimous, but misfor-

tone overtook him, and great states, because he has no money, rob him of the ballot, and decree him an outcast.

In the states where this rape of manhood has been perpetrated, the idea prevails that money, not manhood is entitled to the ballot, and it is eminently pertinent to inquire if the crime could have been committed had workingmen—men, regarded as poor, as compared with the rich, had by their ballots protested against the iniquity?

Again, there are states which disfranchise men, because it is assumed they are non-taxpayers—that is to say, their names do not appear on the list of taxpayers. They are not paupers—they support themselves by their work, as also those dependent upon them for support. And these men, like idiots, the insane, and convicted criminals, are disfranchised. Here, again, the plutocratic class magnify money and seek to degrade the poor, upon the vicious assumption that a man can live in a rented house, buy food and clothing, and yet pay no taxes; when it is known and admitted that every rent payer is a tax payer; that every consumer is a tax payer. In short, every person, no matter how poor, who is not a pauper is a tax payer. Notwithstanding such uncontradicted facts, men are disfranchised, because their names do not appear on tax lists as tax payers, and here, again, the question arises, have workingmen, in the states where these poor men have been struck down by the plutocratic class and the ballot, to prevent the degrading crime, protested? Have they not stood idly by and seen the ballot, the "scepter of individual sovereignty," taken from the hands of their fellow toilers without an effort to prevent the crime?

In response to the question, is not the ballot being used to destroy the citizenship and the sovereignty of the individual? what we have said is a direct reply. There is no citizenship without the ballot, and only the citizen is sovereign, hence, when a man is disfranchised, citizenship and sovereignty go down together—hence, also, the ballot is used to enact laws disfranchising the poor, thereby placing all power in the hands of the rich. Such is the trend of affairs, and if workingmen do not see it they are blind.

Is there not a purpose to restrict the ballot within narrower limits? Every time a man is disfranchised, except for idiocy, insanity and crime, a flagrant departure from the true American idea is committed. On all occasions, and on every hand is heard the cry that illiteracy is the one great danger that menaces the government, but of late, comes another alarm; it is that wealth, consolidated wealth, is destined to overthrow our institutions. The rich are not illiterate. They can read and write and cipher, and it is the rich who are eternally repeating the *folly* that the illiterate, those who can neither read nor write are to bring about the ruin of the government—and by their clamor, they are able, here and there, to disfranchise, not only the illiterate, but men whose names are not on the tax list. In all of this is seen a purpose to do away with manhood suffrage, to deny poor men their rights, to create a governing class, made up of rich men, as if the hope of the country was based upon money, rather than labor.

---

A BANK bill is a note, bearing no interest, that the bank owes. Now if you go to your neighbor to borrow \$100, he says, "All right, make out your note with good security at 8 per cent." You do so, and give it to him and he gives you his note bearing no interest for yours. Wouldn't you think your neighbor rather cheeky? Well, that is just what you do when you borrow of a bank. They have had some law put behind their note to make it better than yours, and they draw interest on their notes while you pay interest. Do you think a law that gives your neighbor that advantage over you a fair one?—*The New Nation*.

Manifestly the bank has a decided pull on the borrower. But as matters stand just now the banks decline to loan money for the purpose of carrying forward industries, and as a result men are idle by the million. The proprietors of factories say "We can get orders, but cash down is out of the question." Customers require time but the banks refuse to loan money to help the proprietors, hence men are idle. Within the past few months four or five hundred banks failed. Why? Because, when their depositors called for their money it could not be had; it was loaned out. The idea is to do away with banks. Just how it is to be accomplished, and what is to take the place of the banks, if anything, remains unevolved.

## SUCCESS IN ENGINEERING

Mr. Chauncey M. Depew is president of the New York Central and Hudson River railroad system or corporation, and receives \$50,000 a year—his salary being the same as that of the president of the United States.

Mr. Depew has a charming personality. He is renowned as an after dinner orator. He has hosts of friends including all the Vanderbilts, Ward McAllister and his "400." He is learned, witty and some account him wise.

He makes the tour of Europe annually, or such portions of the continent as bring him in contact with its aristocracy and second class royalty, in fact he may sometimes be accorded the privileges of a cat and look at a king.

He has recently written a syndicate letter, on "success in railroading," in which he points out the opportunities for young men to rise from the ranks to positions of great power and influence, and to demonstrate that never before in the history of railroading have the magnates been so profoundly interested in the welfare of employees as at present.

In commenting upon Mr. Depew's syndicate letter we begin with its conclusion which is as follows:

Never before have the executive officers of railroads manifested so deep an interest in the welfare of the men and their relation with them. I know whereof I speak, and affirm this without fear of contradiction. Many of us who are charged with the practical management of the great railway system of the country are men whom I have known for years, and I assert that in no other great enterprise, industrial or commercial, in this or any other country, is such anxious, conscientious and thoughtful care bestowed on employees as is given to them by the managers of the principal railways of the United States. As before stated most of them have risen from the ranks of the worker. These have performed nearly all kinds of railway labor and have associated with all classes of railway men. They know by experience the risks and responsibilities and nearly always when a difference arises between the men and the company and there is a doubt as to which is right under the circumstances, the men are given the benefit of the doubt. My observation is that there never before was such intelligent management, such regard for the rights of the working classes and such attention to their general welfare as now obtains. The average railway manager of to-day is broader, abler and kinder than the average manager thirty or forty years ago. His sympathies are with his men, his interests repose in their hands, and he knows that competent service, loyal performance of duty, watchfulness by the workers

over the interests of the company, insure successful administration of its affairs. What better field is there for the pushing, energetic young men of to-day than our great railroad system? I know of none more promising.

Railroad employees engaged in the train service know just about how much of the foregoing is chaff, and how much is wheat, and they will be delighted if the chaff falls below 90 per cent.

It is probably true, that never in the history of railroading, have employees been treated with less consideration than now by the "executive officers," and when any consideration is extended it is owing to organization, but of late the power of organization has become a matter of little consequence in their estimation, hence the assertion, that never "in this or any other country is such anxious, conscientious and thoughtful care bestowed on employees as is given to them by the managers of the principal railways of the United States." Now then we challenge the record to show an instance when the "managers," finding business prosperous, said to their employees "men your duties are arduous and involve great danger, and we propose to advance your wages," but let business decline, and promptly is heard all along the lines the orders, 1st to remand men into idleness and 2nd to cut down the wages of those who are retained. If there is an exception to this record, just one, we shall be glad to know it, and will promptly give it prominence in the MAGAZINE. True it may be claimed that at least one of the Vanderbilts is very profoundly interested in having his employees bathe and keep clean, and is credited with being interested in their souls' salvation, but no one ever heard of the Vanderbilts solicitude taking the form of increasing wages 5 or 10 per cent. or any other percent, but the world has heard of wholesale discharges of men and the employment of Pinkerton thugs armed to shoot men on the N. Y. C. because they protested when outrages were imposed upon them, and if President Chauncey M. Depew protested, we will print his disclaimer in flaming capitals, if he or any of his admirers will forward the document to the MAGAZINE.

Such stuff is vulgar gasconade. When wages have been advanced or maintained it



has been by the action of employes, and all the twaddle about the solicitude of managers is downright duplicity and is intended to impress upon the minds of employes that the managers are responsible for their being in good running order, the same as their mules and machines—mere dependents, who would go to the devil were it not for the watchful solicitude of the managers.

But Mr. Depew voices some sentiments of real value, which from time to time have received our attention. He recites an incident or incidents in the history of Professor Morris of Cornell University, N. Y. Mr. Depew says:

I was out last fall making political speeches. They instructed and amused large audiences, but did no good. One of the places which I visited was Ithaca, N. Y. Before the train started the next morning I went up for an inspection of the Cornell University. I found there the best plant for the teaching of mechanics which I have ever seen. The theory was perfect, the processes were perfect, everything about it was perfect. They had every appliance which would send out a boy who could build a locomotive or an electric motor and do everything required where skill of hand and accuracy are needed. Prof. Morris who is at the head of that institution, said: "Mr. DePew, I feel that you are my superior officer: I am an old Central man."

"How did you get here?" I asked.

"I fired on the New York Central. I stood on the footboard as an engineer on the Central. While a locomotive engineer I made up my mind to get an education, believing that a mechanic could go anywhere if he had a good education. I studied at night and fitted myself for Union College, running all the time with my locomotive. I procured books and attended as far as possible the lectures and recitations. I kept up with my class, and on the day of graduation I left my locomotive, washed up, put on the gown and cap, delivered my thesis, received my diploma, then put away my diploma, put the gown and cap in the closet, put on my working shirt, got on my engine and made my usual run that day."

We confess to liking that sort of biography. It embodies a great truth, not that every one who applies himself to gaining knowledge will become professors in great universities, or that they will become railroad managers, but it does signify that they will place themselves in the line of promotion and may hope to advance.

One would be led to surmise, from what Mr. Depew writes of Professor Morris, that he would seek out from among the thousands of employes on the N. Y. C. men who give promise of intellectual development, of mind force, for the purpose of making them heads of departments. This, however, is

not done. If one of the rank and file gets up he has got to fight his way; not so with others whom Mr. Depew worms into head men. "We have," says Mr. Depew, "In the office of the Grand Central depot thirty young men who are graduates of Yale and Harvard. They are getting on an average \$36 per month, but they are coming on to take the places as heads of departments, and they will ultimately reach positions of profit and power in the railroad as they demonstrate their efficiency and ability."

This incident tells the story. The college graduate takes precedence, he has friends at court, and these nincompoops, without knowledge of men or of practical railroading, are scattered over the country and are generally a supercilious set of asses who often do more to create unrest and antagonisms than all other causes combined.

Mr. Depew recites a number of instances of the success of men who have risen from the ranks to places of commanding influence. We reproduce what he says as follows:

Twenty-eight years ago the president of the Atchison, Topeka and Santa Fe system, of nearly 10,000 miles, was the storekeeper at the principal locomotive shops of a Western railway. Thirty-seven years ago the president of the Lake Shore and Michigan Southern railroad company was division engineer upon the northern division of the Illinois Central railroad and prior to that time carried a rod and chain. Thirty-three years ago the vice president and general manager of the Southern Pacific company was a passenger conductor upon the Chicago, Burlington and Quincy railroad. Thirty-eight years ago the president of the Chicago and Alton railroad was an assistant engineer in the construction of the Illinois Central railroad, and served his apprenticeship with the rod and chain, and his vice president thirty years ago was a station agent at Springfield Illinois. My earliest recollections of the president of the Michigan Central railroad is in connection with a subordinate position held by him on the Chicago, Burlington and Quincy in Chicago.

The president of the Cleveland, Cincinnati, Chicago and St. Louis railroad company was an obscure young lawyer twenty-five years ago, who with unusual ability has concentrated into a successful and comprehensive system a number of lines of railway, most of which were previously unremunerative. The president of the Louisville and Nashville railroad company, ripe in experience from nearly forty years' service, sprang from the ranks. The chief executive officer of the Chicago, Milwaukee and St. Paul railroad company was fifteen years ago struggling in Cairo, Ill., with the varying fortunes, or rather misfortunes, of the Cairo and Vincennes road, about 160 miles long. The president of the Mobile and Ohio railroad company, formerly president of the Illinois Central, drove a team on the tow-path of a canal, then worked as a

track hand, then fired and subsequently ran a locomotive engine. The Pennsylvania system furnishes many examples of executive and department officers growing up nearly from boyhood in that great railway family and being transferred from the ranks of the workers to the sphere of larger responsibilities where their experience and training might be of mutual benefit to the company and its men. The New York Central and Hudson River railroad has been controlled and directed by substantially one interest for a long term of years, and in many instances it is officered by those who have virtually grown up with it and its vast army of workers. I might multiply these illustrations and show that the practical operation of the greater portion of our railway mileage is directed by men who have risen from the ranks, and who are familiar with the details of railroad life and railroad work.

Such reading supplies food for thought. There are still prizes to be drawn in the railroad lottery, not by *luck* but by hard study, by utilizing every spare moment, by having books for companions, by being prepared for promotion when it offers, to take the tide at the auspicious moment that leads on to fortune. We doubt if it ever flows by a saloon, or comes to a man whose hands are eternally thrust down into empty pockets to an extent that makes him round shouldered. There are vagaries in Mr. Depew's letter, but there are also great chunks of real wisdom, words that weigh a pound.

### RAILROAD ACCIDENTS.

Recently, in the city of New York, a number of railroad managers were in consultation regarding the remarkable number of railway accidents which make 1893 phenomenal in that respect. It was found that from January to October a larger number of accidents involving great loss of life and serious injuries had happened than for four or five years previously, altogether. These facts are creating widespread comment, and the managers who were in consultation upon the extraordinary exhibit were of the opinion that with one or two exceptions the accidents came within the class of railway fatalities which are known as the unaccountable and unavoidable.

During the meeting of the managers Vice-President J. D. Layng, of the West Shore railroad, referred to the accident which happened at Newburg early in the summer, which, he remarked, was a mystery to this day, because "it involves the explanation of the secret operations of the human mind," and added:

The switchman, a man who had been in the employ of the company ten years, always sober, always faithful, insisted that he had set the signal right, and that he had seen it thus properly displayed. The engineer, another man as careful and faithful as any of the company's employes, on the other hand, insisted that he saw the signal, and that it was set for safety. One of these men was wrong, and while, of course, each of them would naturally be disposed to defend himself, nevertheless it is the opinion of the railway people that each of these men believed that he was telling the truth.

What are the facts in railroad affairs during the year 1893? Some of them can be stated. 1st, There has been a wholesale slaughter of employes, and in numerous instances the men retained have been required to do double service, and this thing of one man doing two men's work inevitably results in accidents more or less serious. 2d, To reduce expenses the wages of overworked employes are reduced, and if an honest, tried and competent man complains of the injustice and seeks to remedy the wrong, a cheap-priced scab is employed, and the chances are that death, maiming and the destruction of property will result.

Again, regardless of the inexorable and immutable laws of man's physical and mental organism, railroad managers require employes to be on duty so many hours that accidents which might be avoided are rendered unavoidable because of excessive hours of labor.

Mr. Layng recited several instances of accidents having occurred where men exceptionally trustworthy were responsible, but he failed to tell how many hours those switchmen and engineers had been on constant duty without sleep. Had he given the facts regarding such inhumanity he might have omitted reference to the "secret operations of the human mind."

It comes to this: While railroad managers reduce their force and require men to do double duty, involving loss of rest and sleep, they will continue to lament the occurrence of accidents involving the loss of life and maiming, and the destruction of property, the cost of which far exceeds the sum total of what would be required to have full crews with ample time for sleep. The accidents of which they complain in numerous instances are chargeable to the greed of the corporation which befuddles their minds and makes their economy one of the most expensive features of railroading.

THE *Pennsylvania Railroad Men's News* for October has an article on heroism, in which, after giving the old-time standards by which heroes were judged and measured, says:

The mistake, however, which has long been made, and which we are only beginning to correct, is that courage alone can make a hero. To some extent we have given up this notion. Our present heroes are no longer cannibals or robbers or duellists, however courageous such men may have been. We have come to admit that something else must be united to bravery to create heroism. And what is that something else? Is it not some noble purpose outside of self and its interests? The glad and willing sacrifice for something higher than pleasure or interest, comfort or ease, united to the courage which scorns all mean temptations and persists in the truth and right, as far as it is seen, spite of all obstacles—that is the true heroism which we are vaguely seeking and beginning to appreciate.

We think the *Pennsylvania R. M. N.* is right, but to do right, to have noble purposes, to make willing sacrifices, etc., requires courage different from that which distinguishes cannibals, Indians and duellists, but still courage. A courage, which, when a railroad corporation cuts down wages or discharges a man he disdains to steal, even when hungry; who sees his wife and children hungry and naked but will not, therefore, sacrifice integrity and commit crime, preferring to die rather than disgrace himself. A courage which, were it in operation, would put an end to watering stocks and bonds whereby innocent parties are robbed, and to enable corporations to pay dividends on such evidences of fraud the wages of employees are cut down.

A GOOD story is told upon a Washington woman who now makes her home in Colorado. With evidently no thought as to the curious sound of the combination if spoken quickly, she has called her oldest child Helen Virginia. Not long ago upon a visit to this city she proudly brought her young daughter in to see an old friend. "What have you called your daughter?" queried the visitor. "Helen Virginia," was the complacent reply. "Ah, and what do you call her in Colorado?" was the unexpected but very natural response.—*Kate Field's Washington.*

Fortunately, the intellectual proprietor of the *Washington* was not named Helen Washington, though the late lamented extra session would warrant such a christening of all the girls in the capital city of the nation.

## The Lehigh Strike—On and Off.

The strike on the Lehigh Valley railroad was declared on November 18th and was declared off December 7th, making nineteen days the duration of the strike.

The strike having passed into history, it becomes prudent to inquire, what is its history? In view of the elaborate report of the origin and progress of the strike given in the December MAGAZINE, little is required to be added now. The circulars issued by Grand Master Sargent, together with the correspondence submitted tells the whole story up to the time when the state boards of arbitration of New York and New Jersey volunteered their services to bring about a settlement of the trouble existing between the officers of the road and their employees. The arbitration commissioners appeared on the ground November 28th, but received at first but little encouragement from the officials of the road, the arbitrators receiving from President Wilbur the following reply to their proposition to act as mediators in the trouble:

I am much obliged to you for your telegram, but at present there does not seem to be any occasion for arbitration, as there is no issue whatever between our employees, as such, and the company.

But the arbitrators were not discouraged by President Wilbur's curtness, and continued their solicitations for an interview, and finally succeeded.

It is eminently prudent, just here, to inquire, What was the nature of the trouble that precipitated the strike? It has been stated, but we repeat it here, that the final settlement may be the better comprehended, and nothing more explicit can be found than the following statement which appeared in the December MAGAZINE:

The strike is a direct result of broken faith on the part of the officials in dealing with their employees. Agreements made in good faith and conscientiously lived up to by the employees were flagrantly disregarded, and when redress was sought in a spirit of honesty and fairness, no consideration was given the complaint; and when finally, as a last resort the chief executives of the several brotherhoods were called in, they were given to understand by the officials that their intervention would not be tolerated—in other words, they were flatly refused a hearing.

Necessarily, behind this insulting action of the Lehigh officials there were grievances which the organizations had sought in vain to adjust honorably and amicably, which brought to the front as the last resort the chief executives of the organizations, and the refusal on the part of the Lehigh officials to treat with them, as has been said, brought on the strike, and as it was declared off December 7th, interest centers in the terms of the settlement. But to understand it fully, we are required to go back to November 21st, when President Wilbur issued the following bulletin:

To correct any misapprehension regarding the position of the officers of this Company, I would state that they are at all times ready and willing to give

patient hearing to complaints on the part of its employees, or any number of them in any department; if dissatisfied with the conclusions reached by the Division Superintendent or General Superintendent, the President will hear their cases and decide, but we decline to confer with organized committees composed of several branches of the service for the reason that we cannot know that such committees fairly represent its employees. Engineers, can not, of course, fairly represent grievances of telegraph men, nor can firemen properly represent trainmen. The company maintains the right to employ men upon such terms as may be agreed upon and settle all complaints only with its employees, and to discharge men for cause with the right to appeal, but without reference to the judgment or action of any organization.

A man is not required to be *argus eyed* to discover in the foregoing expressions a deep and abiding hostility to organization. It strikes at the fundamental principles of organization in that employees are denied the right of choosing their representatives to adjust grievances with railroad officials.

On Nov. 29, and subsequent to the posting of President Wilbur's bulletin, as given above, the arbitration boards of New York and New Jersey called upon President Wilbur and had an interview with him relating to the status of the employees, and published the following memoranda as the result of the interview:

That the road agrees to take back as many of their old employees as it has places for, without any prejudice on account of the fact that they struck or that they are members of any labor organization; that when in the employ of the road, committees from the various classes of employees will be received as stated in the bulletin of November 21st, and their grievances considered and justly treated; and that in employing men in the future the company will give the preference to former employees, when the strike is declared off.

Having secured the foregoing agreement on the part of the Lehigh officials, the arbitration boards, at the request of the striking employees, proceeded to Bethlehem, Pa., where they met the general grievance committee composed of John H. Rice, chairman, representing the engineers; W. E. Preston, representing the firemen; Emanuel David, representing the conductors; J. E. Dempsey, representing the trainmen, and John P. McGovern, representing the telegraphers, and after a long conference, telegraphed to President Wilbur the following letter:

SOUTH BETHLEHEM, Pa., December 5th, 1893.

E. P. Wilbur, Esq., Pres't. Lehigh Valley R. R. Co.:

DEAR SIR:—The State Boards of Arbitration of New York and New Jersey desire to know whether, if the existing strike is declared off, the Lehigh Valley Railroad Company will agree to take back as many of their old employees, as they have places for, without any prejudice on account of the fact that they struck or that they are members of any labor organization; that in re-employing men formerly in its service the available time shall be so divided among the men so re-employed that they may feel that they are again in the service of the Company and self-supporting; that in making promotions hereafter the Company will make no distinction as between men now in its employ and those so re-employed on account of seniority in service or otherwise; and that in employing men in the future the Company will give the preference to former employees, when the strike is declared off.

We further think that to prevent misapprehension, the Lehigh Valley Railroad Company should confirm

the rules posted by Mr. Voorhees, August 7th last, as First Vice President of the Philadelphia and Reading Railroad Company.

We believe that these suggestions are reasonable, and that if they are accepted by your Company the present strike will be at once terminated.

Respectfully yours,

G. ROBERTS, of the New York State Board of Mediation and Arbitration.

J. P. McDONNELL, Chairman of the State Board of Mediation and Arbitration of New Jersey.

It is said that the points in the foregoing letter were thoroughly discussed at the conference with the grievance committee, and subsequently with the Lehigh Valley officials, and as a result President Wilbur issued the following letter:

SOUTH BETHLEHEM, Pa., December 5th, 1893.

GENTLEMEN:—I beg to acknowledge your communication of this date. The Lehigh Valley Railroad Company agrees to the suggestion contained therein, and in the event of the present strike being declared off will abide by them.

We recognize and willingly respond to your modification of our former understanding—that the available time may be so divided that the men re-employed may have some certain source of support.

We further, of course, confirm the rules posted by Mr. Voorhees on August 7th last. The Lehigh Valley R. R. Co. resumed possession of its lines on August 8th, and the rules in question have not been rescinded. I am very truly yours,

E. P. WILBUR, President.

The supreme question is: Did the organizations win a victory?

It must be conceded that the various affiliated orders fought for the right as became courageous men. The campaign, it should be remembered, was inaugurated at a most inauspicious season. Winter, fierce and relentless, had set in and the whole country was in the grasp of the most unfortunate industrial conditions. It would be folly to ignore such environments. For the men to have done well under such circumstances is in itself a victory. From first to last, all honor to them, they never showed the white feather. They had spine and sand. There were no weak knees, but everywhere and all the time there were courage and prudence combined, and the strike *on and off*, leaves the men in positions in which no apologies are required.

According to the latest advices from the scene of the late strike, about 1,000 of the 1,800 strikers are left out of a situation, and a reduction of wages has been ordered to affect only those who struck and were taken back and the scabs that were hired. The reduction, in the language of the dispatch, was to "affect the strikers and the scabs that were hired, alike and alone." The scabs that remained at work, engineers, conductors, etc. were not affected by the reduction, the officials declaring that they "should be rewarded for their fidelity to the company." To think of thus debauching the term "fidelity" is enough to fire every drop of manly blood to indignation.

The conduct of the Lehigh Valley officials was reprehensible to a degree that cannot be properly characterized. Through it all

was and is seen the determination to wipe out organization, extinguish the lodge fires and make the Lehigh Valley a fit companion for his Reading twin brother, who, under the rule of such monsters of depravity as Corbin and McLeod, was years ago shorn of his hair and whiskers and dressed in stripes, the garb of a felon, fit emblem of a master's lash.

In re-employing the old men it is said that those who were in anywise active are, with scarcely an exception, out of a job. The officials informed the men that they had "only agreed to take back as many as they had room for," and that "none of those who had been hired would be dismissed to make room for those who had struck." The officials took their choice, shrewdly excluding those who had been active in the strike—the mainstay of organization, informing them when they reported for duty that their "places were filled."

In the future no man above 45 years of age is to be employed. The scabs are scattered over the system and by design it frequently occurs that a scab fireman is placed with a striking engineer, a scab conductor with a striking brakeman, etc., etc. The purpose of this is too obvious to require explanation. Under the terms of the settlement no allusion is made to the recognition of organizations, their officers or committees, and it will manifestly be the policy of the officials to run their road without the intervention of any organization.

The employees and the organizations made a gallant fight for a vital principle, and this in a large measure compensates for the sacrifice of men and money that the strike entailed.

A WRITER in the *Union Pacific Employees' Magazine*, referring to affairs connected with the Knights of Labor, remarks that "as far as we can judge from information at hand, T. V. Powderly did right in resigning as General Master Workman, in face of the circumstances that confronted him. He will be thought none the less of by those who have supported him in the past, who have recognized the high character of his generalship." The writer affirms that the work of the K. of L. is "educational" and must go forward. The "need of unity" is commented upon. Factions are generously rebuked, but, says the writer, "if it is necessary, let us destroy all organization and build anew. Organizations are but means to an end. It would be but the throwing away of an old tool for a new one." Manifestly, the breaking down of an order no more means that organization is to be arrested, than when a railroad is declared insolvent means that no more roads will be built. The Knights of Labor order may be, just now, in trouble, but we entertain the belief that it is not destroyed.

## Captain Jack Crawford, the Poet Scout.

It affords us real satisfaction to introduce Capt. Jack Crawford, a real poet and a real scout, to the readers of the *MAGAZINE*. In all things Capt Jack is *real*—as an army scout, a frontiersman, he has won proud distinction, and as a poet he rides his winged horse as gracefully as if it were an Arabian steed. He knows Parnassus from Pike's Peak, and could find the "harmonious springs" of the muses on Helicon without the aid of a search light. In a word, Capt. Jack, as a poet, has won his way to distinction, and is winning fresh laurels every day. As a specimen, replete with thoughts that breathe, we introduce the following:

IF I BUT COULD,

If I could clothe each jeweled thought  
That comes to me from Nature's bowers  
In classic language, such as taught  
Away from western woods and flowers,  
If I could sing the sweet refrains  
That in my soul in silence cluster,  
From many a heart I'd strike the chains,  
And give the star of hope new lustre.

If I could scatter all the gems  
That light my soul, in darkened places,  
Could pluck the hope-buds from their stems,  
And wreath them o'er despondent faces,  
If I but had the power to stay  
The blighting hand of pain and sorrow,  
The human flowers that wilt to-day  
Would raise their heads and bloom to-morrow.

If from the Master hand above  
To me the longed-for power was given  
To change all bitterness to love,  
Of every earthly hell make heaven,  
The lowering clouds would quickly flee  
Before the light which followed after,  
And every wave of Life's broad sea  
Would gleam and shine with sparkling laughter.

Another gem is his "Sunshine," of which we give a stanza, as follows:

This world at best is but a hash of pleasure and of  
pain,  
Some days are bright and sunny, and some all sloshed  
with rain,  
And that's just how it ought to be, for when the  
clouds roll by  
We'll know just how to 'preciate the bright and  
smilin' sky.  
So learn to take it as it comes, and don't sweat at the  
pores  
Because the Lord's opinion doesn't coincide with  
yours;  
But always keep rememberin' when cares your  
path enshroud,  
That God has lots of sunshine to spill behind the  
cloud.

Capt. Jack is now in the entertainment field, and is winning golden opinions in the ranks of men and women who are lovers of a combination of the beautiful and the true, all that is pure and sympathetic in poetry and prose, as he recites the one or the other. In addressing Army Posts, when he meets the veterans, he carries everything by storm. We can do our readers no greater favor than to urge them to be present and take front seats when Capt. Jack Crawford holds forth. They will be entertained and edified, and will go again.

## Judicial Department.

We begin with this issue of the *MAGAZINE* a Judicial Department, which will be found of special interest to all classes of railroad men. It will contain decisions of the courts throughout the country touching liability, and non-liability of corporations, and from time to time such statutes enacted either by congress or by states as relate to labor.

### RUNNING TRAINS SUNDAY.

The provision of section 4,578 of the code making it a misdemeanor to run a freight train upon any railroad in this state on the Sabbath day is a regulation of internal police, and not a regulation of commerce. It is not in conflict with the constitution of the United States even as to freight trains passing through the state from and to adjacent states, and laden exclusively with goods and freight received on board before the train entered this state and consigned to points beyond its limits.

*Henington vs. State*, Supreme Court of Ga. 17 S. E. Rep. 1,009. (96.)

### LEGAL POWERS OF A CORPORATION.

The charter of a corporation, read in the light of any general laws which are applicable, is the measure of its power, and the enumeration of those powers implies the exclusion of all others not fairly incidental. All contracts made by a corporation beyond the scope of those powers are unlawful and void, and no action can be maintained upon them in the courts, and this upon three distinct grounds: The obligation of every one contracting with a corporation to take notice of the legal limits of its powers; the interests of stockholders not to be subjected to risks which they have never undertaken; and, above all, the interest of the public that the corporation shall not transcend the powers conferred upon it by law.

*Todd vs. Ky. Union Land Co.* Circuit Court D. Ky. 57 Fed. Rep. 47. (147.)

### LIABILITY OF RECEIVER FOR ACCIDENT TO TRAINS.

A railroad company which had the right to run its trains into a certain town over the tracks of another company, then in the hands of receivers, duly notified the yardmaster of the latter, at that place, that an extra train would arrive about 10 A. M. on a certain day. The yardmaster communicated this intelligence to the foremen of the several switching engines, but the foreman of one engine neglected to notify his engineer, and the latter, while looking backward at the cars in his charge, ran his engine into the extra, thereby killing a passenger. The receivers were liable for the death, and this notwithstanding the fact that the extra was so late that, under the rules of the yard, the switch engine had a right to occupy the tracks, for the want of notice prevented the keeping of a proper lookout.

*Eddy vs. Letcher*, Circuit Court of Appeals, Eighth Circuit. 57 Fed. Rep. 115. (163.)

### NEGLIGENCE OF ENGINEER NOT IMPUTABLE TO FIREMEN.

The neglect of a locomotive engine driver to keep a proper lookout, and the consequent failure to avert a collision caused by the negligence of his employer's vice-principal, is not imputable as contributory negligence to the fireman of the same engine, who is injured in the collision.

*C., N. O. & T. P. R. Co. vs. Clark*, Circuit Court of Appeals, Sixth Circuit. 57 Fed. Rep. 125. (57.)

### TELEGRAPH OPERATOR AND LOCOMOTIVE FIREMEN FELLOW SERVANTS.

A telegraph operator at a way station, whose duty it is to display signals to prevent one train following another on the same track too closely, is the fellow servant of the locomotive fireman.

*C., N. O. & T. P. R. Co. vs. Clark*, Circuit Court of Appeals, Sixth Circuit. 57 Fed. Rep. 126. (41.)

### FOREMAN AND SWITCHMAN OF SWITCHING CREW ARE FELLOW SERVANTS.

A railroad yard was shown to consist of side tracks upon either side of the main track, adjacent to some principal station or depot, where arriving trains are separated and departing trains are made up, and where such switching is done as is essential to the proper placing of cars for deposit or departure. All

operation of the yard was under the direction and supervision of a yard master. The several yard switching crews were each under the control of a foreman or conductor. A brakeman of one of the crews claimed to have been injured by the negligence of his foreman, in giving a signal at an improper time, whereby the train was moved, and ran over his foot. The foreman and switchman were fellow servants, and the railroad company was not liable for negligence of the foreman resulting in injury to the switchman.

*Harley vs. Louisville & Nashville R. R. Co.*, Circuit Court, D., Tenn., 57 Fed. Rep., 141. (1147.)

### CONDUCTOR AND BRAKEMEN FELLOW SERVANTS.

In Indiana a brakeman on a freight train is considered a co-servant of the conductor of another train, through whose negligence a collision occurs.

*Becker vs. B. & O. R. Co.*, Circuit Court D., Ind., 57 Fed. Rep., 188. (28.)

### WHEN RAILROAD CONDUCTOR IS A VICE PRINCIPAL.

Rules of a railroad company imposing upon its conductors the care and management of switches used by them, and charging them with the responsibility of their proper handling and position while in such use, are such a delegation by the company of the duty it owes its employees, as will render a conductor, in that connection, a vice principal; so as to charge the company with liability for the death of an engineer killed by reason of his engine running into an occupied side track, through a switch negligently left open and unguarded by the conductor of another train.

*Mase vs. Northern Pacific R. Co.*, Circuit Court D., Minn., 57 Fed. Rep., 283. (102.)

### ASSUMPTION OF RISK BY EMPLOYEE.

Where a brakeman is injured in coupling an engine the coupler of which was not defective, but more dangerous than another kind, he cannot recover where he knew of its character and had informed himself of the best method of coupling with it.

*Hatter vs. Ill. Cent. R. Co.*, Supreme Court of Miss., 1580. Rep., 827. (46.)

### LIABILITY FOR INJURY TO PERSON ON TRACK.

Where an engineer blows the whistle on seeing a man on the track, and on discovering from the man's manner, when 200 feet from him, that he is intoxicated, makes no effort to check the train, and there is evidence that the man was struck on the side as he was trying to leave the track, the jury are justified in finding the company liable.

*Texas & P. R. Co. vs. Robinson*, Court of Civil Appeals of Texas. 238 W. Rep., 133. (68.)

### INJURY TO SERVANT BY DEFECTIVE APPLIANCES.

In action by a brakeman against a railroad company for personal injuries, there was evidence that at a certain station, while he was in the act of setting a brake on a flat car, the brake rod came out, because of the absence of the pin in the lower end, and caused him to fall. The brake had not before been used since the train was made up, and the absence of the pin could not be seen by a person setting the brake, but could by inspection under the car. There was no indication that the pin was displaced by the effort to set the brake, and there were indications that it could not have fallen out as the result of the car's motion. It was error not to submit to the jury the question as to whether or not the company used reasonable care in the inspection of the brake.

*Bailey vs. Rome, W. & O. R. Co.*, Court of Appeals of N. Y., 31 N. E. Rep., 298. (149.)

STRIKES and boycotts are useless weapons at the present time. With more than half the workmen in the country out of employment, it would be as foolish for workmen to butt their heads against a stone wall as to strike. Since you cannot strike with any hope of success, would it not be a good plan to strike at the ballot box?—*Cleveland O., Citizen.*

The panic, brought about by "Congressional legislation," has not only demonetized silver, but it has demonetized labor. In the mad rush for a "gold standard" the labor standard has been pretty effectually demolished.

### Train Robbing and Wrecking.

It is not surprising that the whole country is profoundly stirred by the frequency of the crime of robbing and wrecking railroad trains. So oft-repeated are these felonies, that they have become a national disgrace, and call loudly for the adoption of measures that will put a final end to their occurrence. In this connection our attention is called to an editorial article in a late issue of the *New York Herald*, in which it is said that "formerly these daring highway crimes were confined chiefly to the south, southwest, and the far west. But recent instances still fresh in the public mind show that they have been spreading to the more thickly settled portions of the north and east. When great trunk trains between Chicago and New York are boldly and successfully attacked by desperate highwaymen, a grave menace to life and property is presented which calls for the most stringent measures for the prevention and the punishment of the crime." It is now proposed that the general government shall take the matter in hand, and provide the means of ridding the country of the train wrecking and robbing criminals. A more timely and prudent suggestion could not have been made, and every consideration of safety to life and property demands prompt action on the part of congress to carry out the idea. A bill has been introduced in congress as follows:

Introduced in the House of Representatives, Sept. 16, 1886, by Hon. Jno A. Caldwell, M. C., Second District of Ohio.

H. R. 3188.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That any person or persons who willfully and maliciously displaces or removes a railway switch, cross-tie, or rail, or injures a railroad track or bridge, or does or causes to be done an act whereby a locomotive, car, or train of cars, or any matter or thing appertaining thereto, is stopped, obstructed, or injured, with intent to rob or injure the person or property passing over any railroad engaged in interstate commerce, and in consequence thereof a person is killed, shall be guilty of murder.

*SEC. 2.* That any person or persons who willfully and maliciously displaces or removes a railway switch, cross-tie, or rail, or injures a railroad track or railroad bridge, or places an obstruction on such track or bridge, or unlawfully and maliciously displays, hides, or removes a signal or light upon or near to a railroad, or unlawfully and maliciously does or causes to be done anything with intent to rob or to injure a person or property passing over such railroad engaged in interstate commerce, shall, upon conviction, be imprisoned at hard labor not less than one nor more than twenty years.

*SEC. 3.* That any person or persons who unlawfully and maliciously throws, or causes anything to be thrown, or to fall into or upon or to strike against a railroad train, or an engine, tender, car, or truck, with intent to rob or to injure a person or property on such train, engine, car, or truck engaged in interstate commerce, shall, upon conviction, be imprisoned at hard labor not less than one year nor more than twenty years.

*SEC. 4.* That the Circuit and District Courts of the United States are hereby invested with full and concurrent jurisdiction of all causes or crimes arising under any of the provisions of this act."

Railroad trainmen should at once sign

petitions, and promptly forward them to the member of congress representing their district, urging him to push the measure until it becomes a law of the land. Copies of the bill, together with a form of petition will be promptly forwarded, upon application to the *Express-Gazette*, Cincinnati, O.

We are pleased to know that our genial friend, C. F. Willard, Esq., of Boston, Mass., has become president of the National Coin Company, doing business in Boston, Mass. Mr. Willard is not unknown to the readers of the *MAGAZINE*, as he has contributed to its columns a series of well-written articles, touching subjects in which our readers are deeply interested, and is an ardent friend of the wage worker. It will afford the *MAGAZINE* pleasure to promote Mr. Willard's business enterprise to the extent of its ability. We call special attention to the advertisement of the National Coin Company, No. 832 Exchange Building, State Street, Boston, Mass., of which Mr. Willard is the president, a guarantee that business is conducted on the square and that correspondents will have no cause for regrets and readers of the *MAGAZINE* who happen to have any coins dated before 1873, may find among them a quantity of varieties which are worth many times their face value. The National Coin Company sends out 16-page circulars, with illustrations of United States and foreign coins, with prices they pay for coins, stamps, Confederate and Continental currency. Cut this out and send stamps, and you will receive book by return mail. Send now. It may mean a fortune to you.

It is reported that common laborers in Carnegie's mills in this city receive 96 cents per day of 12 hours. If the big corporations keep on they will have little cause to refer to the pauper labor of Europe. They have the genuine article here at home.—*Commoner and Glassworker*.

That is to say, Carnegie's mills are grinding men so relentlessly, that in the future they may become paupers. There is no such thing as "pauper labor." As long as a man supports himself and family, however poorly, he is not a pauper. He lives upon his income as independently as an Astor or a Vanderbilt. But when forced to hold up his hands and beg, then he is a pauper. Carnegie is working along that line, toward that end.

Don't forget that an advertiser should command first attention in your purchases at this season. Their patronage helps the *MAGAZINE* and helps the brotherhood, and if you see anything in our pages that interests you write the advertiser and state *always* that you saw the advertisement in the *FIREMEN'S MAGAZINE*, that proper credit may be given. We have several new advertisements in this number which we ask careful perusal of.

### • The Clown and the Pope.

Hon. Chauncey M. Depew, P. N. Y. C. & H. R. R. R., recently had an interview with His Holiness, the Pope, in his vatican palace at Rome. Chauncey had prepared himself with a card to inform the Pope of his presence, gotten up at the *Tribune* office, New York, under the eye of Whitelaw Reid, late minister to France, and the letters P. N. Y. C. & H. R. R. R. were done in purple and gold, flanked by a bald-headed eagle and "Old Glory." A distinguished officer of the palace presented Chauncey's card to the Pope, who immediately inquired why such a large array of the English alphabet? The official, who had been posted, informed the Pope that the letters indicated the gentleman's various titles of nobility, conferred by Ward McAllister, who is at the head of New York's "400"—and were intended to inform His Holiness that a very great man was waiting to be introduced. Upon further inquiry, His Holiness was informed that in Yankee-doodledom the gentleman was addressed as Prince Nonesuch Youbet Constantine and High Rotating Rooster Rollingstock. It is reported that the Pope was utterly dumbfounded, and gave orders to let the P. N. Y. C. & H. R. R. R. come in without further ceremony, whereupon Chauncey entered and made one of his after-dinner speeches, telling the Pope that his salary was \$50,000 a year—the same as that paid the president of the United States; that he would like to rent a palace for Ambassador Van Alen, who was worth \$20,000,000, and would be likely to spend a clean million annually, and give such banquets as the King of Italy never dreamed of. He discussed labor affairs with the Pope, but failed to tell His Holiness that he found the employment of Pinkerton thugs had a quieting effect on kicking employees. The Pope is much in the habit of receiving royal personages, but he never struck anything quite so grand as Prince Nonesuch Youbet Constantine and High Rotating Rooster Rollingstock Chauncey M. Depew, with Vanderbilt air brakes and Ward McAllister's "400" tubed boilers. Now, then, by all means, let P. M. Arthur go to Rome with sufficient steam on to make him pop.

"AUDITOR," in the *Railway Age*, seeks to bring the labor leaders into ridicule and contempt, as follows:

I had the opportunity the other day of going over the notes of a meeting between a general manager and a committee representing various classes of the employees of his road, in the course of which the general manager made some very vigorous remarks on just this subject. I have to quote from memory, but what he said was something like this:

"Now you men know very well that if a priest was to come into this room and offer to keep you out of purgatory if you would chip in and pay him a dollar a month apiece for him to live on, you would just

laugh at him. May be you would drop him out of the window; but anyhow you would laugh at him. And you would think any man who believed him and paid him his money was a fool. Now when you men chip in to support a labor leader, other men laugh at you. I laugh at you just as you would laugh at the man who paid the priest. You act like fools to me. You take a man who is no better than you in your work not as good as many of you, and you pay him a good fat salary, and he lives well and doesn't care a ——— for any one of you, so long as he holds his job. Do you think people don't laugh at you?" Do you suppose he doesn't laugh at you himself?" And then he proceeded to express himself with some vigor on the personality of individual labor leaders.

With labor leaders, as labor leaders, he refused absolutely on behalf of his company to have anything to do. Like every other general manager he is extremely anxious to do justice to men on his road and to give them every possible opportunity to be heard in their own behalf; but, he insisted, they must be heard as employees of the road, and representing only employees of the road, and not as a committee of an association representing anything but employees of the one company.

Now, as to the general manager, to whom "Auditor" refers: He is not a labor leader, but a leader nevertheless, chosen to represent somebody and to speak for somebody—stockholders and bondholders—floating debt holders—first, second and third mortgage holders, who cannot be on hand to speak for themselves, often to their financial loss. This being true, why may not employees, who cannot be present to speak for themselves, choose a "general manager"—a leader, to meet the other general managers? And why should the magnate swell up when approached by the chosen representative of employees? There is no good reason—there never was a good reason—there never will be a good reason for the course pursued by the railway general manager. Such things as "Auditor" writes, he may imagine as in the line of fiction—and he may feel proud of the achievement. Nevertheless, employees are not greater fools, to put it mildly, in choosing a leader to approach the general manager than in numerous instances are the stockholders of railroads in selecting a general manager to represent them. The railroad history of the country is full of instances in which stockholders in paying general managers would have made money by taking the cash paid him for managing and given it to a priest "to keep them out of purgatory."

*Locomotive Engineering*, in its December issue announces its sixth birthday, and that it is now "goin' on seven." To note its size and contents, one might suppose it was way up in the "teens" possibly still more advanced in maturity at any rate for only "six years" it is a prodigious prodigy; still, we observe the intention is to grow. The editors say:

*Locomotive Engineering* for 1894 is going to be as much better than it was in 1893 as we know how to make it. Right on the start, it will have a cover: this has long been needed to keep the paper clean, to allow of side



stitching to keep it in better shape, and to admit of printing 16 pages of solid reading matter in front and 16 pages of solid advertisements behind, in order to enable our pressmen to do better work on both forms. We are going to give away \$2,000 worth of educational charts with subscriptions to the paper for '94. There are three of these going to each subscriber, and they are going to do \$20,000 worth of good.

The paper will contain several series of articles from the pens of the best posted railroad men in this country on especially timely subjects.

But there will be one feature that we believe will be especially interesting and do a lot of good at the same time, and that is, the prize competition for safe, handy and economical designs of boiler fittings for locomotives. We are offering \$50 in cash for the best designs for two classes of engines. This contest must excite interest, because it appeals to the life-saving instinct of human nature—the victims of scalding accidents reach into the hundreds every year. It appeals to the men on locomotives who seek more comfort and convenience as well as safety, and it appeals to railroad officers, as a design that means cheaper repairs, means a great deal in money saved as well as more miles per month for the power.

We felicitate Messrs. Sinclair and Hill upon the splendid success that has crowned their efforts and upon the cheering outlook for A. D., 1894.

#### Addressed to the Deity.

I've often wondered, Lord,  
Why, at Creation's birth,  
Thy wisdom could afford  
To populate the earth,  
Then give the power to man  
His brother to enslave,  
And keep him under ban  
Through lifetime to the grave.

O, Lord, this life is tough,  
We hopeless railway slaves  
Find daffy hell enough  
On this side of our graves  
Without a constant dread  
Of punishment in store  
When once we drop down dead,  
To roast for evermore.

Our masters, puffed with pride,  
Expect to reign in bliss  
When once o'er Jordan's tide,  
In that life just like this;  
I guess, O, Lord, they'll get  
A taste of something queer  
The moment Nature's debt  
They pay when leaving here.

Their combines, trusts and such  
Are growing every hour,  
They have us in their clutch,  
For absolute's their power;  
Please elevate thy hand,  
And knock such scheming out,  
If not, "Fair Freedom's Land"  
Will soon go up the spout.

Each day we live we feel  
How helpless we become,  
Ground 'neath each tyrant's heel,  
And must endure it dumb.  
I wonder if thou'lt throw  
A thunderbolt right soon  
Amongst such fiends, and blow  
Their bodies to the moon.

Thou'rt reticent of late:  
Some centuries gone by  
A man might know his fate  
At odd times from the sky.  
But, Lord, I know and feel  
When e'er life's game thou'lt call,  
Too mete out woe and weal,  
Thou'lt justice do to all.

*Shandy Maguire.*

#### Governor Altgeld and the Anarchists.

MR. EDITOR:—On page 975 of the November issue of the MAGAZINE appears an outburst from some zealous fanatic so rabid, so brutal, and so widely and wholly at variance with the actual facts in the case that to allow it to go unanswered would be a crime against truth and justice.

W. H. Gray, of Auburn Park, Ill., with all the cant terms at his tongue's end of the penny-a-liners who drivel for the public press, assails Bro. Debs in the most insulting manner and attempts to criticize and instruct Bro. Debs on a subject that he, himself, is densely ignorant on, or else he is some tool of the Citizens' Association who has got his "bit" from them for his contemptible frothings. If some brother in California or Maine, or some other remote place, who could obtain his information on this subject through the daily press only, had written such a tirade, the workingmen of Chicago could forgive him; and, like Jesus of Nazareth, they could say, "Father, forgive them, they know not what they do." But to think that a man living in Chicago could perpetrate such an article shows how stupid he really is, or else that he has other motives which are not apparent at this time. But I will not waste much space on Mr. Gray. His writings show him in his true colors far better than I, or even Bro. Debs, could do it; but as a workingman and a member of the B. of L. F. who was present from the inception of the anarchists' troubles until their burial in Waldheim, I will relate a little inside history that probably a great many readers of the MAGAZINE are not acquainted with.

During the spring of '86, thanks to the effective agitation of the previous winter, performed principally by Messrs. Parsons, Spies, Leebe, Fields and Schwab, the workingmen of Chicago were thoroughly organized and more unified than ever before and resolved to demand an eight hour day. As it is a well known fact that labor, when it is unified, is irresistible, they got what they demanded. The manufacturers of Chicago, seeing that the men were united and determined, knew that they would be beaten if it came to a fight; in fact, they were beaten, so they plotted to raise some side issue that would disrupt the men and ultimately defeat them. This was successfully accomplished through its tools by the Citizen's Association, a sort of a club composed of rich men that masqueraded as a public-spirited body of citizens working for their city's improvement; but in reality an instrument for raising and distributing money where it would do the most good, bribing the judiciary, subsidizing the press, paying the expenses of the anarchists' trial and paying an army of spies.

After considerable agitation by the press to prepare the public mind for what was coming, the police under Captain Bonfield brutally and without any provocation or instructions attacked a gathering on a public square that was a peaceful meeting, according to the testimony of Mayor Harrison, who was present at the time. During the attack some one threw a bomb—who has never been determined, but it is believed by many that it was some paid tool of the Citizens' Association to give them the groundwork on which to form their plot.

With the essential features then presented to them, a lying press, a corrupt public department and a half dozen labor agitators who were indiscreet enough to utter some foolhardy statements about capital, the Citizens' Association of Chicago took its pen in hand, which is represented by the following mark—S, and wrote the details of a plot that was far deeper and more cunningly contrived than all the writings of Shakespeare combined.

With the explosion of that bomb for an excuse, took out four or five men, some of whom had not even been near Haymarket Square, and hung them; not for attempting to overthrow this government, but as an awful example to the workingmen of Chicago in particular and the labor world in general.

The plot worked like a charm and organized labor was dealt a body blow from which it has never recovered. Of over two hundred trades and callings which then had an eight hour day but one is left, the bricklayers. It divided the men and disrupted the organizations.

When any member of the B. of L. F. feels disposed to condemn the so-called anarchists, he should remember the C., B. & Q. strike. How quick the press were to change their opinion of us! Previous to the strike we were lauded as a most conservative body of men, likewise the engineers; but they changed as soon as the strike was proclaimed and we were branded as a lot of dynamiters; the same was true of the B. of L. E. Members of both organizations were thrown into prison, being charged with using dynamite, and the entire membership were condemned equally with Bro. Goding; but then they were no more innocent than he was.

The anarchist trial is a precedent that the rest have aptly followed. In fact, it is getting to be quite the fad to invoke the aid of the law to overcome the workingmen. It is cheaper and surer to buy a court or two than to fight the men in a fair, open fight; witness Homestead, Buffalo, Toledo and Cedar Rapids, where Grand Chief Ramsey, of the O. R. T., was arrested for cutting wires. If they could hang a few more labor leaders now, like they did in '86, they could scare off the rest of them and have things

their own way, particularly if some so-called labor men like W. H. Gray would defend their action in their various labor publications.

The public press has always been the pliant mouthpiece of the moneyed classes. To illustrate, I will mention an incident that came under my personal observation. At the time of Mr. Parson's death the members of his lodge, myself included, attended his funeral in a body, also a certain Howard Trogdon, a member of the G. A. R., a citizen of the United States, and an old soldier who had served with distinction during the rebellion; his bravery at a certain battle, I believe it was Gettysburg, being very conspicuous and favorably commented on by the Chicago press prior to the funeral. Before joining the procession he determined to distinguish himself in such a manner as to effectually refute the charge that the anarchists or their sympathizers and mourners were an illiterate crowd of foreigners who wished to overthrow the government, as the press assumed, and he wished also to impress the public with the fact that he was a loyal American citizen and desired to protest against the judicial murder that was being enacted at that time; so he provided himself with an American flag and, walking at the head of the mourners, he waved the flag about his head. This was something that the Citizens' Association did not want. It wasn't in the play. The idea of any one connected with the anarchists or sympathizing with them waving an American flag and proclaiming that he was a citizen of the United States and had fought to preserve the country! It would never do; it wouldn't look well in print; it might lead fairminded people who heard of it to wonder if there might not be some justice in the so-called anarchists' claim that they were persecuted workingmen, instead of men who had tried to overthrow the government. So a hasty consultation was held and a squad of policemen were detailed to capture that flag at all hazards. They started after the old man, but found they could not bluff him and it looked for a few minutes as if there would be a riot. Finally, when the public seemed disposed to take a hand, the policemen gave it up and the brave old soldier continued marching and waving his flag to the end of his journey.

This incident was gratifying to the mourners who witnessed it, as the publication of it would be sure to place the five thousand mourners before the public in their proper light, as American citizens protesting against an outrage on law and justice, not as blood-thirsty anarchists hungering for revenge, as the public press would fain have it; but they reckoned without their host. If the police were not equal to the task of suppressing that flag the press was, for, with a

devilish ingenuity, they garbled and distorted the facts in the case until its meaning and significance were entirely perverted. Monday morning's papers, in their report of the funeral, recited how the gallant old warrior, outraged to see the anarchists walking without a flag, had grasped one and, waving it about their heads, had declared that nobody could insult the flag in his presence, and how the fierce and blood-thirsty anarchists had sprung on him like tigers and attempted to tear him and his flag to shreds and how the police and finally the public were compelled to interfere to overpower them, and then he marched triumphant, with his flag flying over the sullen and subdued anarchists, to the grave. This is a fair sample of the manner in which they have been maligned and slandered by the Chicago press.

That the jury that tried the anarchists was packed with prejudiced men everybody knows who is at all familiar with the case. I have often heard Mr. Morgan, who works in the I. C. shops, relate how he and his son had heard a certain juror, I believe his name was Parker, declare in the depot that the anarchists ought to be hung and if he was on the jury he would hang them higher than a kite. Afterwards, when he was accepted on the jury, Mr. Morgan and his son filed affidavits reciting his speech, which would have disqualified him before any judge in America with a particle of justice in him; but Mr. Gary refused to entertain their affidavits and forced the defense to accept this man, who had formed and published his verdict without hearing a particle of the evidence.

Contrast this with the Cronin case, which in many respects is similar to the anarchists'. One thousand and twelve men were examined before a suitable jury was obtained, while in the anarchists' trial only 120 men were examined, and as soon as the peremptory challenges for the defense were exhausted Judge Gary forced on them the most prejudiced jury that he could obtain, and it is an easy matter to fix a jury in Chicago. Politicians will get you on a jury or off one with the greatest freedom. Some men never sit on a jury, while others make their profession and living as jurors.

You will notice in the press criticisms of Governor Altgeld that they do not attack his motives as much as the result. They claim that he committed political suicide in pardoning those men, which may prove to be the fact. He has gained something which is infinitely greater than political preferment; he has gained the admiration and respect of all honest men and covered himself with glory.

The charges that W. H. Gray makes against Bro. Debs' being inclined to anarchy are as silly as they are unfounded. Bro.

Debs' record is established, and known years ago, not only to members of the B. of L. F., but to the workmen and labor press of this continent, as a deep thinker, a brilliant speaker and as the most gifted and forcible writer on the labor question before the public, and I sincerely hope he will continue to inspire the columns of the *MAGAZINE* with his genius for many years to come.

CHICAGO, ILL.

James Deegan.

### Are the Brotherhoods a Failure?

While rival organizations are in the field, men will of necessity be led into hostile camps; prejudices will assert themselves; enmities and jealousies will prevail and do their deadly work, and all these influences will combine to prevent a perfect unification of the craft such as is necessary to protect their rights and interests and secure for them that degree of consideration at the hands of their employers to which they are so justly entitled.—George W. Howard (*Vice-President of the American Railway Union*).

That there is a degree of restlessness, a yearning for something new, within the ranks of railway labor organizations is apparent to casual observers of current events. Existing organizations have not yielded the harvest that some had hoped for, and from many localities comes urgent demands for a change, for a new organization, one that possesses none of the defects peculiar to the brotherhoods, and one that will give immediate and permanent relief to our diseased social condition.

Subordinate lodges of the Brotherhood of Locomotive Firemen have received within the past few months numerous circulars, in pamphlet form, purporting to set forth the "principles of the American Railway Union," an organization now being instituted for the purpose of filling all requirements of those who are not satisfied with the present railway labor organizations. This circular is issued over the signatures of Eugene V. Debs, President, and S. Keliher, Secretary, which gives to the document more than ordinary interest, inasmuch as each of these gentlemen are quite prominently connected with other existing organizations and are favorably known to all organized labor. George W. Howard, ex-Grand Chief Conductor of the Brotherhood of Railway Conductors, is the Vice-President of this new order, adding strength by his prominence and popularity in labor circles. This trio of officials is of itself sufficient to draw to the American Railway Union the support of their many admirers.

The circular referred to dwells at length upon the merits of the American Railway Union but the larger portion of the document, in the language of the president and secretary "points out with unerring certainty the defects and demonstrates the inefficiency of the organizations as they now exist." That the president and secretary have implicit faith in their new order and none whatever in the organizations as they

now exist is evident upon the first reading. They arraign existing organizations as defective and inefficient in eleven special features and "the reforms sought to be inaugurated and the benefits to be derived" from the American Railway Union are set forth in six paragraphs.

From the fact that the Brotherhood of Locomotive Firemen is one of the most prominent of existing organizations, and that I am an ardent admirer of the firemen's order has led me to attempt in this article a defense of some of the "defects" which have been so severely criticised in this manifesto. It is not my intention to question the sincerity of these gentlemen; I believe them to be earnest in their endeavor to find remedial measures for the present distressed condition of labor, but it is my intention to demonstrate that some of the defects which they enumerate are, in fact, desirable attributes. My admiration for Messrs. Debs and Howard will be apparent when it is seen how copious are the quotations from the writings and words of these eminent labor leaders.

The circular introduces the discussion as follows:

In the creation of a new organization of railways employes, certain reasons prompting the movement are demanded and should be set forth with becoming candor.

The number of railway employes now in service of the railroads of America has been variously estimated from 800,000 to 1,000,000. It is safe to assume that this vast army of employes is at the present time not less than 1,000,000.

Accepting the highest claims of the various railroad organizations as a basis of calculation, less than 150,000 of these employes are members of such organizations leaving more than 800,000 who are not enrolled in the ranks of organized labor. \* \* \*

Experience, the great teacher, whose lessons sooner or later, must be heeded, points out with unerring certainty the defects, and demonstrates the inefficiency of organizations as they now exist.

First. They do not provide for all classes of employes, it being shown that 850,000 of them, or eighty-five per cent. of the whole number, remain unorganized. These may be divided into three general classes: (1) those who are eligible but decline to join; (2) those who have been expelled because of their inability or refusal to bear the financial burdens which membership imposes, and (3) the multiplied thousands in various departments of the service who are totally ineligible, there being no provision for their admission. \* \* \*

It would seem from the introduction to the prospectus of the American Railway Union that the principle reason for instituting a new organization is that organizations as they now exist do not provide for all classes of employes. Will this statement bear the light of investigation? Is it not a fact that the Knights of Labor provides especially for "the multiplied thousands in various departments of the service" who are ineligible for membership in organizations that have no provisions for their admission?

Do the president and secretary forget that the Knights of Labor have made especial provisions for these classes of em-

ployes by instituting "railway district assemblies?" These employes are now thoroughly organized upon the Union Pacific Railway, they were becoming rapidly organized upon the New York Central when a strike was precipitated which resulted disastrously to the Knights of Labor, and the president of that railway, Chauncey (Mephistopheles) Depew, was severely and justly criticised by the LOCOMOTIVE FIREMEN'S MAGAZINE for the war of extermination waged by him against those employes who desired to "march under union banners in the great struggle for the triumph of union principles."

Railway district assemblies of the Knights of Labor are composed entirely of railway employes, having no connection with other assemblies, except the moral and financial support, ever ready, and the same chief executive, T. V. Powderly. It may be said that like all other existing organizations, the railway assemblies of the Knights of Labor have defects, but not the defect specified in the first charge. The statement "they do not provide for all classes of employes" is not proved, in fact, the assertion is untrue. The president of the American Railway Union once said:

It is a fact, well understood, that the organization of the Knights of Labor, by virtue of its system of 'mixed' assemblies is in shape to organize the various classes of railway employes. If that great order should seriously consider the question of federation with other organizations of railways employes, we do not doubt that a satisfactory plan could be formulated.

If the first reason for creating a new organization is because no organization "provides for all classes of employes" then it is no reason at all according to the president's own statements.

The (2d) clause in the first defect assigns as a reason for the advent of the American Railway Union that existing organizations have expelled many members "because of their inability or refusal to bear the financial burdens which membership imposes" in existing organizations. A strike is the heaviest financial burden that members of existing organizations are called upon to bear; all others are trivial when compared to the large and oft-repeated assessments levied for the purpose of conducting a prolonged strike. The expense of insurance can hardly be called a burden, it is a self-imposed expense and is voluntarily accepted by nearly all members of the Brotherhood of Locomotive Firemen. Does the American Railway Union seek a membership that is "unable or refuse to bear the financial burdens" of a strike?

The circular says "less than 150,000 of these employes are members" of existing organizations. Taking this statement as correct it demonstrates conclusively that there is no reason prompting the creation of a new organization to represent those

employees engaged in train service as nearly all of this 150,000 are employed in the transportation departments. According to estimates furnished by existing organizations there are now enrolled under union banners the following employees in the train service:

Brotherhood of Locomotive Engineers . . . . .	55,000
Brotherhood of Railroad Trainmen . . . . .	30,000
Brotherhood of Locomotive Firemen . . . . .	28,000
Order of Railway Conductors . . . . .	20,000
Order of Railway Telegraphers . . . . .	20,000
Switchmen's Mutual Aid Association . . . . .	8,000

Total . . . . . 141,000

The Inter-State Commerce Commission reports less than 200,000 employees in the train service in the United States, which proves that these classes of employees are already well organized and stand in no need of a new organization.

The greatest objection to the creation of a new organization for railway employees in the train service is the rivalry that will immediately spring up between the old and the new. The American Railway Union has already thrown down the gauntlet and accuses all other railway organizations of being defective and points out reasons why employees should prefer the former. But after giving eleven reasons why existing organizations are failures it complacently sends greeting to them. After accusing the brotherhoods of being undesirable organizations for railways employees to affiliate with, after a terrible arraignment of them, it coolly "comes with a message of greeting and good cheer to all organizations." This reminds me of the member from the north of Ireland who, after having been reprimanded by the chair for using personalities in addressing the house arose and said of another member who had just spoken: "In replying to the eminent gentleman I will say that he is a dirty blackguard and a disgrace to the mother who bore him, but I would have this honorable body to understand that I mean to indulge in no personalities toward my esteemed friend and countryman for whom I have the most fraternal feelings."

The quotation at the head of this article is from a paper submitted to the third annual convention of the Brotherhood of Railway Conductors by their Grand Chief Conductor, George W. Howard, and shows what he thinks of rival organizations.

When one organization attempts to occupy a field of labor already occupied by another organization a bitter struggle is certain to follow in which the employer rather than employe has cause to applaud. The "Northwestern affair" was but the natural result of such a situation. Those members of the Brotherhood of Railroad Brakemen whose ambition led them to seek switchmen as members are the true originators of that trouble. The Switchmen's Mutual Aid

Association lays claim upon switchmen as does the Brotherhood of Locomotive Firemen upon firemen, and with equal propriety.

Only a year ago the Brotherhood of Railway Employees, an organization, to all intents and purposes, the same as the American Railway Union, was organized upon the Atlantic & Pacific Railway. Before its birth had become known abroad it became involved in a struggle with existing organizations and the railway company which resulted in a strike. The new organization suffered defeat and became practically defunct, but members of existing organizations in that vicinity are called scabs by the members of the Brotherhood of Railway Employees. Should the American Railway Union ever desire to secure contracts or schedules of pay in the interest of the engineers, firemen, etc., who have seen fit to enlist in its ranks, their committees will experience many hardships in securing these privileges. The officials will probably say: "Gentlemen, we would be pleased to grant your requests but we already have contracts with our engineers and firemen and have heard no complaint from them. We are honor bound to respect the existing contracts with the brotherhoods, and therefore must positively decline to grant your request." In a situation like this what would the American Railway Union do?

In the struggles for supremacy between rival organizations the interests of labor instead of being advanced are obscured; fraternal feelings are supplanted by hatred and fanaticism, one of the results of which is that modern monstrosity, the exhonored scab.

One high and holy purpose should animate all, that of increasing the efficiency of organizations already established, and of bringing all workmen who are standing aloof from organizations under their beneficent influence.—*Eugene V. Debs (President of the American Railway Union).*

To quote in their entirety all of the defects of organizations as they now exist, pointed out by the circular issued by the American Railway Union, would require too much space in the MAGAZINE, so I shall quote in an abbreviated form and condense my defense as much as possible.

The circular proceeds:

*Second.* The existing organizations, designed to promote and preserve harmonious relations between employer and employe, have met with only limited success, if, indeed, it can be shown that any progress has been made in that direction.

That the Brotherhood of Locomotive Firemen has not been instrumental in promoting "harmonious relations between employer and employe" is a fallacious statement. Our brotherhood, and, the same can be said of other similar organizations, has done more to promote harmony than have all organizations with "mixed" mem-

bership combined. It has made of the "common coal shoveler" of the past, whose likes or dislikes were of no concern to employers, a self-reliant and respected fireman. The evolution has been complete. During the early days of our brotherhood firemen were ignored if not despised by railway officials; hounded and discharged when it became known that they dared to affiliate with a labor organization. To-day firemen and their representative committees are received in general managers' offices throughout the land with friendliness and respect. The Brotherhood of Locomotive Firemen has taught railway officials that the class it represents is upright and reliable, are men worthy of their confidence, men who will perform their duty and do it as men should. One of the principles of the Brotherhood of Locomotive Firemen is "the interests of our members and their employes being identical we recognize the necessity of co-operation, and it is the aim of the brotherhood to cultivate a spirit of harmony between them upon a basis of mutual justice." That our brotherhood has accomplished its aim, has hit the mark, is evident to all who have any inclination to give our order credit due.

Of course the Brotherhood of Locomotive Firemen has had trouble; has encountered storms which strained every timber in her structure, but we have weathered these storms and are not men to fall upon our faces and weep with despair because all has not been fair weather. That our brotherhood has, upon more than one occasion, fought railway officials to the very hilt, fought when manhood demanded it, when to protect our membership from injury and insult a fight was imperative, no one will deny. Is it of this that the American Railway Union complains?

The *third* defect in existing organizations is as follows:

*Third.* What must be said of organizations which have failed to establish friendship and good will even among themselves? From the first there have existed antagonisms and jealousies culminating in warring factions instead of a harmonious whole. Organization has been pitted against organization, bringing upon themselves not only disaster but lasting reproach.

Does the American Railway Union propose to remedy this evil by springing into the ring, ready to meet all comers in a fight to a finish with champions of the past? No, no! The Union "comes with a message of greeting and good cheer to all organizations." If this circular, which they send broadcast over the land, is that "message," it is most uncheerful to those who have hugged to their breasts the vain delusion that we should be proud of our brotherhood. If we had but realized, ere this, that our brotherhood, that institution of which we have been so proud, whose

beauties we have ever been prone to exhibit with pride; if we had but known that, in the eyes of others, it was defective and inefficient what humiliating, mortifying heart-burnings could have been avoided.

The lack of harmony between labor organizations can be ascribed to three causes: (1) personal ill-feeling between representative grand officers; (2) "mixed" organizations, infringing upon class organizations, and (3) trivial incidents that will arise just as long as "man's inhumanity to man" is a characteristic of Adam's progeny.

As long as representatives of labor organizations wage inky battles through the columns of their representative publications there will be a lack of "friendship and good will even among themselves." Do the representatives of the American Railway Union propose to avoid this cause of fratricidal warfare? The Brotherhood of Locomotive Firemen must plead guilty of this offense and I must confess that, at present, the outlook is gloomy in the extreme for an improvement in this direction. This manifesto continues:

*Fourth.* Protection is a cardinal virtue of the present organizations; but they do not protect.

When the American Railway Union succeeds in securing contracts and schedules of wages, more numerous and effective than those now in force which have been obtained by the present organizations upon nearly every railway system of importance then it can consistently criticize. What protection has the American Railway Union for its members?

*Fifth.* It is universally conceded that one of the most serious objections to existing organizations is their excessive cost.

*Sixth.* Another defect in existing organizations is their secrecy, as for instance, the secret ballot, by virtue of which thousands of worthy applicants have been excluded. The air of mystery surrounding their proceedings is not calculated to inspire confidence. On the contrary, in the relation between employer and employe, in carrying forward great enterprises in which the people at large are profoundly interested, mystery is not required, and is productive of suspicion and distrust. Open, fearless and above-board work is far more in consonance with the spirit of independence and free institutions.

The expense of organizations is self-imposed and can be reduced at the will of their members. The objection to the secret ballot is well taken but when it is proposed to conduct an organization without "secret work," it will not stand. Even the mutual insurance concerns depend upon their secrecy for their very existence, "guarding with care the passwords and signs of the order." When employers attend our lodge meetings it will be embarrassing to employees to discuss any injustice that these employers may have perpetrated upon them.

*Seventh.* The tremendous power conferred upon chief officers has been a source of wide spread distrust.

*Eighth.* The subject of grievances committees has

itself become a grievance that cries aloud for correction.

*Ninth.* Organizations have become so numerous and their annual and biennial conventions occur so frequently that the question of furnishing free transportation to delegates, their families and their friends, is being seriously considered by railway officials as an abuse of privilege without a redeeming feature.

There is no denying the fact these are undesirable conditions, but is the remedy to be found in establishing another organization? Will it make them less numerous? Will the American Railway Union succeed in suppressing grievances? Will the power conferred upon president and secretary be less than they have exercised in the existing organizations with which they are so prominently connected?

*Tenth.* The extraordinary fact cannot be overlooked, that while present organizations are provided with expensive striking and boycotting machinery, and while millions of dollars have been wrung from their members, have been expended in support of strikes, they have with scarcely an exception been overwhelmed with defeat.

It cannot be denied that the policy of present organizations has filled the land with scabs who swarm in the highways and byways awaiting anxiously, eagerly the opportunity to gratify their revenge by taking positions vacated by strikers.

We have had organizations that did not possess these defects, organizations that did not wring millions of dollars from their members to be expended in support of strikes. They never suffered overwhelming defeat because they never raised a hand in their own defense. A strike may be lost and yet be a valuable object lesson. It is the fear of a strike that has secured justice, not the strike itself.

What particular "policy of present organizations has filled the land with scabs." Before existing organizations had educated workmen a scab was a most respected personage. He did not scab for revenge, he scabbed because it was customary to do so.

Will the American Railway Union succeed in converting these scabs to better men? I hope so, but I fear that with all the perfection claimed by the new order scabs will ever exist. Just as long as labor struggles to better its condition these human vultures will perch upon "the highways and byways" waiting an opportunity to devour the offal cast to them by tyrannical employers who never recognize the rights of employees.

*Eleventh.* The ever increasing body of idle engineers, conductors, etc., seeking in vain for employment, is the legitimate fruit of promotion on the seniority basis. What is required is a system of promotion that recognizes and rewards merit rather than seniority.

Which of the existing organizations is not in accord with the sentiments expressed by the officials of the American Railway Union? Firemen have repeatedly refused to accept in their contracts with railway companies clauses thrust upon them by officials which provided for promotion of firemen to the exclusion of engineers. All that firemen

ask is an equitable adjustment of the question.

With the eleventh clause ends the chapter of defects in this circular issued by the president and secretary of the American Railway Union, the remaining pages being devoted to the merits of the new order. The objects to be obtained are the same as in existing organizations, the method of procedure being different. It is not the object of this article to parade the defects of the new order and enlarge upon them. I only intend to defend the brotherhoods from attacks and will continue the subject in other chapters and leave it to organized labor at large to answer the question "Are the Brotherhoods a Failure."

TAYLOR, TEXAS

W. S. Carter.

### Pardon of the Anarchists.

MR. EDITOR—In answer to your criticism of my article which appeared in last month's MAGAZINE I feel like saying the bomb has exploded but not with such force as to shake the foundations of my opinions. However, in showing up my stupidity you do not arouse my anger, but to you, Mr. E. V. Debs, I extend the hand of friendship, and as for entertaining a malignant spirit towards you, such may be the case at times, perhaps, but not entirely without reason.

Heretofore I never noticed where the MAGAZINE upheld anarchical acts or principles. But why was it? In my opinion it was because the editor was aware the brotherhood would not allow it, but now I have come to the conclusion we have found a wolf in sheep's clothing; or, you may be a part of the output of the Carnegie steel works which you refer to that had not underwent the proper amount of purifying and was afterward detected as being counterfeit. You claim to be very opposed to the anarchist's principles. If such is the case, Mr. E. V. Debs, why is it that you alone endorse the governor's action with the exception of the anarchists themselves. Are you of the opinion that John Pardon Altgeld and Eugene Vindictive Debs are the only able minded men our great country has produced? What a pity that out of sixty millions of people only two seem to understand the law. It is indeed a fact that the governor has pulled the halter from a great many necks recently, out of 98 or thereabouts 40 per cent. were imprisoned for murder. What a reformer he is too, when he sets at liberty men who dread not the law, who have no respect for society and terrorize our civilized community. —now, Mr. E. V. Debs, in the high noon of our boasted civilization, what a plant to place in the executive mansion. For example, take the case of one who was recently pardoned and who not long ago was arrested for attempting to rob an old lady at the point of a revolver.

Another was serving a sentence for wife murder and others I dare say whose names are linked with infamy and carrying the mark of Cain if the facts were only understood. What a shining light he is in the government of our country and how much thought he gives for the peace and welfare of its citizens. Now, Mr. E. V. Debs, how highly pleased you should be to uphold such a man and do you really think you are right in doing so? Your intended visit to Chicago, had it been carried out, would not have been of the highest class either. The same crowd you were to address on the lake front were mostly of the type mentioned, as it is clearly demonstrated by their attempt to raid one of the big department stores down town. The same mob assaulted and pounded the police inspector and he was with difficulty rescued from an untimely death for the faithful discharge of his duty. Now, Mr. E. V. Debs would you put the halter around the necks of those men or would you not? I don't say they were all anarchists, but after listening to speeches made by men who were anarchists in the true sense of the word they had to vent their lawlessness in some manner so they took the above way of doing so. Three weeks ago yesterday they assembled at Waldheim to commemorate the death of their brothers, while passing through the streets these were their mottoes very plainly inscribed on their flags: Tyranny, no God, no Lord, no slaves. The former and the latter I will not dispute, but the others are utter blasphemy and such emanate not alone from a disordered brain but are the teachings of a nature born to corruption. Now, Mr. E. V. Debs, are you not ashamed of the men you applaud? Men who have no respect for Divinity will have much less for humanity and I say such characters should be imprisoned as they are of no account in this world and are nothing less than a menace to society. I don't know whether you are an anarchist or not, but I notice you are very much in sympathy with them. If you do belong to that class of people do not blaspheme the name of Christ by using it, for if you belong to that class you are doing nothing short of it. There is an old adage "Those who lie down with dogs will rise up with fleas." So before I conclude Mr. E. V. Debs just a word of warning, should you ever come to Chicago again to speak on the cause of labor avoid mob gatherings or you may find yourself on the downward course and mixing up with people who are liable to get into the meshes of the law. I dare say you are aware our fairminded Judge Gary is to sit on the bench again and it will fare very badly with anarchists and all such law breakers. However, there is nothing nicer than to think the pardoning power will not lose its efficiency for some time yet.

AUBURN PARK, ILL.

W. H. Gray.

### Influence of the Magazine.

MR. EDITOR:—THE MAGAZINE, in digesting the suggestions contributed by modern labor apostles in behalf of business and the "good of the order," has, it seems to me, neglected a most important feature connected with the prosperity and influence of our MAGAZINE. Manifestly, it is in the interest of our order that our MAGAZINE should become everybody's MAGAZINE, and to accomplish this highly desirable result, it should be placed on sale at all the news stands throughout the country, thereby making it accessible to all.

Those who are at all familiar with the FIREMEN'S MAGAZINE, know it is issued twelve times every year, and that each copy is valued at from 25 cents to \$10.00, according to the intellectual capital of the reader; that it discusses the important topics of the day in a way to command attention; that it advocates a man to man religion; that its editor contains no alloy, and that the contents of the MAGAZINE are not watered stock, and everyone should know that the MAGAZINE is read and heartily indorsed by a half a million persons twelve times a year, and also, while there are many other labor publications far inferior, our MAGAZINE has few equals and no superiors, and these publications are found on all the news stands of the country where they can be bought every day in the year, while our superior MAGAZINE never puts in an appearance.

It is a foregone conclusion that to properly conduct a business of this nature, and dispose of the revenue secured advantageously, would be a matter for debate. The question would arise, what shall be done with the profits? Well, the editor would keep his pen in operation more vigorously. The local MAGAZINE agent could arrange with the news dealer for the sale of the MAGAZINE, and the profits could be used for rent, regalia, furniture and incidental expenses of the lodge, or, on the other hand, the grand lodge could supervise the selling and the appropriation of the revenues arising, large or small. The point I make is, that the MAGAZINE should be placed within reach of all, the farmer, stockman, miner, woodsman in a word, all workmen.

We are forced to admit that our footsteps follow our mind; therefore, novels are worthless. Professors, mechanics, laborers and all good people who desire to grow in useful knowledge, supply themselves with books which furnish solid intellectual food, which invigorates the mind and enables them to perform their mental tasks in a creditable manner. Can anyone recall a single instance where the MAGAZINE published an article calculated to destroy a home? The answer comes from a vast multitude, and from every direction, "No!" And here I will ask the liberty of reciting a little romance, for which



the MAGAZINE was responsible, and which, instead of wrecking a home, culminated in establishing a happy home for two loving hearts.

The scene dates back to 1889, on the balmy coast of California. The hero of our tale, a friend of the writer, whom I will call Harry, indulging in the luxury of "love's young dream," became enamored of a fair and accomplished young lady of Oakland, Cal. Unfortunately, Harry was lacking in self-confidence and that courage which should distinguish a lover, but evinced his appreciation of the heroine's intellectuality by subscribing for the MAGAZINE in her name, and sought consolation in the reflection that if he, poor fellow, should be rejected, some other railroad man might draw the capital prize in the grand matrimonial lottery. He surmised that the girl he loved was trifling with his affections, and further fancied that her objections related to his station in life. But, unwilling to abandon his hopes, on an occasion of a furlough, he visited his dulcinea and was delighted to be received with a smile which betokened welcome. But, suddenly he was confronted with a poem by that ardent, eloquent and independent, high-pressure poet of the rail, Shandy Maguire, followed by an outburst of choice invective that made his ears tingle. But our hero, grown bold, managed to encircle the waist of his sweetheart with his arm, and plead for an opportunity to recite the poem, with appropriate gesture and vocal modulations. Permission was granted. It was a supreme moment for Harry. He did his best, and when all was over, the climax was reached, love's sweet vows were exchanged. Shandy was vindicated, and Maud and Harry became two souls with a single thought, and two happy hearts beat as one; and this happy termination was, in some measure, brought about by the MAGAZINE.

Let me make the remark right here that should the MAGAZINE be placed on sale at the news stands of the country, it is quite probable that Judge Ricks, Andrew Carnegie, Frick, and others of their feather, would purchase a copy, thereby obtaining a relishing mental feast, and might be persuaded to change cars, because our ever honorable editor, all of his followers, and the devils in the printing office, are with the honest laboring classes, and will continue in that line forever and a day.

In conclusion, I would modestly urge upon my friends and the readers of the MAGAZINE to read the organs of the various labor unions and brotherhoods of workingmen, for by so doing they will become acquainted with the spirit of the labor press, and with men who are men, and become convinced that all is not gold that glitters, and thus be able in times of trouble to resist impositions which many are now contending with. At any

rate, this wide reading of labor literature, if it does not enlist your sympathies, it may teach the importance of withholding the lash of criticism. Our interests are yours, and men who labor for food, if they would not be reduced to the level of mere commodities, must stand together and battle for the right.

Capital seeks investment and protection, and why should not labor seek protection? Our MAGAZINE—our Bible. Try it. It will give you wisdom, and make you feel that life is worth living to down those who are conniving to make honest men beg for a living.

*Ira D. Mayhull.*

LAJUNTA, CAL.

### Monopoly and Misery.

MR. EDITOR:—The MAGAZINE for the present month (November) contains an article captioned "I'm hungry" called forth by a meeting of the unemployed of Chicago held in that city on the 22d of August in which are quoted the words of one of the speakers who said: "I haven't eaten a bite for two days, and my wife lies at home sick and starving. I've looked for work until I'm worn out, and where is it to end?" In commenting on this expression the question is asked by the MAGAZINE, "Why this state of affairs, why this army of idle men, this menacing peril?" The question is easily answered. It is because the common inheritance of the human race, the natural resources of the earth from which are produced by labor and labor only all those things necessary to the support of human life, comfort and happiness, are monopolized by the few to the exclusion of the many who must starve and die unless they have access to them. It is to private ownership of land the natural operation of which must of necessity deny to the great and ever increasing majority the power to enjoy their inalienable inheritance, the free use of the earth, the air, and sunshine to which no man has any better right than another and without the use of which no human being can live. That is owing to the hideous fact that strong men capable in all respects of performing labor enough to-day to support a dozen persons, are compelled to stand up in public meeting and while tears and sobs choke their utterance make the horrible statement that they are hungry, that they haven't eaten anything for days and that their wives are starving to death for want of food. It is to this hellish injustice, this private ownership in land that gives to the few the power which they never fail to use to its fullest extent to rake into their own private coffers the public product of the combined industries of the community without any compensation whatever to the community

in return therefor, and enables them to drive people off the land, as cattle are driven out of a field, to starve and die, or permit them to live on it on whatever conditions their own sweet will may incline them to dictate, that must be charged all the murders (no other term will describe it) that have ever been and are now being committed by starvation through the monopoly of natural resources. The banks might lock up their currency, proprietors shut down factory, mill, forge and mine, railroad managers reduce their forces to whatever extent they desired, and with the law of equal freedom in force—land free to all to use—no man need lose a single meal's victuals, much less be compelled to say that himself and family were starving to death on account of having had nothing to eat for days because he could not find work. Nor would the army of the idle increase or thousands of men and women parade the streets exclaiming in unison "I'm hungry." Nor in midsummer or midwinter would the cry "I'm hungry" be heard. "Will it (the cry) be heard when the mercury is down to zero?" Yes, it will be heard when the mercury is down to zero, or down to hell if it should ever get there, or if it be going in the other direction when it is a hundred in the shade or up in heaven if it ever gets there, in all seasons and every day in the year so long as private ownership in land exists, and until it is wiped out by the single tax which will give "equal rights to all and special privileges to none," render unto Caesar that which is Caesar's and unto God that which is God's. Until we get the single tax and all its relations in force, the cry "I'm hungry" will continue to be heard day and night and murder by starvation and freezing through landlordism will go merrily on.

I take this opportunity Mr. Editor of patting you on the back to express my pleasure at the masterly manner in which you handled Mr. W. H. Gray of Auburn Park, Ill., in this issue of the MAGAZINE. That poor man has much to learn yet. I am afraid that it would be a tough job (I would not like to undertake it) to mould his mind into such such form as would enable him to see that malicious prejudice and bigotry can never be made to do duty for reason, justice and love of liberty nor to produce the same effect.

I do not agree with the MAGAZINE in all its views, in fact I differ widely from it on many points, but for the character of its dauntless editor I entertain the most enthusiastic admiration for the fair and fearless manner in which he conducts himself in the discussion of all subjects that he considers. My admiration is not a voluntary gift Mr. Editor you take it by right (the force of your character) "and the devil

thank me." Full many a time while reading the MAGAZINE I silently but rapturously applauded the sledgehammer blows you delivered to our common foe. It is strange but nevertheless true that great men are sometimes caught fighting ghosts; we have an instance of it in the present case of the MAGAZINE editor's bout with Mr. Gray. But now that he has laid that ghost forever it is to be hoped that he will not waste any more of his precious time or matchless talents on any more such chimeras, but that he will keep his guns trained in the direction in which they are really needed and on enemies more worthy of his attention and more necessary to be met.

P. W. Monahan.

GRAND JUNCTION, COL.

### Assistance Fund.

MR. EDITOR:—My suggestion in the September MAGAZINE appears to have struck a responsive chord in the minds of at least two of the brothers of the order. I should be pleased to see the suggestion taken up and agitated to a successful issue, the more so, as Mr. Mayhall's inference is a correct one. I have been both a "tourist" and closely associated with them." I have punched many a hole in my ticket for members of the tourist fraternity in years gone by, not over a thousand miles away from Mr. Mayhall's present stamping ground, and, in the matter of this tourist business, I have some warrant to speak by the card. It is indeed true, as Mr. Mayhall remarks, that those who are inclined to exhibit the most selfish spirit in times of prosperity are generally the ones who look for the greatest amount of aid from others in times of adversity, and I know of no better plan to correct this tendency than the one proposed. Give to each and all a certain claim upon the order at large, under proper restrictions, and all "sponging" must cease along with the present excuse for it. As Mr. Ogden suggests it would of course be necessary to incorporate in such a measure certain provisions against fraud; but the difficulties in that direction are by no means insurmountable, and are easily to be overcome by the collective intelligence of the order, in convention assembled. Indeed, there is nothing novel or original in the idea at all; such a measure has been in practical and satisfactory operation as a part of the program of the Amalgamated Society of Railway Servants of England, for more than twenty years, or since the establishment of that order in 1872. The membership of the A. S. R. S., approximates pretty closely to that of the B. L. F.—35,000 in 1892—and it has thrown the Aegis of protection around its members much more thoroughly than any American organization has yet attempted

to do. From a communication of the general secretary of the A. S. R. S., to Mr. Moseley, secretary of our Interstate Commerce Commission, I quote as follows:

A legal assistance fund, which, as its name implies, is for instituting legal proceedings on the members' behalf in order to obtain any rightful claim for compensation, wages, etc.

Donation or out-of-work benefits, from which members unjustly suspended by the railway companies receive 18 shillings per week during the period of such suspension. If discharged from employment from any other cause than drunkenness or misconduct, 12 shillings per week for the first ten weeks, and 6 shillings per week for the second ten weeks such member may be out of employment. Traveling relief is given at the same rate to members when going from place to place in search of work.

A protection fund for the purpose of protecting individual members who may be victimized by their employers for pronounced activity in the society's work, and for assisting members when engaged in disputes with their employers. In the former case a lump sum of £50 is awarded to a man dismissed from the service, or in the event of a reduction of wages the amount is recouped him from the fund for a period not exceeding twelve months. An emigration grant of £10 is allowed, if after a dispute a member does not get back to his work, and is unable to obtain other employment.

In addition to these several funds which have been in successful operation since the inception of the order, they have a superannuation fund, a sick and burial fund, and an orphan fund; this latter fund was established, along with the protection fund, in 1880. It provides a weekly allowance, paid to the mother or guardian of the children of members, under 13 years of age, to be used for the benefit of such children, of all members dying after eighteen months' membership. In the line of protection, there are some suggestions in this program which American railway organizations might very profitably follow.

BAY CITY, MICH.

W. P. Borland.

### Problem of the Unemployed.

MR. EDITOR:—While the problem of the unemployed is up for discussion why can we not find a remedy for it? I believe we can, at least, stop the most of our unemployed brothers from being so coldly treated as they are, while going from place to place in search of employment, and many times going hungry before they make the fact known. We all dread the idea of having to get out and hustle for a job, and those who have not had to do this are not aware of the snubs and sneers which a brother on the road is subjected to; only experience can teach this. How hard it is to go and "brace" a conductor one is not on good terms with to carry a brother, and, at the same time, that brother has feelings and he perhaps dreads it as much as yourself. But the employment question is what we are discussing, and the way to settle it is to first locate where the trouble lies. Is it in our subordinate lodges, or is it in the grand lodge? For myself, I think it is in our subordinate lodges; and if

so, why can we not devise some plan to check it? Let us start a labor bureau (I believe the constitution provides for such) let every general and local chairman be in direct communication with it, and when a fireman is needed on his division the chairman can, by having all the unemployed firemen registered there, secure one very readily. This bureau could be kept up by a small assessment on each member, and when it is considered that a member will give out to traveling members from five to six dollars a year for assistance where others are not giving anything at all, it will be seen that a very small amount, when paid by each member, will suffice to keep it up. This, too, I think would be a remedy for some of our members who do nothing but travel and "work" the brothers at every opportunity, but who never work the scoop; that's out of their line of business, but if such a rule was adopted we would have no cause to fear such bloodsuckers. What we want is to get work for our brothers who are out of employment in the easiest and quickest way. Let some of our wise-heads solve this problem. Idleness is ruining many of our firemen who have not the nerve to face the chilly world.

W. N. Breen.

NEWTON, KANSAS.

### The Lodge Seal.

MR. EDITOR:—Permit me through the MAGAZINE to say a few words on the subject of the lodge seal. It has frequently happened that our lodge has been asked to grant a limited withdrawal card to a member, who desired to join elsewhere, but the application had no lodge seal attached, and our lodge therefore declined to grant the card. The lodge applying for the card was kindly notified of this, but in some instances the secretary became angry and returned the application entirely covered with impressions of the seal in testimony of his indignation. Others claimed that they did not wear the lodge seal in their hip pockets, etc. I desire to say that we take section 76 of the constitution as our guide and authority. We believe that a request for a limited withdrawal card, being in the nature of lodge business, should bear the seal of the lodge, and that unless this is done the application is not valid and the card should not be granted. I have called attention to this matter in the hope that the above citation may bring the matter to the attention of some secretaries who have overlooked it.

PEORIA, ILL.

W. A. McMillan.

We would call our readers' attention again at this most reasonable time of the year to the advertisement of Ely's Cream Balm found upon our advertising pages. This is an old and stable remedy for the cure of catarrh and cold in the head, and put up in bottles with screw metallic tops, they inform us, as to be specially suited to the needs of railroad men.

### Boston's Great Review.

The November *Arena*, which lies before us, is strong, able and invigorating. It closes the eighth volume of this review, whose career has been so remarkable, and whose influence has grown to be a potent force in our country. The superb courage, the catholicity of spirit and the cordiality with which it has received the advance guard among the world's thinkers, finds no parallel in the history of magazine literature. While employing talent fully as learned and scholarly as that represented in any other great review, it has as a rule avoided discussions of problems not vital in character, while its influence has always been thrown against class privileges, entrenched injustice and out-grown ideas. A glance over the index for the past year reveals a corterie of contributors which it would be difficult to surpass in any review published in the English-speaking tongue.

Among those who have written for its pages during the past 12 months are such leaders of thought and eminent scholars as Rev. M. J. Savage, Rabbi Solomon Schindler, Sir Edwin Arnold, Bishop J. L. Spaulding, Rev. Lyman Abbott, Prof. W. J. Rolfe, Helen Campbell, Alfred Russell Wallace, D. C. L., Dr. J. F. Furnival, Prof. David Swing, Hamlin Garland, Rev. George C. Lorimer, W. D. McCracken, A. M., the Marquis of Lorne, Prof. J. R. Buchanan, Rev. John W. Chadwick, O. B. Frothingham, Henry George, President J. M. Coulter of Indiana University, Rev. Marion D. Shutter, D. D., United States Senator W. M. Stewart, Prof. N. S. Shaler, Edmund Gosse, Prof. Orello Cone, D. D., Louise Chandler Moulton, Gerald Massey, Ignatius Donnelly, Prof. A. E. Dolbear, Edmund C. Stedman, the late Richard Procter, Henry Irving, Henry Wood, Napoleon Ney, Louise Frechette, etc., etc.

The announcements for next year are even more inviting, if possible, than those made before. Among the great features of the *Arena* for 1894 will be a series of six papers on the "Ascent of Life" by Stinson Jarvis. They will take up the evolution theory where Darwin dropped it, and proceed in a search for the soul of man in a strictly scientific manner. The editor of the *Arena* predicts that this work will create a pronounced sensation, and will be a contribution of great value to the modern critical literature. Another brilliant feature of the *Arena* for 1894 will be a series of papers setting forth the "Aims and Objects of the Higher Criticism" by leading orthodox scholars of Europe and America who stand with Prof. Briggs. The opening paper will appear in the December *Arena*.

It is written by the great Oxford professor, Dr. William Sanday, L. L. D., D. D., A. M., who is recognized as one of the most profound students of sacred literature in Eng-

land. Dr. Sanday will be followed by R. F. Horton, A. M., the eminent author and lecturer who was called from London to deliver a course of lectures at Yale College the past winter on the "Higher Criticism." A third paper has been prepared for this series by Rev. Washington Gladden, D. D., and others will follow by scholars equally eminent. A third feature will be a series of papers on "Indian Occultism," by Heinrich Hensoldt, Ph. D., a German scientist who has spent 10 years in Ceylon, India, Thibet and Burmah. The opening paper of this series will appear in the December *Arena*; it is entitled "The Wonders of Hindoo Magic."

Vital political, economic and social problems will appear in the following series embracing discussions by the most able and live thinkers of the age. 1. Short talks on the Land Question, embracing 12 short papers on this great problem by leading specialists. 2. Ideal Republican Measures, embracing a series of papers on the Initiative, Referendum and Proportional Representation. 3. The Nervous and Arterial Systems of the state, a series of papers by Rabbi Solomon Schindler and other leading thinkers on a governmental control of railways. 4. The present aspect of the Money Question, the light of European and American history, a number of brilliant papers by students of finance. 5. The Slums of Our Great Cities and how to abolish them.

Another series of papers will deal with the Civilization of To-morrow, in which hereditary and prenatal influences and early environment will be ably discussed. Popular Papers on Emergency Surgery, by a leading Massachusetts physician and surgeon. Psychic Science and Progress in the realm of Physical Science will receive attention from experts. Among other attractions are a series of short papers by Rev. M. J. Savage on Our Latter Day Poets. Short stories, brief biographies, portraits of leading thinkers and critical reviews of leading books of the day will be the features of the *Arena* for 1894.

In a critical editorial which appeared in the Toronto Sunday *World* for October 1st, 1893, the writer observes: "Boston is the head and center of American literature, and the *Arena* is known as the leader of Boston's thought." The writer might have broadened his limit, for in fact the *Arena* leads the advance column of American thought in the realm of vital present day problems. The publishers announce a magnificent premium album, containing portraits of 16 eminent thinkers, which will be given to every subscriber whose subscription is received after October 1st, 1893. The announcements made indicate that the *Arena* for next year will be indispensable to those who wish to be in touch with the world's best thought.

In the book publishing world the Arena Publishing Company has achieved marked success. In the number of handsome and artistic books issued from the Arena press during the past year this comparatively new house stands second to only one other publishing house in the United States. Having the powerful and universally popular *Arena* magazine at their command, they are able, not only to reach the reading public, but also to bring their publications to the attention of every book and newsdealer in the country. Occupying this position, the house has gathered around it a coterie of brilliant and successful authors, all interested in its growing fortunes. The Arena Library Series, containing 29 titles, mostly novels, sold both in paper and in cloth bindings, has been almost universally commended by the press for its artistic excellence of the books no less than for the literary abilities of the different authors. In at least two notable cases books rejected by older publishers for fear of adverse criticism, but accepted by the Arena Publishing Company, have gone through many editions, the sale of one exceeding 50,000 copies. The Side Pocket Series being wholly unique in design and execution, has attracted general attention.

One of Boston's oldest booksellers pronounces "A Guide to Palmistry," one of this series, "the handsomest book issued by any American publisher during the present year." As the name indicates, these little books are of suitable size to be carried in the side pocket. They are dainty, delightful volumes to handle and are bound to become very popular. The Copley-Square Series is a series of books designed by this enterprising house and bears the name of Boston's most beautiful public square, Copley square, where the office of the Arena Publishing Company is located, is surrounded by some of Boston's most notable public buildings. These are, first, the great Public Library building, costing millions of dollars, perhaps the most magnificent library building in the world; then the Boston Art Museum, another monument to the liberality and taste of the art lovers of the city and state. On another side of the square is the great Trinity church, so long presided over by the lamented Bishop Brooks. For beauty and richness of design and splendor of architecture, this church is perhaps the finest on the American continent. Then there is the new Old South Church, with its stately tower and imposing architectural beauty. Another striking feature of this noted square is the Pierce building in which the Arena Publishing Company is housed; built of solid stone from foundation to turret, and one of the most imposing business blocks in all Boston. Copley square is rapidly becoming a household word in consequence of the enterprise and energy of this great pub-

lishing house. It is impossible in the limited space at command to mention even the titles of the large number of important books issued from the *Arena* press during the past year. The "Rise of the Swiss Republic," by W. D. McCracken; "Zenith of the Vestal," by Margaret B. Peeke; "Along Shore with a Man-of-War," by Marguerite Dickens; "Sultan to Sultan," by M. French Sheldon; "Albert Brisbane: A Mental Biography," by Redelia Brisbane; "Wit and Humor of the Bible," by Marion D. Shutter, D. D.; "Christ the Orator," by Rev. T. Alexander Hyde and "Son of Man," by Celestia Root Lang, are among the most important and successful ones of the *Arena* list. The reading public will be deeply interested in the forthcoming announcement of new publications to be issued from the *Arena* press in the near future as well as in the many beautiful books already published.—*Boston Traveller*.

The magnitude of the Pullman sleeping car company is impressively indicated by the following figures from its annual statement just issued: Assets, \$61,791,643; capital stock, \$36,000,000; net surplus, \$25,791,643; earnings from cars last year, \$9,200,685; earnings from manufacturing and investments, \$2,189,190; total revenue, \$11,389,896; disbursements, including operating expenses and dividends, \$7,383,447; surplus for the year, \$4,006,448; number of cars—sleeping, dining, parlor and tourist—owned and controlled, 2,573; passengers carried last year, 5,673,129; mileage of railways covered by contracts, 126,975; number of employees, 14,635; wages for the year, \$7,751,644. Only ten years ago the assets were but \$23,065,369, the capital stock \$13,269,000, the earnings, \$4,093,245, the number of cars, 579. The continued growth of the company, in spite of competition and of the disposition of railway interests to take over all branches of the transportation business, is evidence of the wonderful executive and administrative force by which the business of building and operating sleeping cars has been maintained separate and distinct ever since Mr. Pullman organized his company in 1867.—*Railway Age*.

One of the P. R. R.'s new class "P" engines, with a 78-inch wheel, made a good record the other day, reaching a speed of 90 miles per hour between Stanton and Wilmington. On one run 65½ miles were made in 63 minutes, including six slowups. The 107½ miles between Bay View and Chases was covered in 9 minutes and 40 seconds. The boys call this good work for the P. W. & B., and the new "P's" are voted a success.—*Locomotive Engineering*.

**Pay as You Go.**

There's a trite little saying, a maxim of old.

And to learn it mankind is exceedingly slow;

Yet it turns all our coppers to silver and gold—

So think well about—'tis pay as you go.

Would you sport a fine coat, or a carriage and pair,

Don't buy it on credit, nor steal it—go slow;

They will come in good time, if you only beware

Of installments and store-books, and pay as you go.

The world's not unfair to the poor, but I think

They're unfair to themselves and their children;

they know

When their pennies go out for cigars and for drink

That for these there's no trust—they must pay as they go.

There's a man lives up-town, worth a million, I guess,

In a mansion, with servants and horses, and show;

If you ask him the secret of all his success,

He'll answer you quickly: "I pay as I go."

Are you pushed by the grocer, or back in your rents?

Is your wife looking shabby, your daughter also?

Just balance your income and bills of expense,

And begin the next quarter to pay as you go.

When you own your own home and have funds in the bank,

When your fuel's laid in and the winter winds blow,

Then be kind to the poor—'tis the best way to thank

The rhymers who taught you to pay as you go;

*J. R. Parker, in Philadelphia Times.*

**Earning a Living.**

A contributor to the current number of Kate Field's *Washington* asserts: "I do not believe that a woman should under any circumstances have to earn her own living; and, further, that the modern idea that it is a suitable or even praiseworthy thing for her to do so, is bad political economy, bad morals and bad sociology."

To the utilitarians who conceive of life as arranged primarily as a place for exertion, and especially to that class of enterprising persons who plume themselves upon discovering or inventing "new occupations for women"—usually most repulsive and uninteresting ones, it must be added—this bit of heresy will appear as a species of social dynamite. There is no question, however, but that many persons, as yet unperverted by advanced sentiments, will not only agree with the writer, but even extend and enlarge her proposition by the assertion that no one, man or woman, should earn a living at all.

It is a process that diverts one's energy from the more praiseworthy occupation of enjoying life. It is a hindrance to the development of a talent for leisure. Instead of regarding life as designed to live, it is regarded as a mere period in which to fall to and earn a living. This is a low and debasing view, and one quite unworthy the coming century.

In an ideal state of society no individual will fall under any such low obligation. Food, clothing and shelter, the mere necessities of existence, should, in an ideal republic, be provided for each individual by the

State, and his time and talents be liberated for such pursuits as the higher mathematics or the comprehension of the significance in Browning's lyric inspiration, the etymological analysis of George Merideth, the relation of Wagner music-dramas to culture, or the relation of Ibsen's ideas to moral progress. No less an authority than Mr. Darwin announced that science and domestic affections were enough to occupy man, and Prof. Jowett has discovered that adequate attention to the Greek accent would of itself require the exclusive devotion of a lifetime.

Indeed, when one contemplates all there is to do in the world, to say nothing of all there is to enjoy, he wonders that any portion of mankind should ever fall into the stupid and erroneous idea of wasting life by spending it in earning a living.

**A Law to Punish Train Robbers.**

A bill has been introduced into congress which proposes to make the growing business of train robbing and wrecking more perilous to those who engage in it than it is to-day. The act provides that any person who does any act which is to be done any act whereby any car is stopped, obstructed or injured with intent to rob or injure any one passing over any railroad engaged in inter-state commerce, and where, in consequence of such acts any person is killed, shall be guilty of murder. If the attempt does not result in murder, the guilty person, on conviction, shall be imprisoned at hard labor for from ten to twenty years. Circuit and district courts of the United States are given jurisdiction of all cases arising under the act. The bill has been referred to the committee on inter-state commerce.

Train robbing and wrecking have been so outrageously common of late that vigorous suppressive measures are necessary, and congress will not act fairly towards the traveling public if the bill does not promptly become the law of the land. The train robber is the successor of the old highway robber, with the difference that murder or violence nearly always accompanies his thieving attempts. Under existing laws train robbers who commit murder generally escape the supreme punishment on the plea that murder was not premeditated. It is high time that strong laws were enacted to meet existing conditions of transportation, for most of the state laws appear to protect rather than punish this class of criminal. Many scoundrels who are now ready to shoot trainmen who interfere with their raids would be less inclined to kill people if they understood that it would lead them to the gallows.—*Locomotive Engineering.*

### Petroleum and its Products.

Speaking broadly, the treatment of crude oil is by distillation and little more. Petroleum as it flows from a well may be considered as a mixture of a variety of substances ranging all the way from gasoline to tar, each with its own boiling point. If heat be gradually applied in a still and increased the gasolines and naphthas pass off first, then the illuminating oils, next the lubricators, until nothing is left in the still but an almost solid black cake. This kind of treatment is called fractional distillation. Fractional distillation is often modified and for a good reason. By a happy accident Mr. Joshua Merrill, in 1867, began to apply heat to a still in such a way as to augment the yield of illuminating oil, while at the same time its quality is bettered. In processes of this type known as "cracking" the elements of the crude oil rearrange themselves into a quite different group of products from those obtained by fractional distillation. One of the products due to the treatment originated by Mr. Merrill is an odorless engine oil: a specimen of it used for ninety days on machinery was unimpaired in lubricating quality. Gasoline dissolves rubber for waterproof clothing; removes grease from the fleeces of sheep and flaxseed reduced to meal is placed with it in a percolator, effectually separating the flax oil. With care, gasoline can be made to destroy moths in furniture and clothing; an entomologist with a pint of it can painlessly kill a thousand insects, with what is of importance to him, the least possible distortion of leg and wing. In the manufacture of paints, varnishes and lacquers, deodorized naphthas have manifold utility. As substitutes for turpentine they are used as thinning ingredients; in such japans as are baked, naphtha is better than turpentine, in that it dries quicker and does not run. Naphtha goes to form a capital wood stain for shingles, and a wood filler serviceable as a first coat to the painter and varnisher. Combined with rosin and cheap metallic oxides it makes a paint good enough for barrels and the like. Besides all this it yields inexpensive lacquers for the decoration of iron and tinware. At the other pole of usefulness with the brush, let it be said that a French artist has recently proved that naphtha is an admirable medium for color, as it mixes perfectly with the pigments of a palette, and on the canvas soon evaporates completely. For New York the fire test is placed at 150° Fahr. An oil of 175° test is furnished for locomotive headlights; another is extensively supplied to lighthouses. For lake, river and coast steamers, and for passenger cars, an oil is supplied with the extremely high test of 200°. This brand, which is known as mineral seal oil, is very unlikely to take fire

in case of accident; indeed the claim is preferred that it could be cast upon an ordinary small fire with the same effect as water. One of the important uses of petroleum is as fuel. Weight for weight, it has twice the efficiency of coal. In Russia locomotives use petroleum, and so do steamers on the Black and Caspian seas. When from petroleum all the oils have been driven off there remains in the still a residuum which looks about as worthless as anything can. And yet, plied by modern alchemy, from that murky sediment is derived paraffine, a mineral soap stock, wax white as snow, asphaltum for paving, tar for roofing, and carbons to shine as petroleum's haughty rival, the electric light. The paraffine is made into candles, and renders leather, wood and paper waterproof, as testify certain wrappers for cartridges, pasteboard egg cases, sheets of caramel tissue, and butter platters of thin veneers. Wax, in its unrefined state, is applied to building paper; purified and bleached, it is moulded into the semblance of fruits and flowers; it is even worked up into chewing gum. Of kin to all these are the vaselines, perfectly deodorized, which never grow rancid, and which are here shown in a wide variety of emollients and face paints. — *New York Sun.*

### The Stitches in a Shirt.

A *Mail and Express* man was standing in front of the "gents'" furnishing goods department in a big east side dry goods store the other day when a lady entered, and pointing to a big pile of shirts which were spread out on the counter with the prices marked on them in figures as long as your arm, inquired of the clerk:

"How much?"

"Thirty-nine cents each, madam," replied that functionary.

"Three for one dollar, of course?"

"No, madam, we couldn't really afford it."

"Oh!"

And she picked up one of the garments and proceeded to test its quality by pulling with might and main at its weakest points. Failing in this laudable purpose, she threw it back on the counter, and with a look of disgust on her face bounced out of the store.

"Usual thing, I suppose?" queried the reporter.

"Oh, that's tame," he replied. "I was surprised that she didn't report me to the manager. Now, just look here a minute," he continued, "that woman couldn't afford to spend her time sewing that shirt together, to say nothing of the material and cutting, for three times the amount we ask for it. Do you know how many stitches the seamstress had to put into that shirt to withstand the kind of usage it has just been put to? Well, just twenty-one thousand."

"There are four rows of stitching in the

collar, 3,200 stitches; cross ends of the collar, 550; button and buttonhole, 150; gathering the neck and sewing on the collar, 1,205; stitching wristbands, 1,328; ends of the same, 68; buttonholes in wristbands, 148; hemming slits, 264; gathering the sleeves, 840; setting on wristbands, 1,468; stitching on shoulder straps, 1,880; hemming the bosom, 393; sewing in sleeves and making gussets, 3,050; sewing up seams of sleeves, 2,554; cording the bosom, 1,104; "tapping" the sleeves, 1,526; sewing up all other seams and setting the side gussets, 1,272. That represents the amount of labor that must be put into a shirt and explains why the home-made article has gone out of fashion."

A TELEGRAPH operator sued the Bridge & Terminal Railroad Company at Martin's Ferry, Ohio, claiming \$523 for overtime, having worked from fourteen to eighteen hours a day, while the Ohio law makes ten hours a day's work, and a jury in the circuit court at that place has awarded him the full amount demanded. It would seem that the employing company must have been very neglectful in regard to its agreement with employes, as the fact that ten hours make a legal day would not prevent anybody from contracting to work any number of hours at a given salary, if he chose. The result of the decision, if it should be sustained by higher courts, would be not to stop men from working over ten hours, but to reduce the present rate per hour where a longer day was necessary. As a general principle, however, ten hours a day is long enough for any man to work, and this is practically conceded in the railway service, though there are exceptional cases where more hours are required. — *Railway Age*.

The last report of the bureau of statistics of the state of Pennsylvania, recently issued, shows that, not including the strike of the employes of the Carnegie Steel company at Homestead, there were only twenty-six strikes during the year, a much smaller number than usual. Of these thirteen were by employes engaged in iron and steel industries, one was a railroad strike and one a lockout by coal operators. Eleven of the strikes occurred in Philadelphia and four in Pittsburgh. The whole number of persons engaged in the strikes was 4,208, and the number involved 7,414. Only three strikes succeeded, four partially so, while the others failed. The total loss incurred by the employes was \$373,285, and the employers' loss, as far as ascertained, \$50,985. The report concludes with the statement that the striking employes at Homestead lost in wages about \$1,250,000, while the expense to the state in the transportation and maintenance of troops was \$440,256.31. — *Railway Age*.

## GRAND LODGE.



### Quarterly Dues Notice.

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., January 1, 1894. )

#### To Members of Subordinate Lodges:

SIRS AND BROTHERS:—Pursuant to Section 129 of the Constitution, you are hereby notified that the dues for the quarter ending April 30, 1894 (such an amount as may be determined by the several lodges, provided in no case it shall be less than five (\$5.00) dollars), are now payable and must be paid to the Collector of your lodge on or before February 1, 1894. This amount will be in full payment of all subordinate dues and beneficiary assessments levied by the Grand Lodge for said quarter, as provided in Section 132 of the Constitution. All beneficiary members now enrolled and all those admitted prior to March 1, 1894, are liable for the full amount of quarterly dues for said quarter. All members initiated during the months of March and April, are exempt from payment of quarterly dues for said quarter, as provided in Section 129 of the Constitution. Any member failing to make payment as above provided will be expelled from the order, as per Section 130 of the Constitution, said expulsion taking effect February 2, 1894, and the Secretary is required to make due report thereof to the Grand Lodge.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.

### Notice to Secretaries.

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., January 1, 1894. )

#### To Secretaries of Subordinate Lodges:

SIRS AND BROTHERS:—Pursuant to Section 130 of the Constitution, you are required to report to the Grand Lodge as expelled all members who fail to make payment of their quarterly dues for the quarter ending April 30, 1894. The names of said members must be reported to you by the Collector of your lodge not later than February 2d, and by you reported to the Grand Lodge, in the prescribed form, immediately thereafter. Failing to report the names of expelled members as herein provided, the Grand Lodge will hold subordinate lodges liable for their assessments, as per Section 133 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.

### Notice to Receivers.

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., January 1, 1894. )

#### To Receivers of Subordinate Lodges:

SIRS AND BROTHERS:—You are hereby notified, as provided in Section 54 of the Constitution, that no beneficiary assessment is required for the month of January, 1894, and that therefore none has been levied for said month.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.



**Beneficiary Statement.**

OFFICE OF GRAND SECRETARY AND TREASURER,  
TERRE HAUTE, IND., December 1, 1893.

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund for the month of November, 1893.

**RECEIPTS.**

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	272	72	190	143	132	214	106	285	216
2	42	73	90	144	128	215	132	286	146
3	28	74	96	145	190	216	66	287	122
4	26	75	200	146	152	217	66	288	68
5	192	76	64	147	152	218	72	289	116
6	72	77	302	148	114	219	132	290	46
7	236	78	198	149	148	220	124	291	156
8	252	79	70	150	172	221	98	292	58
9	80	80	62	151	90	222	90	293	50
10	212	81	148	152	140	223	92	294	66
11	206	82	414	153	78	224	72	295	38
12	268	83	210	154	90	225	48	296	94
13	390	84	224	155	108	226	136	297	124
14	374	85	144	156	104	227	114	298	72
15	134	86	128	157	228	282	299	106	370
16	214	87	88	158	188	229	68	300	96
17	116	88	110	159	214	230	104	301	90
18	120	89	48	160	150	231	164	302	87
19	146	90	132	161	42	232	88	303	80
20	86	91	118	162	278	233	66	304	102
21	110	92	102	163	118	234	106	305	60
22	102	93	84	164	136	235	26	306	104
23	42	94	140	165	122	236	128	307	128
24	86	95	216	166	214	237	186	308	56
25	166	96	78	167	238	126	309	164	380
26	174	97	168	142	239	114	310	70	381
27	154	98	74	169	316	240	204	311	44
28	128	99	218	170	98	241	396	312	48
29	72	100	98	171	68	242	210	313	74
30	101	101	130	172	106	243	32	314	94
31	64	102	162	173	114	244	38	315	152
32	88	103	314	174	150	245	316	108	387
33	116	104	102	175	188	246	140	317	90
34	128	105	112	176	180	247	218	318	82
35	68	106	54	177	88	248	178	319	126
36	124	107	196	178	172	249	128	320	178
37	114	108	76	179	72	250	240	321	46
38	116	109	142	180	56	251	332	322	60
39	88	110	84	181	60	252	164	323	28
40	156	111	174	182	72	253	90	324	52
41	56	112	76	183	182	254	168	325	96
42	44	113	132	184	120	255	82	326	100
43	144	114	50	185	66	256	52	327	112
44	168	115	90	186	114	257	116	328	389
45	28	116	176	187	90	258	80	329	400
46	88	117	108	188	258	259	132	330	164
47	196	118	60	189	182	260	90	331	402
48	172	119	42	190	44	261	80	332	80
49	138	120	191	120	262	110	333	172	404
50	242	121	144	192	212	263	114	334	128
51	82	122	64	193	94	264	98	335	88
52	178	123	146	194	142	265	120	336	38
53	108	124	92	195	46	266	156	337	196
54	24	125	82	196	108	267	148	338	409
55	68	126	84	197	110	268	80	339	288
56	52	127	106	198	126	269	132	340	84
57	312	128	70	199	56	270	194	341	66
58	76	129	214	200	104	271	82	342	52
59	148	130	228	201	96	272	50	343	44
60	28	131	74	202	134	273	116	344	104
61	186	132	106	203	168	274	36	345	80
62	150	133	122	204	72	275	80	346	78
63	124	134	128	205	100	276	70	347	418
64	154	135	86	206	108	277	24	348	86
65	122	136	32	207	208	278	40	349	100
66	96	137	62	208	80	279	46	350	126
67	224	138	116	209	108	280	58	351	36
68	106	139	52	210	58	281	100	352	90
69	38	140	172	211	212	282	60	353	54
70	86	141	330	212	72	283	88	354	136
71	138	142	224	213	284	286	355	178	426

**RECEIPTS—Continued.**

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
427	\$70	441	\$70	455	\$42	469	\$38	483	\$64
428	62	442	68	456	62	470	76	484	498
429	62	443	82	457	44	471	62	485	202
430	58	444	148	458	50	472	180	486	48
431	26	445	50	459	152	473	84	487	84
432	150	446	126	460	84	474	50	488	40
433	78	447	54	461	54	475	112	489	22
434	172	448	112	462	120	476	46	490	58
435	46	449	80	463	96	477	24	491	54
436	82	450	78	464	38	478	84	492	66
437	30	451	34	465	56	479	60	493	58
438	42	452	72	466	146	480	38	494	60
439	80	453	54	467	62	481	88	495	50
440	94	454	114	468	46	482	38	496	58

Balance on hand November 1, 1893. . . . \$19,459 75  
Received during month . . . . . 55,660 00

Total . . . . . \$75,119 75

**DISBURSEMENTS.**

By claims 1129, 1130, 1131, 1132, 1133, 1134, 1135,  
1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143,  
1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151,  
1152, 1153, 1154, 1155 . . . . . \$40,500 00

Balance on hand December 1, 1893. . . . \$34,619 75

Respectfully submitted,

F. W. ARNOLD, G. S. and T.

**Addresses Wanted.**

E. R. HALL.—A member of Morning Star Lodge, No. 88, is missing and his relatives are in deep distress on account of that fact. He is described by his sister as having been seen last in the Grand Trunk depot at Chicago the 2d of December, when he said he was going to work for the Big Four R. R. Co., prospecting for oil near Indianapolis. He is about 5 feet 7 inches in height, has broad shoulders, dark auburn hair, sandy moustache, short chin beard and blue eyes. He had on his working clothes and a brown overcoat, and carried a large, brown leather satchel. Any information concerning Bro. Hall will be gratefully received by his sister, Miss Kathryn M. Hall, 735, 12th street Boulevard, Chicago, Ill.

F. W. KOEPE.—A telegraph operator, employed until February 1st, 1893, by the C. M. & R. R. When last heard from was at El Paso on his way to Mexico. Any information regarding him will be thankfully received by addressing J. C. Kochenderfer, N. W. corner avenue H and 36th street, Galveston, Texas.

**FORTUNES FOR COINS AND STAMPS.**

Enormous prices are paid for many varieties of United States and foreign coins dated before 1883. There are also good sized premiums on Confederate and fractional currency, also old stamps. There are dealers who buy the above. One of the most reliable concerns is the National Coin Co., 832 Exchange Building, Boston, Mass. By sending a stamp you can get a 16-page pamphlet full of interesting and valuable information, which, if taken advantage of, may make you many dollars wealthier.

CLERICAL applicants for free transportation on a certain railroad receive the following card, it is said: "Thou shalt not pass."—Num. 20: 18; "Suffer not a man to pass."—Judges 3: 28; "None shall ever pass."—Isaiah 34: 10; "This generation shall not pass."—Mark 13: 30; "Though they roar, yet they cannot pass."—Jeremiah 5: 22; "So he paid the fare and went."—Jonah 1: 3.

"WORTH A GUINEA A BOX."

## BEECHAM'S PILLS

The Favourite of  
**All Railroad Men.**

*A Standard Remedy the World over*

FOR ALL

## BILIOUS AND NERVOUS DISORDERS,

Such as Sick Headache,

Weak Stomach,

Impaired Digestion,

Liver Complaint,

**Constipation,**

and all Similar Ailments.

Covered with a Tasteless and Soluble Coating.

Of all druggists. Price, 25 cents a box.

New York Depot, B. F. Allen Co.,

365 Canal St.

Send postal for our valuable book, "Constipation."

## To Firemen's Wives and Daughters.

### SHEET MUSIC FOR YOU!

There are numerous offers of cheap music this season, but here is the cheapest and best of all. The small sum of ten cents will bring you our charming musical and literary magazine three months on trial. You will also receive absolutely free 168 pieces of popular sheet music, including *That Is Love, After the Ball, You Will Never Know a Mother's Love Again, 'Twixt Love and Duty, Ever Faithful, Old Madrid, Sweet Heather Bells, Two Little Girls in Blue, Better Bide a Wee, Comrades, Ta-Ba-Ra boom-de-ray, Little Fisher Maiden, Pussy Cat, Annie Rooney, Bob Up Serenely, I Whistle and Wait for Katie, Bonnie Doon, Stop Dat Knocking, Kissing Over the Garden Wall, Five O'clock in the Morning, Let Me Dream Again, When Red Leaves Fall, In a Cottage by the Sea, Speak to Me, Maiden's Vow, Brave Old Oak, She Wore a Wreath of Roses, Take Back the Heart, Love Among the Roses, Anvil Chorus, Daddy Wouldn't Buy Me a Bow-wow, Think of Me No More, Lullaby, Old Zip Coon, On to the Field of Glory, Swiss Boy, Oh Day of Joy, Douglas, Tender and True, Annie Laurie, The Parting*, and many others. In addition to the 3 months' subscription and 168 songs (word and music), we will send an elegant art production in 8 colors (worth \$1.00) entitled, "The Interruption." All the above will cost you only 10 cents. Get the most for the least money by sending a silver dime to AMERICAN NATION COMPANY, 325 B Washington Street, Boston, Mass.

A Scalded Engineer,  
A Bruised Fireman,  
A Sore-Handed Conductor,  
A Chap-Handed Brakeman,  
A Bleeding Switchman,

Will find a comforter and healer in a cleansing and refreshing wash with

## Glenn's - - - Sulphur Soap.

It is not a fancy toilet soap, but a plain, every day remedy for the mechanic, the busy housewife, and the children. No household should be without it. Ask your druggist for it; he keeps it.

An Appropriate Christmas Present!

## The BROTHERHOOD SEAT

Patented and Manufactured by Brotherhood Men.

B. L. E. No. 88.

B. L. P. No. 28.

Only locomotive cab seat on exhibition at the World's Fair. Perfectly equalized, Adjustable to any weight. Seats made in any size. We make a specialty of Drop Seats for engines where boiler extends through the cab. Our upholstery is the very best. Best seat and back covered with grained Horsehide Leather. No engineer can afford to be without this seat, as it adds comfort and improves health. Over one hundred in use on second division of the U. P. R. R.



Satisfaction Guaranteed or Money Refunded.

Seat Sent on One Week's Trial.

Send stamp for our twenty-page catalogue and price list:

STANNARD & WHITE,

Appleton, Wis.

# Engineers and Firemen!

## STANDARD LITERATURE.

**These Books Will Help You to Master Your Calling and Get "On Top."**

**"Locomotive Catechism,"** by ROBERT GRIMSHAW. Nearly 400 pages. Full of cuts and illustrations. Fresh from the press and fully up to the times; *Price, \$2.00.*

**"New Catechism of the Locomotive,"** by M. N. FORNEY. More than 700 pages and more than 500 engravings. Greatest book published. *Price, \$3.50.*

**"Compound Locomotives,"** by ARTHUR T. WOODS. The only book on the subject. Should be in the hands of every student of the locomotive. *Price, \$1.25.*

**"Air Brake Practice,"** by J. E. PHELAN, of the Northern Pacific R. R. An exhaustive treatise on the Air Brake; explains in simplest language how to operate it under all conditions. *Price, \$1.00.*

**"Progressive Examinations of Locomotive Engineers and Firemen,"** by JOHN A. HILL. A capital little book for new beginners. An excellent pocket companion. *Price, 50 Cents.*

**"Alexander's Ready Reference,"** by S. A. ALEXANDER, for engineers and firemen. This book contains more valuable information in fewer words, and is easier understood by railroad men than any other book now in print. *Price, \$1.50.*

**"Twenty Years with the Indicator,"** by THOS. PRAY, JR., M. E. Copiously illustrated and containing many rules as to the best way to run any steam engine to get the best results. *Price, \$2.50.*

**"Simple Lessons in Drawing,"** by ORVILLE H. REYNOLDS (Chief Draftsman, Northern Pacific Railway). A splendid book. Every student of locomotive engineering and every explorer in the field of mechanics should have it. *Price 50 cents.*

**"Roper's Hand Book of the Locomotive,"** by STEPHEN ROPER. One of the most valuable treatises ever written on the subject. It is fully illustrated, and contains a description of the most approved locomotives in use. *Price, \$2.50.*

**"Locomotive Running Repairs,"** by L. C. HITCHCOCK. A splendid little book for locomotive men. *Price, 50 cents.*

**SEND ORDERS TO**

**DEBS PUBLISHING CO.,**

**TERRE HAUTE, INDIANA.**

## TWO NOBLE BOOKS.

### **Hawkin's Hand Book of Calculations**

**FOR ENGINEERS, FIREMEN AND  
MACHINISTS.**

**A Work of Instruction and Reference.**

Carefully edited; large octavo, on heavy paper, 330 pages, 150 illustrations. Contains every calculation, rule and table necessary to be known by the engineer, fireman and steam user. Published in 10 parts, 25 cents each. Send 25 cents for Part I and subscription blank for the whole issue. Seventh edition. Also in one volume, cloth bound, for \$2.50, post paid to any part of the world.

### **Hawkin's Maxims and Instructions**

**FOR THE BOILER ROOM.**

**A Work of Instruction and Reference.**

Carefully edited; large octavo, on heavy paper, 331 pages, 186 illustrations. Relates to steam boilers, their care and management; the steam pump; practical plumbing; firing; the safety valve; steam heating; and "points" of instruction, with tables and rates. It is a companion work to "Calculations," in size and style of binding. Published in 10 parts, 25 cents each. Send 25 cents for Part I and subscription blank for the whole issue. Third edition. Also in one volume, cloth bound, for \$2.50, post paid to any part of the world.

Send for free Catalogue (Illustrated), with numerous testimonials of above, and also list of Mechanical and Scientific Works and drawing Instruments.

**THEO. AUDEL & CO.,**

**PUBLISHERS,**

**91 Liberty St.,**

**Office 3,**

**NEW YORK CITY.**

## **Best Christmas Present**

## **FOR A FIREMAN.**

### **SINCLAIR'S LOCOMOTIVE ENGINE RUNNING AND MANAGEMENT.**

**No Progressive Fireman can Afford to be without this Book. Price, \$2.00.**

### **OTHER BOOKS.**

**REYNOLD'S SIMPLE LESSONS IN DRAWING.** Price, 50 cents.

**HILL'S PROGRESSIVE EXAMINATIONS FOR ENGINEERS AND  
FIREMEN.** Price, 50 Cents.

**WOOD'S COMPOUND LOCOMOTIVES.** Revised and enlarged by David  
L. Barnes. Price, \$3.00.

Catalogues on application.

**ENGINEERING LITERATURE CO.,**

**EAST ORANGE, N. J.**



# LOCOMOTIVE CATECHISM

— BY —

**ROBT. GRIMSHAW**

1300 Questions and Answers  
360 Pages.

ALL ABOUT REPAIRING AND RUNNING THE  
VARIOUS KINDS OF LOCOMOTIVES.

**NEW AND COMPLETE.****FULLY - UP - WITH - THE - TIMES.****Diagrams and Illustrations Galore.****PRICE, \$2.00.**

Address Orders to

**DEBS PUBLISHING CO.,****TERRE HAUTE, INDIANA.**

## JUST PUBLISHED. LOCOMOTIVE CATECHISM

By **ROBERT GRIMSHAW.**

Containing nearly 1,300 questions and answers concerning Designing and Constructing, Repairing and Running various kinds of Locomotive Engines.

Intended as examination questions, and to post and remind the engine runner, fireman and learner.

**A STANDARD BOOK, FRESH FROM THE PRESS. FULLY UP TO THE TIMES. EVERY TYPE OF LOCOMOTIVE TREATED.**

Nearly 400 pages: filled with Cuts, Diagrams and Illustrations. Tells all about the Locomotive in language any school boy can understand. Difficult problems made easy. A popular book for the masses.

*Price, \$2.00,  
prepaid to any address.*

**AGENTS WANTED.**

We want an agent at every round house in the country. Liberal commission and exclusive agency given. Several agents sold more than 50 copies each the first week. **SEND NOW** for copy and full particulars to

**NORMAN W. HENLEY & CO.**  
**Publishers.**

**150 Nassau Street, NEW YORK.****An Educator!**

**"Simple Lessons in  
Drawing for the Shop."**

**By ORVILLE R. REYNOLDS.***(Chief Draftsman Northern Pacific Ry.)***PRICE, 50 CENTS.****ADDRESS** **DEBS PUBLISHING Co.****TERRE HAUTE, IND.**

# \$350 IN PRIZES!

\* ————— GIVEN BY ————— \*

## LOCOMOTIVE ENGINEERING,

5 Beekman St.. New York,

### For Improvements Suggested in Cab and Boiler Fittings

With three objects in view—yes, four. 1st, Safety of Engine Crews, hundreds are scalded to death yearly. 2d, Convenience in Handling Engine, too much discomfort now. 3d, Economy of Running Repairs, don't we "grind in" too much? Oh, 4th, To make the plans offered an attractive feature of our Paper, so that you will subscribe and get more than your money's worth.

## Diseases of the Air Brake System, THEIR CAUSE, SYMPTOMS AND CURE,

By PAUL LYNNESTVEDT,

Fully Illustrated, will begin in the January number. The best thing on Brakes yet written.

We have forty other new features for the year, more than we can enumerate here.

Every subscriber who sends us a \$2 bill gets the largest and "most interesting" Railroad Paper for a year and

### — THREE EDUCATIONAL CHARTS —

SAMPLE COPY FREE.

CASH PREMIUMS TO CLUB AGENTS.

**SEND YOUR ADDRESS AND \$2 AND WE GUARANTEE THAT  
YOU ARE WELL SATISFIED.**

## LOCOMOTIVE ENGINEERING,

ANGUS SINCLAIR, )  
JOHN A. HILL, ) EDITORS.

5 Beekman St.,

NEW YORK.

# Way Ahead



of all competi-  
tion because it  
is more dur-  
able, better  
protection to  
the movement,  
guaranteed to  
wear 21 years  
and an expert  
can't tell the

difference between it and a solid  
gold case, so handsome is it and  
at  $\frac{1}{3}$  the cost. All this applies to  
a Fahys Monarch 14 Karat Gold  
Filled Watch Case. Don't take  
a substitute. Look out for this  
name and trade mark.

Send for free pamphlet "From  
A to Z of a Watch Case."



# Fahys

Established 1857.

*Joseph Fahys & Co.,  
New York City.*

## THE FIREMEN'S FRIEND—

That never tears,  
rips, or leaves him  
in the lurch—

The Sweet, Orr & Co.  
OVERALL.

R. R. men wear them  
and one writes:



NEW YORK, }  
June 5, 1893. }

Sweet, Orr & Co.:

DEAR SIR:—I have been wearing your make of overclothes for fourteen years, and never had any of them to rip or any buttons to fall off. I am satisfied that I get full value for my money. Hoping you will accept this as my appreciation of your goods,

Yours respectfully,

FRANK AUSTIN.

197 Lex. Ave., N. Y.

Member of New York City  
Division, 103, B. of L. E.

The Great Union Overall Manufacturers of the World are  
**SWEET, ORR & CO.,**

But everybody does not wear overalls, so it must be remembered that this firm makes the best pants, the best shirts and the best wearing sack coats that are made.

N. B.—Everything guaranteed never to rip. If your local dealer does not keep our goods, do us the favor to write direct.

Offices and salesrooms:

**NEW YORK CITY.**

**CHICAGO, ILL.**

**NEWBURGH, N. Y.**

## THE BROTHERHOODS' JEWELER.



**McGRANE'S**

**"LOCOMOTIVE CLOCK."**

The only substantial, moderate price clock on the market. Movement has jeweled escapement. Case cast bronze; front screws on; side wind; six inch porcelain dial. Very elegant and accurate. The red hand shown at VI o'clock is on the inside of glass and is moved by a knurled nut on the outside. This is John Alexander's "Red Reminder." When it is moved out of its regular position, (six o'clock), it is put at the time of the next meeting point, order station, or what not, and serves to remind you that you must make a meeting point, get orders to side track at that time. No extra charges for the "Reminder," clocks furnished with or without it.

**Price, \$12.00.**

P. S.—Please note the change of address from 48 Maiden Lane.

**JOHN J. McGRANE, Wholesale Jeweler,**

Member Division 105, B. L. E.

**187 BROADWAY, NEW YORK.**





Ladies' SOLID Gold 14k. Watches  
from \$24 up.

## S. N. CLARKSON & CO., THE RAILROAD JEWELERS.

182 State St., - - - Chicago, Ill.

### TESTIMONIALS;

BROTHERHOOD OF LOCOMOTIVE FIREMEN, LODGE NO. 47,  
CHICAGO, MAY 23, 1893.

To the members of the B. of L. F. throughout the United States, Canada and Mexico.

We the officers and members of the Brotherhood of Locomotive Firemen, Lodge No. 47, of the Illinois Central Railroad, cheerfully recommend the S. N. Clarkson Watches to our members, as they have given entire satisfaction on our Road, they having all passed the strictest inspection. Fraternally yours,

*J. M. Smith W. Leonard*  
*Stacy*

Catalogues sent to any address in the U. S. on application.  
We are the only Railroad Jewelers who have received testimonials for our Special Watches from the different Locomotive Brotherhood Divisions in Chicago.

A perfect Bird's-Eye View of the World's Fair, held in Chicago, 1893, size of picture 34 by 45 in., will be sent free of charge to any address to the purchaser of \$10 worth of our goods or more.

**World's Fair Highest Awards**  
Medal and Diploma  
on our INCUBATOR and  
BROODER Combined.  
"Old Reliable" Leads  
If you are interested in Poultry, it will  
pay you to send 4 cents in stamps for our  
25 page catalogue, giving valuable points  
on Poultry Culture. Address:  
Reliable Incubator and Brooder Co., Quincy, Ill.



By W. M. TRELOAR, Solo \$1.00; Duet, \$1.50; Chorus, 25 cents;  
Whistle, 25 cents; Sand Pads; 25 cents. A new piano piece, representing a day's journey on a train. Synopsis: Train Whistles. Bell Rings. All Aboard. The Start. Twenty Minutes for Dinner. Gong. The Menu. Dinner over they again start on their Journey, passing through Fields and Meadows, until they reach "Home, Sweet Home." It is a great exhibition piece. Send \$1 for the Solo, and receive gratis a Whistle, Sand Pads and Chorus part. Mention this JOURNAL TRELOAR MUSIC CO., Mexico. Mo

**FREE TRIAL**  
forten days in your own home.  
\$60 Kenwood Machine for - \$24.50  
\$50 Arlington Machine for - \$20.50  
Standard Singers, \$9.50, \$15.50,  
\$17.50, and 27 other styles. We  
ship first class machines anywhere  
to anyone in any quantity at wholesale  
prices. All attachments FREE.  
Latest improvements. We pay the  
freight. No Money required in  
advance. Send stamps for catalogue and testimonials  
FREE. Address: (in full) CASH BUYER'S UNION,  
25-264 W. Van Buren St., Dept. 223 Chicago, Ill.

## TO THE UNEMPLOYED.

You can make \$75 to \$250 a Month.

Working for us in any locality. Will pay a salary on commission [as you prefer] and all expenses; money deposited in bank to cover same when started. If you are out of work or even wish to better your condition, we have something entirely new to offer, and if you follow our instructions you cannot fail to meet with success; the people will have our goods no matter how hard the times; our agents are reporting big sales everywhere from Maine to Mexico; all that is required is a little pluck and push and success is yours. Why stand idle; this offer may be your stepping stone to a fortune. We furnish sample outfit free. If you care to investigate write today for particulars before a valuable territory is taken. Address Standard Silver Ware Co., Boston, Mass.

## NATIONAL HOTEL.

J. H. BREWER, Proprietor.

(B. of L. E. Div. 182.)

102 Park Avenue, opp. Avenue Hotel.

HOT SPRINGS, ARK.

(Correspondence solicited. Letters of Inquiry promptly answered.)

ESTD 1876  
**REGALIA**  
BADGES,  
BANNERS Etc.  
L. T. F. ZASER  
27-29 S. MERIDIAN ST.  
INDIANAPOLIS, IND.

**POSITIVELY FREE.**  
Our New ORGAN and PIANO BOOK. Colored Portraits, Special Offers, and full Particulars of all our famous  
**ORGANS and PIANOS.**  
Sold to anyone at wholesale price, for Cash or on Terms to Suit.  
Organs \$27.50. Pianos \$175.00.  
Write to-day for this VALUABLE BOOK.  
**CORNISH & CO.** WASHINGTON, NEW JERSEY.  
Established 27 Years.

## FORTUNES FOR RAILROAD MEN!

Enormous prizes are paid for many varieties of United States and foreign coins dated before 1890. Railroad men who keep their eyes open can make a small fortune if they run across the proper coin. There are good sized premiums also on Confederate and fractional currency as well as old stamps. There are many dealers who buy the above. One of the most reliable concerns in the United States is the NATIONAL COIN CO., 335 X, Exchange Building, Boston, Mass. By sending stamps to them you can get a 16-page illustrated pamphlet full of interesting and valuable information, which if taken advantage of, may make you many dollars wealthier. It will show you how to keep your eyes peeled.

## BLOOD POISON

When Mercury, Iodide of Potassium and Hot Springs fail to cure, we will guarantee a cure or no pay. Can be no failure. Cure in 20 to 90 days. Will contract to pay railroad fare and hotel bills if we fail. We are incorporated, with large capital. Refer to Bradstreet's. Everything sent sealed, in plain envelopes. Write for references and proofs free. Can work during treatment.

### GUARANTEE REMEDY CO.

51 & 52 Dexter Building,  
CHICAGO, ILL.

## D\*E\*L\*A\*V\*A\*U\*S Whooping Cough Croup Violent Coughs

Tested over 40 Years.

EFFECTUAL AND HARMLESS.  
50c. per bot. at druggists, or expressed from 6th  
and Wood Sts., Philadelphia, to any address 80c.

## R\*E\*M\*E\*D\*Y

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease, and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has proven catarrh to be a constitutional disease and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is the only constitutional cure on the market. It is taken internally in doses from 10 drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials. Address

F. J. CHENEY & CO., Toledo, O.

Sold by Druggists, 75c.



## THE NEW METHOD

Cures PILES, FISTULA, &c., without cutting, caustic, clamp, injection, ligature, pain or blood. Immediate relief. Pay when cured. Investigate.

THE MEDILL PILE CURE CO.

Chicago office: 189 W. Madison Street, Chicago.

## CONSUMPTION SURELY CURED.

TO THE EDITOR:—Please inform your readers that I have a positive remedy for the above named disease. By its timely use thousands of hopeless cases have been permanently cured. I shall be glad to send two bottles of my remedy free to any of your readers who have consumption if they will send me their express and postoffice address. Respectfully,

T. A. SLOCUM, M. C.,

No. 183 Pearl Street, New York.

**GRAY HAIR OR WHISKERS** Restored to perfectly natural color by using **VAN'S MEXICAN HAIR RESTORATIVE**. It removes all dandruff; stops hair from falling out and cures all diseases of the scalp. It is no dye, and is warranted absolutely harmless. Money refunded if it does not do everything claimed for it. Sent to any address on receipt of price, \$1.00 per bottle. Full information free. Agents wanted. **ALLEN & CO.**, 312 Inter Ocean Building, Chicago, Ill.



## FOLKS REDUCED

From 15 to 25 lbs. per month by a harmless treatment administered by practicing physician of 17 years' experience. No bad effects; no detention from business; no starving; no wrinkles or sabbiness follow this treatment. It improves the general health, clears the skin, and beautifies the complexion. Endorsed by physicians and leading society ladies. Thousands cured. **PATIENTS TREATED BY MAIL** confidentially. For particulars call, or address with 6c in stamps, **O. W. F. SNYDER, M. D.**, 246 WICKER'S THEATER BUILDING, CHICAGO.



We will send you the **MARVELOUS** and **UNFAILING** French Preparation,

## CALTHOS

Free, and a legally executed guarantee that **CALTHOS** will restore your **HEALTH, STRENGTH and VIGOR.**

*Use it & pay if satisfied.*

Von Mohl Co., Importers, Cincinnati, Ohio.

## EPILEPSY OR FITS

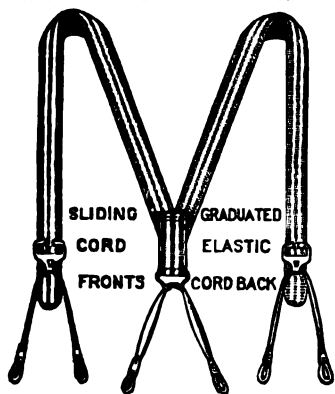
Can this disease be cured? Most physicians say No—I say, Yes; all forms and the worst cases. After 30 years study and experiment I have found the remedy.—Epilepsy is cured by it; cured, not subdued by opiates—the old, treacherous, quack treatment. Do not despair. Forget past impositions on your purse, past outrages on your confidence, past failures. Look forward, not backward. My remedy is of to-day. Valuable work on the subject, and large bottle of the remedy—sent free for trial. Mention Post-Office and Express address.

Prof. W. H. PEEKE, F. D., 4 Cedar St., New York.

**MRS. WINSLOW'S SOOTHING SYRUP**  
- FOR CHILDREN TEETHING -  
For sale by all Druggists. 25 Cents a bottle.

## The "WORKER'S"

The New 25 Cent Suspender. Made for Active Men. IT PAYS to wear it.



PATENTED NOV. 29, '92.

It is the simplest, completest, most comfortable and most serviceable low-cost suspender made.

**Easy on Buttons.**

**Does not Slip Down on the Shoulders.**

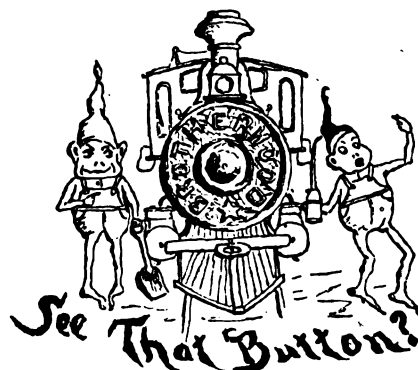
**Has no Rubber in Web to Induce Perspiration**

**Has a great stretch in back Elastic Graduated Cord.**

**Holds Trousers up Firmly.**

It has just been put on the market and your dealer may not have it, but ask him. If he does not, send 2 cents in stamps for a sample pair. Say if you like buck.

**Chester Suspender Co.,**  
60 Decatur Ave., Roxbury, Mass.



Don't Forget That the

## Brotherhood Overalls

**Are NOT Made by Chinamen,  
Are NOT Made in "Sweat Shops."**

**But are made by the BEST PAID  
WHITE LABOR in the Business.**

They are made by a Brotherhood man, and were officially endorsed by the B. of L. F. Convention at Cincinnati, September, 1892. If no dealer keeps them in your town, insist upon getting them. The dealers anywhere will handle them if the Brothers will insist. Won't YOU insist on the Brotherhood Overalls made by **H. S. PETERS,**

Hinsdale St., Brooklyn.

Lodge No. 3, B. of L. F.

Div. 419, B. of L. E.

## STAR PLUG TOBACCO



**Is Incomparably the Finest  
Chewing Tobacco Made.**

It is SWEET, JUICY AND LASTING, AND  
TICKLES MORE PALATES THAN ANY OTHER  
THREE BRANDS COMBINED. EACH PLUG IS  
A 16-OUNCE POUND.

**LIGGETT & MYERS TOBACCO CO.**

Sold 27,530,698 Pounds in 1892, 72 per cent.  
which was STAR.

TRY IT.

**COOK REMEDY CO**

**BLOOD POISON**

**Blood Poison!**

Primary, Secondary or Tertiary

permanently cured in 15 to 35 days. We eliminate all poison from the system, so that there can never be a return of the disease in any form. Parties can be treated at home as well as here, (for the same price and under the same guarantee,) but with those who prefer to come here, we will contract to cure them or refund all money and pay entire expense of coming, railroad fare and hotel bills.

**Our Magic Remedy** Eight Years in Use and Never Failed to cure the most obstinate cases. We challenge the world for a case we can not cure. Since the history of medicine a true specific for **BLOOD POISON** has been sought for but never found until our Magic Cyphlene was discovered. We solicit the most obstinate cases and challenge the world for a case we cannot cure. This disease has always baffled the skill of most eminent physicians.

**\$500,000 CAPITAL** behind our unconditional guarantee. Absolute proofs sent sealed on application. Address,

**COOK REMEDY CO.,**  
Room 807 Masonic Temple, Chicago, Ill.

**BLOOD POISON**

**COOK REMEDY CO**

**MY WIFE**

**\$10.50**

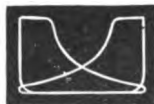
**CANNOT SEE HOW YOU DO IT AND PAY FREIGHT.**

But the Oxford Improved SINGER Sewing Machine, with a complete set of attachments and guaranteed for 10 years. Shipped anywhere on 30 days' trial. No money required in advance. 15,000 now in use. World's Fair Medal awarded. Buy from factory, save dealers' and agents' profit. Write today for our LARGE FREE CATALOGUE.

Oxford Mfg. Co., 342 Wabash Ave., Chicago, Ill.

**COPPER RIVETED  
OVERALLS  
AND  
LEVI STRAUSS & CO'S  
SPRING  
BOTTOM PANTS  
EVERY PAIR GUARANTEED.**

**ADDRESS: SAN FRANCISCO, CAL**



**MAKE YOUR-  
SELF A**

**Mechanical Engineer or Draughtsman;** or qualify to take charge of, or to superintend the manufacture of machinery by devoting your idle hours to **Home Study** by the method of **THE CORRESPONDENCE SCHOOL OF MECHANICS, Scranton, Pa.** To begin, students need only know how to read and write. Moderate Charges. Send for **FREE Circular.**

# Railway Watches

Hampden 17-jewel adjusted movement in Dueber gold filled open face case, warranted 20 years, \$20.90. Sent by express prepaid on receipt of amount or sent C. O. D. Examination allowed on receipt of 50 cents.

**Solid 14-Karat Gold Chain, \$10.00.**

Solid gold emblem pins and buttons of any order, 95 cents.

**CHICAGO WATCH CO., 281 Wabash Avenue, Chicago, Ill.**

**RAILWAY  
OFFICIALS AND EMPLOYEES'  
ACCIDENT ASSOCIATION**



**INDIANAPOLIS, IND.**

**WM. K. BELLIS, Sec.**

## THE WHEEL

Of progress too often becomes the Wheel of Destruction, and at such times the possession of a staunch true friend, to whom the

### RAILROADER'S FAMILY

Can appeal in their sorrow, is the greatest boon on earth. Such a friend is the **RAILWAY OFFICIALS AND EMPLOYEES' ACCIDENT ASSOCIATION**, of Indianapolis, whose unparalleled growth during the past year, showing an increase of

**\$21,000,000.00**

Over the previous season, unanswerably demonstrates its overwhelming popularity with the Railroaders of America.

### THINK OF IT!

If you should get caught in that fatal accident which visits so many noble men, and leave nothing to your dear ones, what would become of them? A Certificate of Membership in the **RAILWAY OFFICIALS AND EMPLOYEES' ACCIDENT ASSOCIATION** is as safe and certain as a landed estate, and the relief it secures to the bereaved family is flashed over the wires the very moment the news of a stroke of misfortune reaches the Home Office. **No Sensible Railroader** longer doubts it his duty to carry first-class Accident Insurance. Do not postpone until it is too late, but take a membership with us

Digitized by **GOOGLE**



JAMES M. KEACH.

## For Locomotive Engineers and Firemen.

BUFFALO, N. Y.

It has long been my desire to make a statement of my cure to the Brothers, not only for the benefit of those in my own Brotherhood of Locomotive Engineers, but for all those persons who have suffered in like manner. I had a rupture that was very large and difficult to hold in place. Trusses of all kinds were tried. They were painful and would not hold it. The rupture would come down constantly when at my engine and give me fearful pain. I was cured at Dr. Pierce's Invalids' Hotel and Surgical Institute, Buffalo, N. Y., by a treatment that is safe and certain.

My cure has been permanent, although I have worked steadily at my engine.

Your sincerely,

JAMES M. KEACH.

Abundant references, by permission of those whom we have cured, will be furnished to any one wishing to call upon or write them.

### RUPTURE.

HERNIA (Breach) or RUPTURE, even if old and large, is speedily and radically cured in every case undertaken by our specialists, without dependence upon trusses, and without danger. 385 cases of Rupture cured by us, at the Invalids' Hotel, in 1892.

There is on longer any need of wearing clumsy, awkward, chafing old trusses. There is no safety in any kind of a truss, for there is constant danger of strangulated hernia.

### VARICOCELE.

VARICOCELE, or false rupture, and HYDROCELE are permanently cured by new and painless methods.

An illustrated Treatise on Rupture, Varicocele, or Hydrocele, sent to any address on receipt of ten cents.

☞ Address all letters to

**WORLD'S DISPENSARY MEDICAL ASSOCIATION,**

**No. 663 Main Street, BUFFALO, N. Y.**

# Gold—For Railroad Men—Gold

## The Orphan Boy Extension M. & M. Co.

**CAPITAL STOCK, \$500,000.**

**SHARES, \$1.00 EACH.**

**Full Paid, Non-Assessable.**

**No Individual Liability.**

Over 300 railroad men compose this company. Are you one of them? If not, why not?

**A great strike at Copper Rock!** Thirty feet of solid mineral! Read of this fabulous wealth, described and illustrated in the pages of the GOLD NUGGET for December. Send for it.

**Vast bodies of ore uncovered at Yankee Hill.**

**Fortunes for all!** The GOLD NUGGET for December tells all about it. The best 16-page gold mining journal, richly illustrated and replete with strangely fascinating stories of the mines sent free on application.

We quote no prices. There are but 10,000 shares offered, and the price to-day may not be the price to-morrow.

Telegraph or write, stating number of shares wanted, and we will reserve them until you can get full particulars and investigate.

Address,

N. C. MERRILL, Secretary and Treasurer,

No. 30 Kittredge Building, Denver, Colo.

Local agents and traveling men on a salary wanted.

☞ Read this proposition carefully. A beautiful native quartz gold specimen taken from our mines, cut and set in 14-karat gold, in the form of a large neck or scarf pin, worth \$15.00, is offered as a gift on the following terms: Send us the names and correct address of such people as in your judgment would be likely to invest in the stock of this company. Each list sent will be duly filed and credited. To every person on the lists furnished we will send a personal letter, a copy of the GOLD NUGGET, and specimens of ore from our mines. The person whose list secures to us the greatest total of stock sales before the 1st of February, '94, will receive the pin. The best list, not the largest, is most likely to win. Each competitor for the gift will be credited with sales made through his personal effort as though made direct from the office.

# REGALIA

For Brotherhoods of  
**FIREMEN, ENGINEERS,  
CONDUCTORS, BRAKEMEN, Etc.**

SEND FOR PRICE LIST TO THE  
**M. C. LILLEY & CO., Columbus, Ohio,**  
MANUFACTURERS OF  
Military and Society Goods, Railroad Caps and Uniforms.

Please Mention this Magazine.



## WANTED Agents everywhere to sell our Stove Polishing Mitten.

You can make from \$3 to \$5 a day sure, for every lady buys one at sight. It keeps her hands perfectly clean and polishes the stove better and quicker than a brush or rag. Sample by mail, 35c a set. Address, NEW ENGLAND NOVELTY MFG CO., 24 Portland St., Dept. F., Boston, Mass.

—ELY'S CREAM BALM—Cleanses the Nasal Passages, Allays Pain and Inflammation, Heals the Sores, Restores Taste and Smell, and Cures

# CATARRH

Gives Relief at once for Cold in Head.  
Apply into the Nostrils. —It is Quickly Absorbed.  
50c. Druggists or by mail, ELY BROS., 56 Warren St., N. Y.

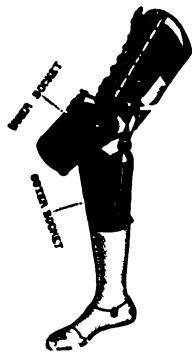


## FIRE UP! FIREMEN!

You have a furnace in front, cool drafts about you, and mishaps all the time.

### ST. JACOBS OIL

CURES BURNS,  
SPRAINS, BRUISES, CUTS, WOUNDS, SORENESS, STIFFNESS,  
SWELLINGS, BACKACHE, NEURALGIA, SCIATICA,  
RHEUMATISM.



## ARTIFICIAL LIMBS.

Patent Adjustable Slip Socket.

Warranted not to Chafe the Stump.

Largest firm (excepting one) in the U. S.

The Inner Socket, seen outside the limb in cut, is made over a plaster cast of the stump, giving an exact fit, being held permanently upon the stump by elastic fastened to lacer above, and in act of walking, moves up and down in the Outer Socket, bringing all the friction between the two sockets, instead of between the stump and the socket, as is the case in all single and wooden socket limbs. With our SLIP SOCKET the most tender and sensitive stump can be fitted and limb worn with perfect ease and comfort. Endorsed and purchased by U. S. Government. Send for our New 1893 Catalogue with illustrations.

### THE WINKLEY ARTIFICIAL LIMB CO.,

Room No. 20, Palace Building, MINNEAPOLIS, MINN.



## ARTIFICIAL LEGS AND ARMS.

For Railroad Service a Specialty.

Unparalleled List of Awards.

Free Illustrated Catalogue.

HON. WADE HAMPTON (EX-Senator from Virginia), writes: "Wore leg 6 years. I commend your workmanship cordially."

FRANCIS FESSENDEN, Brig. and Bvt. Maj. Gen'l U. S. Army. "I wore your leg with entire satisfaction, and have lately procured a third."

JOHN CONNERY, Conductor B. & N. F. & W. Ry. "For the past year have run a passenger train. Best have ever seen."

J. W. HAIGHT, Conductor N. Y., L. E. & W. Ry. "I would not part with artificial limb for five times its cost."

Send description of your case.

**C. A. FREES,**

781 Broadway, New York,

Branch Office, 106 Fifth Ave., cor. Washington St., Chicago, Ill.

Established 26 Years.

**H. W. JOHNS'**



**Asbestos  
Sectional  
Pipe  
Coverings.**

Non-Conducting Coverings for Steam and Hot Water Pipes, Boilers, etc.

READILY ATTACHED OR REMOVED BY ANY ONE.

**ASBESTOS BOILER COVERINGS.**

We are prepared to take contracts for applying Steam Pipe and Boiler Coverings in any part of the United States.

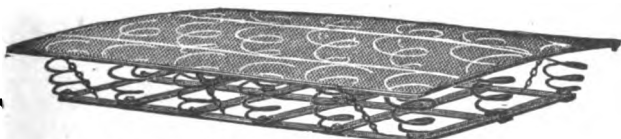
**H. W. JOHNS MANUFACTURING COMPANY,**

Sole Manufacturers of H. W. Johns' Asbestos Millboard, Sheathings, Building Felts, Fire-Proof Paints, Liquid Paints, Asbestos Roofing, etc.

67 MAIDEN LANE, NEW YORK.

CHICAGO, PHILADELPHIA, BOSTON

## ALL STEEL SPRING SEAT



**Rough Riding Made Smooth by Using This Seat.**

In the manufacture of these seats we use only the finest tempered Steel Spiral Springs, heavy band steel bottom frame, and tinned steel woven wire fabric surface. Our seats have been used in locomotive engines for years, and are endorsed by engineers and firemen in all parts of the country.

Made in any size or shape desired. Usual size, 18 in. wide 24 in. long. When ordering please give your weight.

Price per seat not over 24 inches long, \$2.00. Terms, C. O. D. or cash with order.

**SMITH & HAGGARD COMPANY,**

Cor. Sacramento and Carroll Aves., Chicago, Ill.

We refer by permission to the following users: D. J. Crowley, Engineer S. F. & W. Ry., 16 Jones St., Savannah, Ga.; John Horton, Engineer, Grand Junction, Colo.; Wm. Malloch, Eng. G. T. Ry., Belleville, Ont.

Highest Premium and Gold Medal Awarded by World's Columbian Exposition, Chicago, Ill.



(TRADE MARK)

## BAKER'S TRIPOLINE.

The Best Metal Polish in the World.

For this year prices to firemen (as agents) will be:  
One pound boxes, per dozen, \$2.25; one-half gross lots, \$12.00; gross lots, \$22.50; three pound pails, \$5.50 per dozen; five pound pails, \$8.75 per dozen.

Cash must always come with orders to avoid delay. Bed rock prices are here given to firemen as agents and they cannot and must not expect to buy from dealers at these prices. Samples sent free on application. Address

**THE MATCHLESS METAL POLISH CO.,**

69 Frankfort Street, New York.

88 Market Street, Chicago, Illinois.

**CASTNER & CURRAN,**

General Tide Water  
**COAL AGENTS.**

---

CELEBRATED

**POCAHONTAS**  
**Semi-Bituminous Coal.**

---

1 Broadway, New York. 308 Walnut St., Philadelphia  
70 Kilby St., Boston. 36 Main St., Norfolk, Va.,  
1 Fenchurch Ave., London, England.

---

The Pocahontas Coal is acknowledged by all railroads that have used it to be the best American coal for Locomotive use. It generates steam with great rapidity, and at the same time holds the fire an unusually long time. The merits of the coal are shown by the unprecedented growth of the mines, which were not opened until 1863. Since that time the out-puts have increased over 1,200 per cent. beyond all precedent, amounting during 1892 to 3,000,000 tons. During the present year it will be at least 2,000,000 tons. We are therefore prepared to fill all orders with prompt dispatch.

---

**BERWIND-WHITE**  
**COAL MINING CO.**

Miners and Shippers of the  
**EUREKA**  
**BITUMINOUS COAL.**

---

55 Broadway, New York.  
Bullitt Building, 139 South Fourth St., Philadelphia.  
19 Congress St., Boston, Mass.

---

**An Unexcelled Fuel for Locomotives and Steam Ships.**

---

**Shipments Last Year, 3,500,000 Tons.**

---

**SHIPPING WHARVES:**  
PHILADELPHIA, Greenwich Point.  
NEW YORK, Eureka Pier, Harshaus (foot Sixth St.)  
Jersey City, N. J.  
BALTIMORE, Canton Piers.

**CAST STEEL WORKS**

—OF—

**FRIED. KRUPP,**  
**ESSEN, GERMANY.**

---

**American office, 15 Gold St., New York.**

Represented by **THOMAS PROSSER & SON,**  
P. O. Box 2878.

---

**Locomotive Tires,**  
**Crank Pins,**  
**Piston Rods,**  
**Spring Steel,**  
**Steel Tired Wheels.**

---

After a test of over twenty-five years the "KRUPP TIRE" has proved itself the best in the market.

If a reliable article is wanted which will give satisfaction, get KRUPP'S.

**Tide Water Oil Co.,**

12 Broadway, New York.

---

The Leading Manufacturers of

**Railroad**  
**Lubricants.**

---

**Our Signal, Valve, Engine,**  
**Coach and Car Oils**

---

**Are in constant use on many Large**  
**Railway Systems.**

---

References and comparative tests furnished on application.





# BURNISHINE

**The Most Marvelous Metal Polish in the World.**  
Will Produce a Most Brilliant Lustre to Brass, Copper,  
Zinc, Steel, Etc.

**Especially Adapted to Hot Metals.**

**SPECIAL PRICES TO FIREMEN:**

One pound boxes, \$2.00 per dozen; one-half pound,  
\$1.25 per dozen; five pound pails, \$7.50 per dozen.

Send cash with each order. Money will be refunded if  
Polish is not satisfactory.

On receipt of 10 cents in postage stamps, we will send  
2 oz. box prepaid.

**J. C. PAUL & CO.,**

121 Lake St.

Chicago, Ill.

ALL GENUINE  
INGOTS & MANUFACTURES  
BEAR OUR  
REG. TRADE MARKS.



"Phosphor-Bronze."

## PHOSPHOR-BRONZE

INGOTS, CASTINGS, WIRE, SHEET &C.  
THE PHOSPHOR BRONZE SMELTING CO. LIMITED

512 ARCH ST. PHILADELPHIA PA. U.S.A.

ORIGINAL MANUFACTURERS OF PHOSPHOR-  
BRONZE IN THE UNITED STATES AND SOLE  
MAKERS OF "ELEPHANT BRAND" PHOSPHOR-BRONZE.

## NATIONAL TUBE WORKS COMPANY,

MANUFACTURERS OF

## BOILER TUBES

**STEAM,**

**GAS AND WATER**

**PIPES.**

OFFICES:

BOSTON.

NEW YORK.

PITTSBURGH.

CHICAGO.

ST. LOUIS.

PHILADELPHIA.



## "THE DETROIT"

Lubricators No. 2 and 3 for Cylinders and Air Pumps of  
Locomotives are THE BEST.

**No Variation of Feed; Oil Cannot Syphon Out.**

**Sight Feed Glasses not WORN AWAY by STEAM or WATER.**

**Always Sure and Reliable. Buy the "DETROIT."**

**ADDRESS DETROIT LUBRICATOR CO.,**

DETROIT, MICHIGAN

No. 2 Improved Cylinder Lubricator.



ESTABLISHED 1836.

## LOBDELL CAR WHEEL CO.

WILMINGTON, DEL.

CAPACITY 500 WHEELS PER DAY.

Manufacturers of

### *Chilled Wheels*

Of all Descriptions, from 12 to 50 Inches in Diameter, for Broad and Narrow Gauge Cars, Engines and Tenders.

CHAS. MILLER, President

## Galena Oil Works, Limited.

FRANKLIN, PA.

### SAFETY, SPEED, ECONOMY

Are the results of the use of Galena Oils. Scientific and practical tests of the past twenty years have demonstrated the fact that Galena Oils are superior to any other oils in the market.

Galena Oils in winter stand a cold test of from ten to fifteen degrees below zero, and will not freeze in the coldest weather.

The superiority of Galena Oil is demonstrated by their exclusive use upon a large majority of the railways of this country. They are in use upon three continuous lines of railways from Boston and New York to the Pacific coast and on one to the City of Mexico, thus demonstrating their adaptability to all climates and all temperatures.

We also supply our patrons with Sibley's Perfection Valve Oil, which is in exclusive use upon a large majority of the leading railroads of the country.

## Dreher's Cylinder Oil

MADE ON THE SAME PRINCIPLE AS THE

**CELEBRATED DREHER'S CAR COMPOUND.**

We will furnish sufficient to make a test free of charge.

MANUFACTURED SOLELY BY

**THE DREHER MANUFACTURING COMPANY,**  
249 Front Street, New York.

**Important to  
Railroad Managers and  
Master Mechanics.**

# Sibley's Perfection Valve Oil.

More perfect lubrication insured, and guarantees entire freedom from corrosion, honey-combing of cylinders and destruction of joints of steam chest by fatty acids.

In exclusive use upon eighty-two railroads.

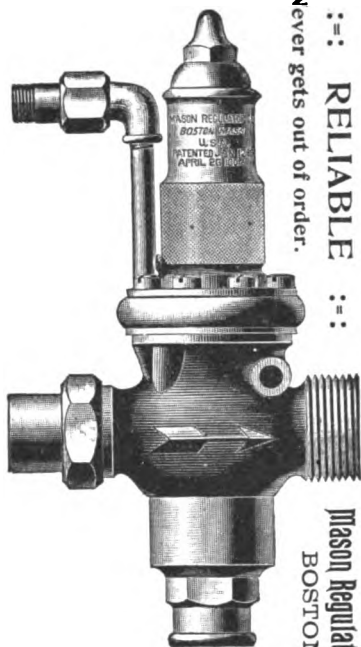
References furnished upon application.

Make exclusive specialty of Valve and Signal Oil for railroad use. BEWARE OF IMITATIONS.

**SIGNAL OIL WORKS,  
LIMITED.**

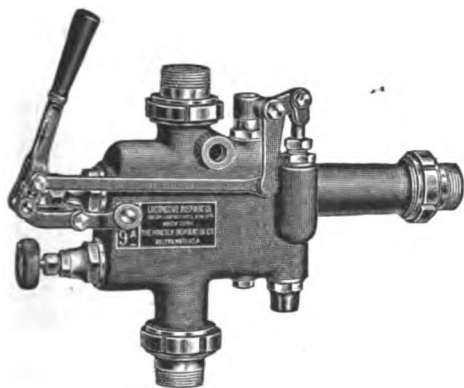
J. C. SIBLEY, President.

- - - **FRANKLIN, PA.**



Never gets out of order.

**Mason Air-Brake Regulator.**  
::: RELIABLE :::  
Mason Regulator Co.  
BOSTON.



**IF YOU RUN AN ENGINE**

You want to know about the

**HANCOCK  
LOCOMOTIVE  
INSPIRATOR**

Adapted to  
**STANDARD FITTINGS.**

It is the most reliable and efficient apparatus for feeding locomotive boilers that has ever been applied. Reliable under the most exacting conditions, and will work perfectly where others fail.

In use on fifty railroads, giving satisfaction. We shall be glad to send any man interested in locomotive engines, circulars and full information. A postal card secures it.

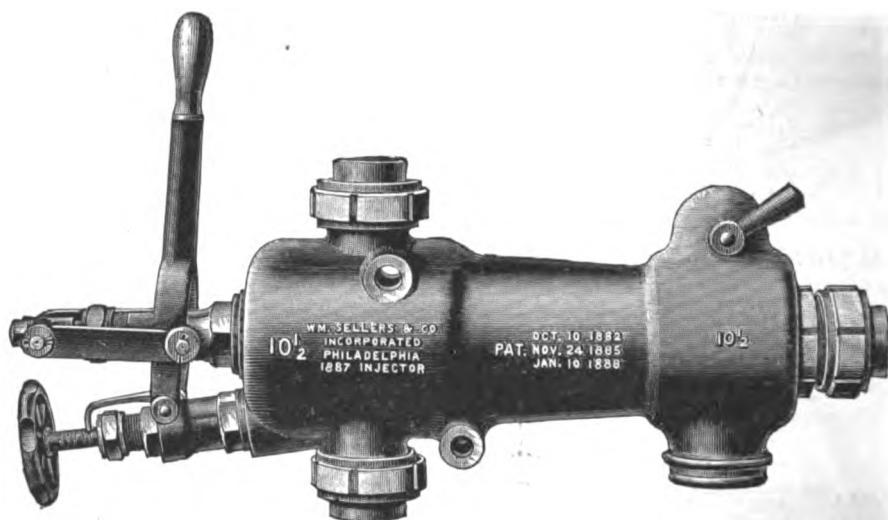
**THE HANCOCK INSPIRATOR CO.,  
BOSTON, MASS.**

*William Sellers & Co. Incorp.*

PHILADELPHIA, PA.

Sole Patentees and Makers of

## Self Acting-Injector of 1887.



**NOTE.--**There are many injectors which will work well when the conditions are favorable. This Injector is designed to work well under all conditions and is, therefore, the most reliable.

**IT WILL RE-START ITSELF.**

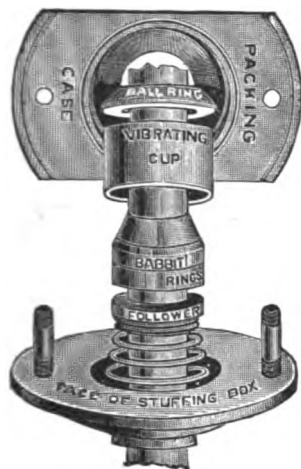
**IT WILL ADJUST ITSELF.**

**IT WILL LIFT HOT OR COLD WATER.**

Its range of capacity is over 60 per cent. and it can be regulated, therefore, to work continuously for light or heavy trains. It is operated by a simple lever motion which readily starts and stops its action.

# United States Metallic Packing Co.

PERFECTED METALLIC PACKING



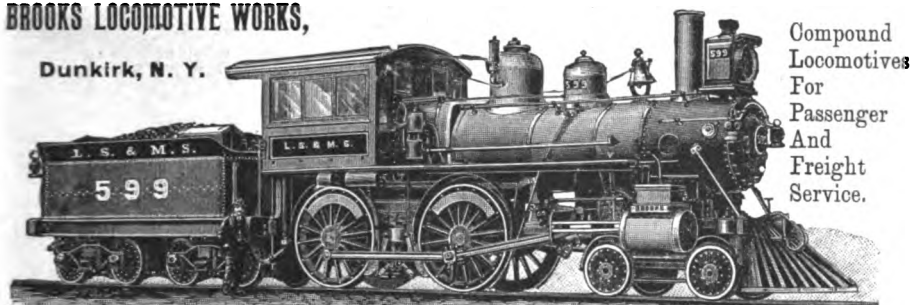
FOR  
LOCOMOTIVES  
AND  
STATIONARY  
ENGINES,  
SAVES LABOR.

In Use on over 300 Railroads in all Parts of the World.  
Send for Catalogue.

435 North Broad St., Philadelphia.

## BROOKS LOCOMOTIVE WORKS,

Dunkirk, N. Y.



Builders of Locomotive Engines for any required service from our own designs or those of purchasers. Perfect interchangeability and all work fully guaranteed.

M. L. HINMAN, Pres't and Treas.

R. J. GROSS, Vice Pres't.

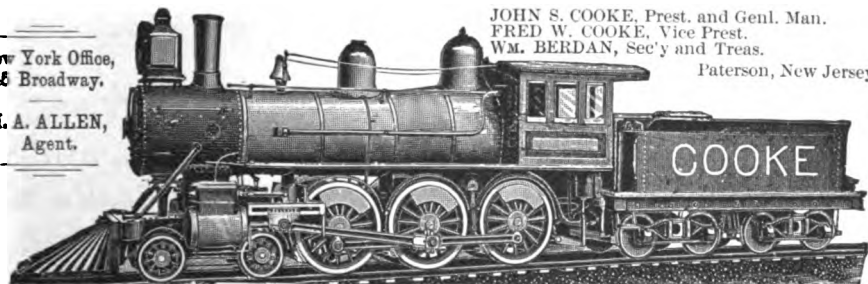
T. M. HEQUEMBOURG, Sec'y

DAVID RUSSELL, Sup't.

H. TANDY, Ass't Sup't.

New York Office,  
45 Broadway.

H. A. ALLEN,  
Agent.



COOKE LOCOMOTIVE AND MACHINE CO. (Formerly Danforth Locomotive and Machine Co.)

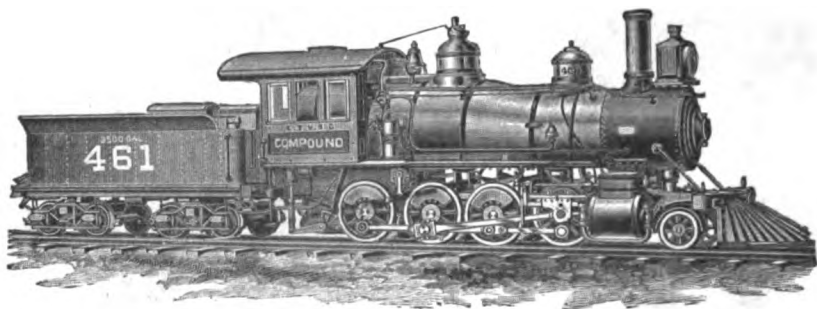
PATERSON, NEW JERSEY

EDWARD ELLIS, President.  
WM. D. ELLIS, Vice-President and Treasurer.

A. J. PITKIN, Superintendent.  
A. P. STRONG, Secretary.

# Schenectady - Locomotive - Works,

SCHENECTADY, NEW YORK.



Locomotives of Standard Design for all Classes of Service, or from  
Designs Furnished by Railroad Companies.

## COMPOUND - LOCOMOTIVES,

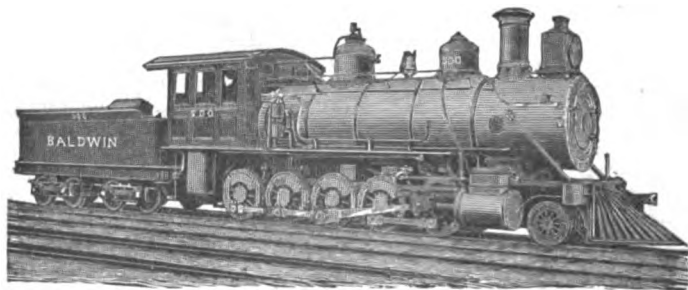
Showing an Economy of 15 to 25 Per Cent. in Fuel and Water.

=====ANNUAL CAPACITY, 400=====

=====ESTABLISHED 1831=====

# Baldwin Locomotive Works.

ANNUAL CAPACITY, 1,000.



## Locomotive Engines

Adapted to every variety of service, and built accurately to standard gauges and templates. Like all parts of different engines of same class, perfectly interchangeable. Broad and Narrow Gauge Locomotives; Mine Locomotives by Steam or Compressed Air; Plantation Locomotives; Noiseless Motors for Street Railways, Furnaces, etc. **Compound Locomotives.**

**Burnham, Williams & Co., Proprietors,**  
**Philadelphia, Pa.**

# LOCOMOTIVE FIREMEN'S MAGAZINE.

FEBRUARY, 1894.

## INDUSTRIAL REVOLUTION.

BY EMILY L. BAKER.

Professor Ross of Stanford University has been delivering a course of three lectures on the labor question at the Unitarian church, Oakland, two of which I had the pleasure to hear. Professor Ross, although connected with a university founded by a corporation millionaire, comes out strongly against the injustice of corporations and in favor of labor organizations. I think the full text of his lectures would interest your readers, but in the absence of that, I venture to send what I can remember of them.

First, as to what has brought about the industrial revolution. By the introduction of machinery, the division of labor has been carried an enormous distance. Where formerly one man made a whole shoe, there are now sixty-five different kinds of work recognized in the shoe-making business. Where formerly a man learned a trade by which he could alone make a salable article, he now learns only part of a process of manufacture. One of the most obvious consequences of this is that each man is dependent on his fellow workmen, and they are all dependent again on the man who has the money to establish the factory and put the finished product on the market. This inter-dependence is a form of co-operation and it has been said that nature herself works on the same plan. There are perhaps five hundred distinct nerve centers in the human body, each doing the work for which it is fitted. In the lower orders of animal life these centers are independent, but as we go up in the scale, the centers become more and more under the control of one center, the cerebrum. In other words, four hundred and ninety-nine nerve centers have been reduced to subjection to one. Co-operation has become despotism. Likewise in the factory, each individual doing his own part of the work is at the mercy of the man who furnishes the material and machinery and sells the product.

Another feature of modern life is that while we have many rich men, we have not enough rich men to do the business of the country, and the result is the forming of joint stock companies or corporations of rich men, each contributing a share to the enterprise. No one man risks his entire fortune in one business, and if one undertaking fails, each stockholder loses only what he puts in.

Referring to Ricardo's iron law of wages, *i. e.*, that wages depend on what it costs the workingman to live and replace himself (that is, raise a family), Professor Ross says that Geo. Gunton converts this into the golden law by showing that if the workingman cannot buy the ordinary comforts of life he will not marry and will not leave children to succeed him. With the extensive improvement in the comfort of living made by new inventions like gas, railroads, electric light, etc., the working man demands his share, and accordingly his wages must rise to a point where he can afford them.

In industries where women and children can be employed, it has often happened that the workman's family has attempted to increase the income by assisting in the work and in all cases it has followed that the price of wages has fallen until the amount earned by the whole family only equalled that paid to workmen in other industries where women and children were not employed. This evil has at times become so great that the law has had to step in and forbid the employment of women and children in certain trades.

Another consequence of this industrial revolution that is going on is that we have always with us not only the poor but also the unemployed. Under the old order, when every man had a complete trade he could himself make something salable and only the vicious were idle. Now when a man can make only a certain part of an article, he can make nothing that he can sell. He must find some one to employ him, and

every business has its dull season when men most willing to work are "laid off." This gives us a floating population of a most undesirable kind. When a ship has a cargo not solidly packed, as the ship rolls, the cargo lists and the ship can not be easily righted. So with the ship of state. Her floating population is borne from side to side by stress of political and social storms and menaces the safety of the nation.

It's an old, old story that corporations have no souls, and it is also true that the agents of a company will do meaner things for their employer than they would do for themselves. The stockholders judge of the success of the management by the size of the dividends. When individual acts of the management tending to increase the dividends but working hardships on employees are brought to the notice of stockholders, they plead innocence, saying: "Our manager attends to that, we don't know anything about it." The managers say: "Don't blame me, the stockholders want a bigger dividend and I've got to make it for them."

All these things, the introduction of machinery, the division of labor, the growth, greed and injustice of corporations, have brought about a state of affairs wherein we have two distinct classes, the people who sell labor and the people who buy it, and the adjustment of the relations between these two classes constitute the labor question.

One school of economists has classified labor as a commodity, something that is bought and sold. Some people adopting that classification say that there ought not to be a labor question more than a potato question. But in one essential particularly labor as a commodity differs from any other commodity, because the seller goes along with the thing sold. If a man sells potatoes it is no concern of his what becomes of them. If he sells his labor it is of vital interest to him where, how and for what purpose it is to be used. So a labor question becomes inevitable. A business man is apt to say to his employees when they make complaint on any of these points. "I'm going to run my business to suit myself, and I'll have no interference from you." Is it interference? Has not a man a right to say something about where he shall work, and how long, and under what conditions? Is not all that his business? In discussing these matters it is customary to expect the employer to act like a business man and his employees like saints.

Some people declare that the interests of capital and labor are identical, and others claim that they are diverse, and both parties are right. So far as production goes, their interests are the same; it is to the benefit of both working man and capitalist that roads should be built, mines opened and

goods manufactured. When it comes to a division of profits, the interests of the two clash. If the stockholders of a road claim 70 per cent. of the net income for their share, there is but 30 per cent. left for the employees. If the employees get 40 per cent there is only 60 per cent. left for the shareholders.

There are various ways by which the workingman can better his condition. One way is by getting more for his money, by learning to spend it judiciously. It is a well known fact that the rich men who have made their own fortunes are usually close bargainers, better buyers than the men who work for them on small salaries.

Saving is well in its way, for no people can thrive without thrift. To urge saving with the promise that the workingman will thereby be enabled to become an employer is like encouraging a school-boy with the hope of becoming president. The chances are too slight. The uninvested savings of a life are too small to be of much use, but there are now many ways of investing small sums to advantage. Aside from banks and bonds, there are joint stock corporations and building and loan associations which offer great inducements and are pretty safe. If by concerted action a large number of employees of one railroad system should buy stock of that road, could they not make a respectable showing and have something to say in the board of directors?

Napoleon said he won his battles by presenting his strongest battalions at the point of contact, and the old Romans won theirs by dividing the enemy's forces. Capital in its contact with labor adopts these tactics to-day. Capital employs expensive managers for its business and the best legal talent to fight its battles in court. Every railroad company has lawyers to whom it pays from \$5,000 to \$50,000 a year. That is one of the recognized expenses of conducting the road.

When a labor organization employs a man to attend to its interests all over the United States at a salary of from \$1,000 to \$5,000 a year, the other side raises a hue and cry and figures out carefully how much each member is "taxed" (so they call it) "to support this gentleman." They take pains to find out how he lives and dresses, and assiduously disseminate this information, drawing comparisons between the way the members of the organization usually live and the way their representative lives. All this is done for the purpose of making the workmen discontented and dissatisfied with their leaders. For a long time in England it was the policy of the wealthy classes to draw off successively the leaders of the working classes by offers of political or social advancement. The same thing is going on here, always on a smaller scale, but it is hoped that the representatives of the working men will some time see that their in-



terest is with their own, the larger class, and will stand by their colors.

In order to secure better wages or more favorable conditions for himself, there is no hope for working men acting singly; they must combine. It is only by making common cause and dividing the risk of the employer's disfavor that they can hope to secure justice. Organization is the chief weapon of the employe, and one which is also used by the employer against him, and it is a weapon which can not be taken out of the hands of one party and left in the hands of his opponent. As to the loss of liberty entailed in joining these organizations, that is the same in all organizations. When a man joins a secret society, or a club, or buys shares of stock, or associates himself with any body of men which agrees to be governed by the will of the majority, he gives up a part of his liberty.

Strikes seem to be a necessity and justifiable when the provocation is sufficient. If a merchant can hold back a cargo of goods for a rise in the market, why can not the working man refuse to sell his labor until the price of wages rises or more favorable conditions are granted him? Referring to the evils attendant on strikes, particularly those affecting innocent parties, Professor Ross admits the hardship, but says in their defense: "It is war, and war is neither beautiful nor pleasant."

The future is not hopeless, but the sooner both parties in the struggle agree to deal with one another in the friendly spirit of christian charity, the more easily will their relations be adjusted to the satisfaction of both.

## WAGE-SLAVERY.

BY W. H. STUART.

Those readers of *The Magazine* who have followed my attack on the single tax are aware that the strongest indictment that I brought against that theory was that it contemplates the perpetuation of our present damnable and degrading system of wage slavery. A system by which a small minority of the population are enabled, by control of land and capital—the means and instruments of production—to virtually enslave the masses. For, as the laborer is absolutely dependent for a living on his ability to gain access to the means of production, those who control them are able to dictate the terms, and the terms are: That while labor is accorded the permission to produce all wealth, including all the modern tools for its effective production, it shall retain of the product—in the shape of wages—only sufficient for a bare subsistence, the other and larger part, the capitalists' "surplus-value," goes in the shape of rent, interest, and profits to the support and per-

petuation of the non-producing capitalist class, who are fast absorbing the national wealth.

Modern industry is tending more and more to large production by means of labor-saving machinery, involving great aggregations of capital, and the inevitable dependence of the laborer, who, divorced from the tools of production, are degraded and enslaved in the fierce competition for employment.

The concentration of wealth in the hands of a small class is proceeding at an ever accelerating rate. Already, so Mr. Thomas G. Shearman informs us, 31,000 persons own the major portion of the national wealth, while 250,000 own practically the entire wealth of the country.

Of this system of wage slavery, the necessary result of such conditions, the greatest of political economists has said:

"The law by which a constantly increasing quantity of means of production, thanks to the advances of the productiveness of social labor, may be set in movement by a progressively diminishing expenditure of human power, this law in a capitalist society—where the laborer does not employ the means of production, but the means of production employ the laborer—undergoes a complete inversion and is expressed thus: the higher the productiveness of labor, the greater is the pressure of the laborers on the means of employment, the more precarious, therefore, becomes the condition of existence, viz.: the sale of their own labor-power for the increasing of another's wealth, or the self-expansion of capital. The fact that the means of production, and the productiveness of labor, increased more rapidly than the productive population, expresses itself, therefore, capitalistically in the inverse form that the laboring population always increases more rapidly than the conditions under which capital can employ this increase for its own self-expansion. Within the capitalist system all methods for raising the social productiveness of labor are brought about at the cost of the individual laborer: all means for the development of production transform themselves into means of domination over, and exploitation of, the producers; they mutilate the laborer into a fragment of a man, degrade him to the level of an appendage of a machine, destroy every remnant of charm in his work and turn it into a hated toil; they estrange from him the intellectual potentialities of the labor-process in the same proportion as science is incorporated in it as an independent power; they distort the condition under which he works, subject him during the labor-process to a despotism the more hateful for its meanness; they transform his life-time into working-time, and drag his wife and child beneath the wheels of the Juggernaut of capital. But all methods for the production of surplus-value are at the same time methods of accumulation; and every extension of accumulation becomes again a means for the development of those methods. It follows, therefore, that in proportion as capital accumulates, the lot of the laborer, be his payment high or low, must grow worse. The law, finally, that always equilibrates the relative surplus-population, or industrial reserve army, to the extent and energy of accumulation, this law rivets the laborer to capital more firmly than the wedges of Vulcan did Prometheus to the rock. It establishes an accumulation of misery, corresponding to accumulation of capital. Accumulation of wealth at one pole is, therefore, at the same time accumulation of misery, agony of toil, slavery, ignorance, brutality and mental degradation at the opposite pole, i. e., on the side of the class that produces its own product in the form of capital.

\*\*\*Capital," by Karl Marx, Appleton's ed. pp. 660-661.

It is sometimes urged, in extenuation or defense of our brutal competitive system, that it is possible by industry and shrewdness to rise out of this class of wage-earners into that of the capitalist class; that, in fact, a large proportion of the latter class commenced as wage-earners; that there is always room "at the top." The necessary inference being that by industry, prudence and shrewdness that all could be capitalists, that all could reach "the top," that every marksman could hit the bull's-eye; that every runner could win the race, and so on, *ad nauseum*, which is, of course, nonsensical. Let it be remembered, however, that while it is true that wage-earners are continually rising into the capitalist class, that the relative proportion in numbers between the two classes remain nearly the same. If, for instance, there was no such thing as inherited wealth; if every member of society commenced poor, even then only about 5 per cent. of the workers could expect to rise into the capitalist class, the other 95 per cent. would be doomed to a life of dependence, degradation and unrequited toil.

Every American in our glorious republic is, of course, a possible president, but only about ten in a generation can attain that position. One man owns a factory and a thousand work for him. It is quite possible that in the course of a life time the owner may sink to the condition of a hired worker in the factory he once owned, and that a former employe may take his place as owner, but the proportion between the number of employes and owners remains the same. Even if the owner was compelled after ten years possession to step down and into the ranks of the workers, and an employe raised into his place, and that process continued forever, even then only four wage-earners in a life time could rise out of their class, and so long as the means and instruments of production continue to be private property this proportion must necessarily continue, a few capitalists and the great mass wage-slaves.

The conditions have entirely changed under which wealth is produced. The tools and instruments are different, and the allowing of a small class to own and control those modern instruments of production compels us to support in luxurious idleness the capitalist class, who levy a tribute in the form of rent and interest which they are enabled to exact by virtue of possession.

Land and capital are things in which private property is impossible except on condition of a constantly diminishing minority owning all such property, and the great majority nothing at all.

This inevitable result of the private ownership of capital is entirely overlooked by the advocates of the superficial theory that

the state confiscation of rent would in some occult and mysterious way prevent the owners of the instruments of production from absorbing, as now, all over a bare subsistence to the laborer. One man would continue to own the factory, the thousand employes would continue to work for him, and on the same terms. What alternative, more than now, would they have? Could they, without capital, compete with the owners of the bonanza farms? Could they raise cattle in competition with the cattle kings? Could they mine coal in competition with the coal barons, who could, by the use of mining machinery, produce coal at a price that the miners would starve on, or who could pay a higher rent for the land, and thus as effectually exclude the miners without capital as an employe of the Lehigh Valley combine is now excluded. When land was practically free some years ago, wage-slavery still flourished, and the owners of large industrial plants accumulated immense fortunes by the control of them. No system of land tenure will prevent or interfere with this system of exploitation. The only alternative is, that by collective ownership the worker will cease to be divorced from the tools of production, then, and only then, can he hope to receive the full product of his labor. When the producer controls both land and capital, rent, interest and profits will cease. The capitalist, the landowner and the profit-monger will no longer be able to live by the robbery of labor.

Some time ago an editor of one of the great New York dailies, defending Carnegie, remarked that "He was a splendid type and product of the competitive system, that it was possible for every citizen who possessed his business capacity, industry and energy, to rise to the same position of wealth that he had attained." Which goes to show how possible it is to be a great editor and still be an ass of the deepest bray—in economics. For the assertion is equivalent to saying that if each of Carnegie's 20,000 employes had his capacity and industry they might each be the owner of a Homestead plant, or some other industry of equal importance, and that if all citizens had his "push and enterprise" they might all be worth thirty or forty millions each. That in fact, we might all, by "industry, strict integrity (?) and close attention to business" become capitalists! that all could be employers of labor!! The usual *reductio ad absurdum* of such learned ignorami.

The plutocrat and the pauper are the natural complaint, the one of the other. Great wealth at one pole means great poverty at the other. Wealth is produced only by labor, if the laborer does not retain the wealth he produces, but it is absorbed by a small, non-producing class, it is at once evident that the real producer is robbed.

Therefore, wealth in the hands of the capitalists represents merely accumulated unpaid labor. The wage slave is a lineal descendant of the chattel slave; hunger a good substitute for the lash, as Rodbertus very acutely observed.

It is urged, in deference of the capitalist, that by his "abstinence" capital is accumulated, and used for the production of more wealth. Quite true, he invests the capital he robs labor of in means of production, which enables him to continue the robbery forever. Socialism proposes that the capital now handed over to the capitalist class shall be retained by the original producers, and used for their own benefit; that collective capital shall be substituted for private capital. That, in fact, we shall substitute freedom for slavery, equity for dependence and degradation, democracy for plutocracy and the co-operative commonwealth for wage slavery and poverty. Why should any intelligent worker hesitate for a moment which he will choose?

The remaining objections urged by Mr. Middleton in the November MAGAZINE are not so much objections against socialism as they are protests against the highest political, social, and ethical ideals and tendencies of the age.

As socialism, however, is in full accord and sympathy with those ideals and tendencies, I will briefly consider them.

First, Mr. Middleton protests against the democratic ideal government by majorities.

"Majorities," he informs us, "are often wrong—minorities are often right. To the extent that the majority believes itself right, or is controlled by selfish leaders who believe they are right, they will endeavor to control the minority." This is, of course, very true, but what would Mr. M. substitute for the majority control, control by the minority? or would he abolish all control and government, as the anarchists advocate? As the majority will suffer equally with the minority from the effects of bad laws, is it not reasonable to suppose that when a certain policy is inimical to the general welfare, that the policy will be reversed?

Under our present system of industrial inequality it may be to the selfish interests of a large manufacturer to maintain a high protective tariff, his employees may consider it to their interest to abolish duties on raw material, but the employer gives his men to understand that he who votes against his interests will lose his job. The workman's political equality in this case is but a sham.

But suppose that under a co-operative regime the question comes up, whether it would be the best policy to produce everything possible within our own territory; or to freely exchange products with other nations. It is quite possible that opinions

would differ on the subject. But what selfish interests would be aroused either for or against the proposition? It would be simply a question of statistics, and perhaps experience, and would soon be settled solely with reference to the interests of the whole nation.

But while a social democracy is the highest ideal of the socialist, he continually insists that until economic equality shall give a basis to political equality the latter is but a sham, and he contends that the industrial system of a nation, like its political system, should be a government of the people, by the people, and for the people.

Compulsory co-operation has a bad sound to Mr. M., but let him consider that we are at present living under a system of compulsory republicanism, which appears to give pretty general satisfaction except to a few millionaires, who, like Astor, consider America "not fit for a gentleman to live in, don'tcher know." I hope when we establish industrial equality and abolish wage slavery that Mr. M. will not find it necessary to emigrate to Russia.

However, with our boundless resources I feel confident that when we adopt the co-operative system ample provision will be made for those who, like Mr. M., may prefer isolated production, or in small voluntary communities, and while I don't wish to hurry Mr. M., may I suggest that it may not be too early for him to pick out his cave, for while I write these lines the splendid news is flashed over the wires that the American Federation of Labor, through its delegates at Chicago, has followed the example of the Federated Trades of Great Britain, and come out squarely for the "collective ownership of the means of production and distribution," which is the full socialist platform, the realization of which will be the co-operative commonwealth. Over half a million of the best brawn and muscle of America "declared against wage slavery."

Let me express the hope that it will not be long before the American railway employe will to a man demand that the transportation interests of this country shall no longer be controlled by a few capitalists on the joint principle of "the public be d—d," and "charging all the traffic will bear." Government ownership of the railroads means to the employes shorter hours, better pay, security of employment, and no discharge without adequate cause. It also means improvements and safety appliances that will reduce the present butchery of employes to the minimum.

Under our system of industrial warfare, and the consequent competitive struggle, where the "golden" rule is: "Do up thy neighbor as he would do thee up;" the altruistic tendencies are repressed and dis-

couraged, and have free play only in the family. Within this charmed circle only does the strong not trample on the weak, where the most helpless and dependent receives the most help and assistance.

Socialists hold that with the abolition of the competitive struggle the altruistic tendencies would not be confined within the narrow limits of the family, that family exclusiveness would be broken down, and the feeling of brotherhood and solidarity extend till it included the nation, and in time all humanity. This ideal may be Utopian, but certainly it is a noble one. With this ideal, however, Mr. M. appears not to be in sympathy. He quotes from the *Co-operative Commonwealth*, by L. Groulund, the following:

Next, in the very nature of things, family supremacy will be absolutely incompatible with an interdependent, a solidaric commonwealth, for in such a state the first object of education must be to establish in the minds of the children an indissoluble association between their individual happiness and the good of all. To that end family exclusiveness must be broken down, first of all.

I quote the rest of the paragraph:

A public spirit, *i. e.*, the spirit of all being members of one social organism, must be substituted for family spirit. Now please do not misunderstand the socialist position in this respect. We do not make war on the family; on the contrary, our aim is to enable to help every healthy man and woman to form a family. But we do make war on family exclusiveness—perhaps a better word than "selfishness"—on family prejudices and family narrowness, and we are glad to be able to say that our common schools are doing very much to break down that spirit.

If this be treason, then in the words of Patrick Henry, "make the most of it."

Mr. Middleton's strongest indictment of the socialist state (next to his soul-harrowing exposition of the horrors that will inevitably ensue when we attain economic equality) is, that work will be compulsory on all. This at once suggests to his vivid imagination the workhouse and the penitentiary. Not, of course, that he would expect to loaf around and be supported by the community, but he dislikes the term "compulsory"—the word "voluntary" has a better sound.

He quotes passages from "Looking Backward," showing how, under the industrial system there outlined, compulsory service would be inevitable, that, in fact, the whole social order was based upon mutual service, there being no other possible way in which a citizen could provide for his existence.

Under our present industrial system the ways are various under which a man can obtain an existence, and a very luxurious one, without any equivalent on his part. He can be a monopolizer of land (which he didn't produce) and live on the "unearned increment," or from the rent derived therefrom; or, he can loan money and confiscate part of the increase due to another laborer, or he can live on profits of trade, which consists in purchasing commodities below

their labor cost and selling them at their full value. These are all, under a present system, legal means of robbery. Of their moral equality there are again, various opinions. The single-tax school of economics denounce private monopoly of land as infamous, while their leader infamously defended thieves who robbed the poor and defenceless by cornering the necessities of life, and defends interest and profits as the "just return," or wages of capital! Another class hold that all robbery of labor is effected by the control of money—by interest, while the general belief is, that profits, when not excessive, are quite legitimate. But the socialist goes deeper, and sweeps these sophistries aside. He declares there is only two ways by which a man can exist—by his own labor or by the labor of others; if he exists by the latter plan he is morally, if not legally, a robber. The co-operative commonwealth makes no provision for the latter class.

The fact that an action is legal does not in the least affect its moral or ethical quality. For instance, piracy was once considered a very reputable and manly business. A hundred years ago the Christian merchants of England and of our own country considered the trade in African flesh and blood as reputable as it was legal. Indeed, I am prepared to show that our piratical and slavery-captaincy ancestors were, from a strictly moral point of view, not a whit worse than our modern coal pirates or iron pirates, or cornerers of food products, for our ancestors in their nefarious callings took some risk of being captured themselves and "walking the plank" they intended for others, or of being murdered by their infuriated black slaves. But our modern pirates and white slave-owners can, without any danger to their worthless carcasses, decide, over a bottle of wine and cigars, how many of their ignorant wage-slaves shall annually "walk the plank" of slow starvation and freezing, and do it with less compunction than an old-time pirate.

The radical difference between the socialist and the current industrial politico-ethical ideals is well illustrated by the way in which each regarded the thieving exploits of Stanley in Central Africa. Meeting once a tribe of natives who possessed an enormous quantity of ivory, valued at, I believe, some hundred thousand pounds, he took advantage of their ignorance of its value, and acquired possession of it for a few dollars worth of trinkets. Christian England regarded the transaction as a perfectly legitimate one, no compulsion being used, and the ignorant natives exercising their privilege of "free contract." The socialists, on the contrary, denounced Stanley as a robber, and dubbed him the "Buccaneer of the Congo." They declared the ignorance

and consent of the natives did not justify the act of robbery, and upon exactly the same grounds they denounce the present robbery of labor, effected under our capitalist system of production, and its necessary effect - wage-slavery.

Let me hope that when Mr. Middleton finds the time, and has the inclination to give the subject of socialism a little intelligent investigation, he will modify his opinions as to its supposed blood-thirsty and immoral tendencies.

## MONEY—WHY IS IT APT TO BECOME SCARCE?

BY JOSÉ GROS.

Here we are, towards the end of the nineteenth century, with all the fumes of what we call modern progress, and after two or three generations of that system of popular education which was to regenerate the human family and give us a civilization entitled to self-respect, resting on human rights, enabling each man to succeed in proportion to his individual merits, honesty and manhood. Well, have we accomplished anything of the kind? Are we satisfied with present conditions?

Less than forty years ago, when our troubles were not one-third as intense or provoking as those we have experienced in the last twenty years, we used to smile with contempt at the sight of the great troubles experienced by the old *effete* civilizations in Europe. To-day we are having at least as much trouble as the nations in question. We seem to be navigating in the same identical boat, through oceans turbulent in the extreme, under skies dark and threatening, indeed. And have men any clearer perception of what is the matter with us? Mighty few seem to be bright enough for that. We don't lack what we may call reform movements. We have too many of them. That is just the trouble. That is but a sign of the ignorance with which we are afflicted. We have too many doctors with their different medicines. Among them we have the money doctors; those who would like to rectify civilization through plenty of money. Yet the very men who claim that what we need is a great abundance of money already commence to realize that money is not wealth, but a mere sign or representative of wealth.

A few moments of quiet thought ought to reveal to the average mind that what we do need is wealth itself, not mere signs of wealth, and we need not only wealth somewhere, but wealth where wealth should be. If there is a nation on the face of the earth which should have clear perceptions in the money questions it is our own nation, because for over a full century we have had more trouble in money matters than any

other in the whole range of human history. We have tried all forms of money in all quantities and qualities. None of them have given us any long rest. Neither gold nor silver, neither bank notes nor government notes, in quantities large or small, have prevented us from having great commercial disturbances, considerable industrial paroxysms and the like, with the same inexorable result of enriching the gamblers at the expense of the workers.

The great peculiarity with all kinds of money is its tendency to disappear when most needed, or that of becoming plentiful when not necessary. Also that, independent of the quantity and quality of money in the country, it is relatively plenty where wealth abounds, and more or less scarce where wealth is scanty. We can prove all that without plunging ourselves into ancient history. For a number of weeks during last August and September, all at once we found ourselves without money—we, the poor, of course. Gold, silver, bank notes, small change, everything disappeared from the spots where it was most needed, just as if we had pitched our whole circulation to the bottom of the ocean. Even our silver notes, the apparent cause of all trouble at the time, even these (by some despised as dishonest) notes could not be found to carry the most indispensable commercial needs for some weeks.

Well, in less than two months the scene had totally changed, and towards the middle of December the banks in New York City were loaded with over \$200,000,000 in ready cash. That sum comprised the whole available circulation of this nation of ours in 1860, with the 31,000,000 population of the time! The writer was then in active business in New York City, in a large commercial house. Nobody in this nation complained then of the absence of money. We did not know what a tramp or a city loafer meant in that period of our history. No one was out of work who wanted to work. Discontent among farmers and wage earners was then unknown in the sense that it is known to-day. The available circulation to-day is more than double that of 1860, on a per capita ratio.

It seems to us that the above historical facts vividly illustrate the fallacy of trying to manufacture prosperity through a mere expansion in the volume of money. In the last five months we have had a dreadful business paralysis. It commenced and was developed when money disappeared. Money has now become plenty and our industrial troubles are still worse! And our abundance of money does not seem to be localized in the east. The west has been sending at the rate of \$4,000,000 per week to New York City alone. Boston, Baltimore and Philadelphia have no doubt received their share.

In August and September we had no money with which to carry on our business transactions. In November and December we had lots of money but hardly any business to transact.

Now be good enough to notice that absence of confidence brought absence of money about three months ago, and that the same absence of confidence brings absence of business to-day, although money is begging for employment as much as labor itself, and it seems to have recovered all confidence. And who are the fellows subject to a lack of confidence now and then? The men who have lots of money, because they have lots of wealth. That lack of confidence is always concentrated with the few and directed against the many. Why? Because the many are just as poor as rats, and hence they lack money because they lack wealth, and so they need to borrow, they need credit. There you have the cause of all industrial and monetary disturbances, absence of credit among the many because of absence of wealth, and so absence of money. The wealthy chap never lacks money, and never needs credit. He has lots of both because he has lots of wealth. He never needs to borrow money because he never needs to borrow wealth. No matter how large or small the money volume apt to circulate may be, it always flows toward the wealthy and always runs away from the men without wealth, a little more or a little less, as a matter of course.

And we should try to remember that what men borrow is not money, but wealth; wealth in the form of land, buildings, machinery, tools, merchandise, &c. Who cares for money but as a means to get something else with?

Imagine a nation in which nobody needed to borrow wealth. There would never be any panics in that nation; never any absence of confidence; never any absence of money, and that would happen even if the volume of money was far from large. Under such conditions it would not hurt anybody to reduce that volume and thus give to every dollar the capacity to buy five times as much wheat, shoes, clothing, &c., as it does now. Our money circulation could be very small, and yet our wealth circulation would be large. What nations do need and could and should have, is a large, important wealth production and corresponding circulation of wealth, properly distributed under ethical principles, with no especial group of men in need of being permanently in debt to anybody else. It then follows that the absence of confidence and that of money, and lack of employment, are but symptoms arising from a diseased social organization in which a wretched land distribution evolves a large class of debtors, permanent ones, with a small class of cred-

itors, a great many constant borrowers of wealth and relatively few lenders of wealth.

Can you alter any of the above results by a mere artificial contrivance, that of creating large quantities of money, when money is not wealth? Can you create wealth through the mere creation of signs of wealth? Independent of its quantity and quality, those signs of wealth will flow where wealth flows, and hence where monopoly makes it flow, and so it will run away from the wealth producers into the hands of the wealth manipulators. The whole course of human history tells you that. Besides, while we, as a nation can create all the money we want, we can not fix its purchasing value any more than that of the moon. The purchasing value of money is fixed by its volume in relation to the average daily commercial transactions that money may need to represent.

Look now at that central thought—absence of money—from a somewhat different point in the compass, from another section in the horizon around that money, the root of all evil, already in old times and perhaps more so in our days. But is money the root of all evil, except in a figurative sense? The root of all evil is greed, a desire from most men to obtain something from each other at the expense of each other. And that desire is kept alive and intensified from century to century by legislative enactments encouraging men to live at the expense of each other, literally devouring each other through the basic instrumentality of land gambling, from which it follows a great facility in the gambling of land products. Please connect this fact with that of money endowed with the power to buy land in any quantities you may see fit, and keeping it totally or but partially developed, so that to obtain from it a much higher price later on than that you paid; when increase in population makes such land more and more indispensable to somebody. Is it not self-evident that money is simply the root of all evil because of its power to buy the source of all wealth and keep it away from the wealth producers, by which the latter becomes the mere slaves of the land gamblers?

Under a correct civilization money would simply be good to exchange labor products. That is the only real function of money. It is a perfect absurdity and a colossal crime to give to money the creation of human law, the power to buy land, the creation of divine law. Already over forty years ago Thomas Carlyle ridiculed that barbarous human device. And do you know what would happen if we did not give to money the power to gamble in land? What would then happen is that money would never hide itself, would never become scarce. There would be no object in hiding money.

then. You would have no debtors. You would have no creditors, not in permanent forms, we mean; not in forms injurious to anybody. You would have no gamblers. You would have but workers. Each worker would have sufficient wealth, even if some had more than others. Each worker would have sufficient credit, and so sufficient money. All because each worker would or could have sufficient valuable land to make a nice living with.

Money being the creation of law, and the people being the only real sovereign, the volume of money should be fixed by direct popular vote. In order to prevent any commercial maladjustments from any sudden increase or decrease above that of wealth or population, any other increase or decrease in the money volume should be decided upon one or two years before it takes place. Such money, once deprived of the power to gamble in land, would represent permanent labor notes, forever flowing into labor's hands. There would be no other hands into which to flow without land withdrawn from the circle of production, and hence land forever kept into labor's grasp, under the exclusive control of those willing to use land in full, according to the provisions of the day.

It is hardly necessary to state that the above money should be direct government notes, and nothing else but that.

### RAILROAD MEN IN POLITICS.

BY GEORGE C. WARD.

From time immemorial down to a comparatively recent date sheep and lambs, and probably other animals intended as sacrificial victims or food purposes, have been led to the slaughter. Thus, the prophet Isaiah, gazing down the vista of time and discerning the sacrifice of the Lord Jesus Christ, speaks of Him as "A sheep led to the slaughter." But in these days of steam and electricity, of gigantic enterprises and restless push and energy, the nation's slaughtering is done by wholesale and the intended victims are herded and driven by droves up to the point where falls the fatal blow which deals death and destruction. And here our inventive genius calls a halt, for although there are isolated cases of apparently well authenticated instances of self-destruction or suicide upon the part of certain dumb animals, it has remained for man, with his sensitive, conscious faculties, to flee in numbers from the ills and misfortunes of life's checkered existence and brave the stern realities of an unknown state.

With all our inventive genius and grand and unrivaled progress in material science, we have as yet been unable to formulate a plan whereby the dumb and insensate victims of our appetites may be induced to

voluntarily walk up to the shambles and be slaughtered. With our own species, however, we have been more successful, and our modern system of civilization, with its concomitant control of industries by private corporations, has evolved a plan whereby men, supposed to be free, deliberately walk up to the political shambles and suffer political slaughter upon the altar of Mammon and corporate greed.

In the recent election in the state of Nebraska, the principal office to be filled was that of supreme judge. The two judges holding over are admitted to be the creatures and tools of monopoly, subservient to the will of the corporations. In the recent election the Republican candidate was of such antecedents and so notoriously the candidate of the railroad and kindred monopolies, as to render it certain that with his election the supreme bench of the state would indeed consist of "three of a kind." So notorious was this fact that the *Omaha Bee*, the leading Republican paper in the state, openly and vigorously opposed his nomination and after his nomination refused to support him but fought him with all the energy at its command. The Populist candidate—well, he was a Populist, with all that the name implies, and it goes without saying, was a steadfast and consistent friend to organized labor and an enemy to its corporate exploiters and oppressors. He was, withal, a clean, able and altogether qualified man. There was a Democratic candidate as a side show, to catch the votes of those Democrats who, with only two tickets in the field, would have voted the Populist ticket rather than have supported a Republican. The mandate had, however, gone forth from the administration that gold-mounted, monopoly-bored Democrats should vote the Republican ticket. The result was that the Republican candidate was elected by slightly over six thousand votes. But throwing out the votes of Omaha, Lincoln and—say Plattsmouth, or any other city of its size, the Populists carried the state. Now, mark this: It is estimated that *twenty thousand railroad employees* voted in the state.

Speaking of the Nebraska election, Henry R. Legate, in the *Boston Traveler*, says:

It should also be remembered that there are 20,000 railroad employees in the state whose tenure of employment depends upon the will of their bosses, and nearly all of them were given a holiday on election day and told that their services were required at the polls.

This statement is virtually confirmed by the *Omaha Bee* and from many Nebraska papers I learn that on election day railroad employees were "given their time" and virtually commanded to vote for the railroad candidate for supreme judge whose name was upon the Republican ballot.

Shades of Andrew Jackson!!! Consider

for a moment the momentum import of this fact. Twenty thousand railroad employes, with the echoes of the Ricks and Taft decisions ringing in their ears, deliberately casting their votes for another judge of the same calibre, when at the same time they had it in their power to put a true and staunch friend upon the supreme bench. Did I hear some one object to governmental ownership of railways, because of the enormous leverage the vote of the railway employes would give to the party in power? There can no system of railroad control be devised that can possibly exert a more absolute ownership and disposition of the vote of railroad employes, than is possible under the present private corporation control, with a competitive system of industry in vogue. Railroad employes no longer need to be openly led or driven to the shambles for slaughter. With the average employe, human as he is, selfish and fallible, and dependent for subsistence, nay, almost for existence, upon the will and caprice of a soulless and impersonal corporation, whose God is Mammon, and trained as he is under our present planless system of dog eat dog, to follow literally the programme—Every one for himself and the present pressing needs of himself and his; the devil take the hindmost, the nation and humanity's cause—all that is needed is that the corporate employer shall indicate the manner in which it is desired he should exercise his right of suffrage, and the employe will meekly and voluntarily (?) go and cast his ballot as he is directed to. No longer are the sheep "led to the slaughter" they willingly (?) walk to the shambles and bow their heads to the blow.

I arraign the present competitive system of industry because, 1st. It affords to the toiling masses a bare subsistence only. 2nd. It results in insecurity of tenure of employment. 3rd. As a concomitant result of these it makes slaves rather than freemen of working men and thus results in slavery. But I must be brief.

It results in a bare subsistence because with the present long hours of labor and fewness in number of employes, both features constantly increasing in intensity, there is a large and steadily augmenting number of railroad men out of employment, clamoring for work and, because of their readiness to take the place of strikers, defeating all attempts at shortening hours of labor, raising wages or increasing the number of employes. It results in a bare subsistence because, while the traffic is already taxed all it will bear, an army of superfluous and high-salaried officials and attaches and the interest and dividends upon fictitious capitalization, absorbs the earnings justly due the laboring employes who really operate the road and leaves only such an amount for them as they will consent to live upon.

It results in insecurity of tenure of employment because, as is a self-evident fact, the sole tribunal which decides whether a man shall continue in employment or not, is another hired man or set of men, constituting and consisting of a president, or general managers, or board of directors or control, etc., etc., who are simply hired by the stockholders to operate the business so as to extract the most profit from it and at the least possible cost obtain the greatest possible net revenue. This impersonal and soulless control is neither moved or governed by any principles or motives of humanity, justice, equity or kindness and, waiving sentiment aside, is ruled altogether by the ethics (?) of dollars and cents. And at the whim, or caprice of these creatures of selfish lust, wages are cut down, or men thrown out of employment without any means or opportunity of legal recognition, or equitable redress.

It results in slavery because, with the fear of destitution and starvation, misery and degradation continually and ever hovering, spectre-like, over him, no man is free, or dares to do right. Take the average man, and throw on the one scale idleness and hunger, and upon the other put manhood, political independence, patriotism, unselfishness, truth and candor, human rights and the nation's weal, and the scale containing idleness and hunger will weigh infinitely more than that containing all the balance, with the result that the man will go forth in the world with bowed head, branded in the forehead "slave." The fear of starvation makes cowards of most (not all) of us, and this it is that the moneyed oligarchy wields as a whip, to lash us into submission, while they spoliage and rob to their heart's content.

The foregoing indictment applies with equal force to all manufacturing and productive industries, as to the railroads and other distributive agencies. There are, however, honorable exceptions in the railroad ranks. I have the honor of working for a railroad corporation which steadily eschews all interference in politics and allows a perfect freedom in political opinion and action, on the part of its employes, asking only that honest service shall be rendered for wages paid. The general manager of the road in question is not hated and feared, but loved and respected by all the road's employes, and he never refuses to confer with a grievance committee, or to listen to his men's complaints through their regularly appointed representatives. And there are some others—but "exceptions prove the rule." It is the system, not always the men who are to blame.

The ideal government is the one which absolutely guarantees to all its citizens an opportunity to earn a comfortable living by



honest toil. But that is possible under a socialistic regime only, which proposes collective ownership of all capital and collective management of all industries. Then every employe would be a public functionary and, at the same time, a member of the firm or corporation which employed him. All industry would then be regulated by law. Our present planless, wasteful system is industrial anarchy.

Public ownership and operation of railroads would give to railroad employes plenty, security and freedom.

This may be easily demonstrated. By abolishing useless sinecures and an army of salaried superfluous offices—by merging all railroad general offices into one only, in each city, and in many other ways cutting down wasteful expenses—as also eliminating fictitious capitalization, traffic rates may be reduced to the public, and more men be employed, shorter hours at double the present wages. This would result in plenty.

By putting the railroad service into the classified civil service list and by putting all power and authority concerning employment and control of employes into the hands of a national board of railroad commissioners, upon which all political parties should be equally represented, and filling each subordinate office by election by the employes under its jurisdiction in connection with other innovations and safeguards, the railroad service may be entirely removed from the sphere and sway of partisan politics and this would result in security of tenure of employment, subject only to and dependent upon ability, capability, industry, sobriety and good behavior, with the ultimate result of freedom—to think and act as the employe pleased—politically, socially and religiously.

## SOME CONSEQUENCES OF SOCIALISM.

BY WILFRED P. BORLAND.

Mr. Stuart has well stated the theory of modern socialism, and it is indeed a noble one; but it is an exceedingly trite remark that theories do not always work out in practice, and the question to be decided is, would the consequences following the application of a system of collective production and distribution really be such as socialists so confidently predict? Large generalizations from observed facts, especially when they relate to questions affecting the welfare of large bodies of persons—as social questions—do not always furnish a stable basis of argument, and they need to be well sifted for the purpose of eliminating any disturbing influences before it is absolutely safe to give them implicit reliance. Our religious theory contains practically all there is of social science; upon its practical application all the different ists and isms

relating to moral and social questions must disappear since there would no longer be any possible excuse for their existence, and, withal, the theory is so simple; only this: "that ye love one another." Men have claimed to practice this theory for more than eighteen centuries, and how many there are to-day who are firm in the belief that they are really living out the theories of Jesus Christ, no man can say. Yet, how widely the practical differ from the theoretical results of this theory. But it will be said that the theory has suffered in its application; that it is not real Christianity that men have practiced, but a perverted Christianity, which they have conceived and applied in furtherance of their own selfish ends, and this is true. And how is it that, after eighteen centuries of trial, the practical results of Christianity are so far away from the theoretical? How is it that men have preferred a perverted form of Christianity to the genuine article? especially when they have been promised elysium upon condition of their practice of Christianity, and the torments of the Inferno for their neglect of such practice. Must we not say that, with the alternative before them, the motives are indeed strong, and not to be brushed aside in a simple sentence, that have led men to prefer unrighteousness to righteousness? And can we believe that the sublime theory of socialism, since it must encounter the same forces which have caused the perversion of the Christian theory, shall escape the battle unscathed and place upon the ruins of the present system a social structure harmonious in all its working? Modern socialism is, truly, "a purely economic movement," and as such it must be tried; but, now that we are on the subject of religion, as it is a question that has considerable importance for some persons, we might inquire if those "frankly materialistic" ones are not the only really logical socialists? Such seems to be the view of Mr. Belfort Bax, and I suppose he may be considered good authority on socialism. I must here present a rather extended quotation from his *Ethics of Socialism*:

Our moral is the futility of attempts to fundamentally change one aspect of the current order of things while conserving another. In vain does one party of generous and well-meaning men, no doubt, think to batter down current theology, while ignoring, or even justifying, the great social contradiction of the age. In vain do they hurl their thunderbolts at the gaunt spectre of Christian dogma, which only stands "as the air invulnerable," confronting them with its soulless eyes. What, for instance, though they may show the doctrine of vicarious atonement to have its roots in a bestial superstition pertaining to the worst side of paganism, a superstition which has borne cruelties innumerable in the world's history as its fruit—the foul doctrine, with the rest of the system of which it forms a typical part, will continue to be fulminated every week from a thousand pulpits while these pulpits are subsidized by capital, and they will continue to be subsidized so long as the *status quo*, of which capitalism and Christianity are two of the

chief elements, subsists.

Unconscious humbug is an important ingredient of the *Zeitgeist*. The *bourgeois* respectability and pietism alike, spring from roots hidden perhaps to himself, but none the less real, to-wit, his own pocket, potential and actual, or the pocket of his class generally. He is acute enough to connect *Atheism* and *Communism*.

Lastly, one word on that singular hybrid, the "Christian socialist." Though the word socialism has not been mentioned, it will have been sufficiently evident that the goal indicated in the present articles is none other than socialism. But the association of Christianity with any form of socialism is a mystery, rivalling the mysterious combination of ethical and other contradictions in the Christian divinity himself. Notwithstanding that the *soi-disant* Christian socialist confessedly finds the natural enemies of his socialism among Christians of all orthodox denominations, still he persists in retaining the designation, while refusing to employ it in its ordinary signification. It is difficult to divine the motive for thus preserving a name which, confessedly, in its ordinary meaning is not only alien but hostile to the doctrine of socialism. Does the "Free Christian" want a personal object of reverence? We can offer him many such, even now. Let him look eastward at those who have indeed places in which to lay their heads, ay, in some cases mansions and estates, but who renounce them and court the slow death of imprisonment in fortresses and Siberian mines, who flinch not at the sword, and whose utmost good fortune is the liberty of preaching their gospel in the dark places of civilization, and oftentimes amid a poverty unrelieved by even a *Zaccheus*. Let them call to mind the massacres of '71, and the Paris workman who, on being asked for what he was fighting and dying, replied: "*Pour la solidarité humaine*." Or again, let them think of the aged Deleuze closing a life of untiring devotion at the barricades, in harness to the last. Must we forever insult the living and lately dead, by falling back for our ideal upon the first century? Do nobleness and devotion, indeed, require to be mellowed by the "dim religious light" of ages before we can recognize them as such? This, however, by the way. Our contention is the following: If by Christianity is meant the body of dogma usually connoted by the word, it will probably be conceded by those to whom we refer that it is in hostility to progress. If, on the other hand, this be not meant, but merely the ethical principles Christianity is supposed to embody, then, even if these principles were distinctly and exclusively Christian, which they are not, we challenge them to show this connection or even their compatibility with socialism. If, again, they fail in this, as fail they must, the whole matter is resolved into one of sentiment. And for the sake of retaining a catch-word, for such it is, and no more, under these circumstances, they would compromise principles and throw a sop to respectability in its most hypocritical form. To say nothing of the thousands in Europe to whom the name of Christian is positively abhorrent, how shall they face the eastern world when the time comes for so doing? Only those who can tell the Moslem, the Buddhist, the Confucian, we care not for Jesus of Nazareth any more than for Mohammed, for Gautama, or for Kon-futze: disputes as to the relative merits or demerits of these teachers are vain as they are endless; only those who can say we know of greater men than these; greater, inasmuch as humanity has reached a higher level; greater, inasmuch as they have not posed as great teachers, but have contented themselves with the rank of humble and equal workers—who come in the form of neither god nor prophet, but of the humanity whose religion is human welfare—not the welfare of a race or a class, but of the whole; whose doctrine is its attainment, through human solidarity, or, in other words, socialism: only those, we repeat, will ever obtain the ear of the Orient, and never they who come in the hated and blood-stained name of Christianity—name indicative of racial and religious rivalry. What in earlier phases of human evolution has been accomplished as in pre-human evolution by the survival of the fittest in the struggle for existence; in other words, what has hitherto been accomplished *physically*, or unconsciously, must, in the future, be done *psychically*, or consciously—the struggle for existence must give place to co-operation for existence, and this co-operation,

though in one sense the result of economical revolution, implies on another side a correlative change in the basis of ethics and religion. Then, and not until then, will the contradiction of our age be resolved in the unity of a fuller and more complete life than any yet experienced by humanity.

I have quoted Mr. Bax at some length because it seems to me that he has correctly stated the socialist position on the religious question. I think he is better authority on this phase of the question than Mr. Stuart, inasmuch as he has written a book—"The Religion of Socialism"—which is regarded as a classic in the literature of socialism, and I think it will appear that, instead of regarding religion "as a purely private concern," authoritative socialism takes a very decided stand on the basis of materialism. Within the limits of this ism, the greatest freedom might be allowed, but propagandism of any other theory would not be considered compatible with the main principle of socialism, and it seems quite certain that when socialists had developed sufficient strength to be able to stop such propagandism they would not hesitate to do so. The entire previous history of the human race supports this conclusion. While giving expression to their economic principle, they could not permit to exist "a basis of ethics and religion" which was incompatible with the proper expression of that principle. There would be danger in allowing this basis to remain, even as a tentative measure. I must confess that this question has very little interest for me, as I am a professed Deist, but the question is a vital one with a vast number of persons who would shrink from socialism with horror were they to understand its conscious attitude on the subject of religion. There has been more blood spilt on this old earth of ours over differences in religious belief than from all other causes put together, and it is by no means certain that humanity has seen the last of these. If we could be certain that introducing humanity into an environment of economic equality would only put an end to religious prejudices, we might be hopeful—but would it? For myself, I can say, in the words of Prof. Emilie de Laveleye, "it is impossible to understand by what strange blindness socialists adopt Darwinian theories which condemn their claims of equality, while at the same time they reject Christianity, whence those claims have issued and whence their justification may be found." But, as before said, it is through its economic principle that socialism must be tried, and, in my view, it is here that socialism develops the greatest weakness. I had intended, when I began this article, to point out here some of the economic consequences of socialism, but I find myself so completely under the pressure of other duties that I must forego it, and I will content myself with briefly pointing out a fallacious assumption of Mr.

Stuart's, which has a bearing on what will follow at a later time. Although our government is theoretically one of the majority, practically it is not so, and when Mr. Stuart makes the assumption that he does with respect to our government, he displays as complete an ignorance of the canons of criticism as that of which he accuses Mr. Middleton. But, even in theory, the majority has now no power to decide, absolutely, what the people shall eat, drink and wear, while under socialism they unquestionably would have such power, and the question up for discussion is, would it be in the interests of humanity to give such an extension to the principle of majority rule as social democracy (Ochlocracy) requires?

### THE VALUE OF MONEY.

BY JAMES MIDDLETON.

Political economy usually recognizes two kinds of value; value in use and value in exchange. Value in use is utility.

The utility of money is incalculable. Without it commerce would be reduced to barter in its most primitive form. So important is money to a civilized state that even schemes of socialism include it, though they call it by another name, time checks. These time-checks are what the workman would receive for his work and which would be cashed at the public stores in whatever commodities he should see fit, or used in payment of rent for his home or any other debt he might owe the state. Changing the name does not change the object.

It is the essence of money that it is something that all desire, not for its own sake, but for the sake of what it will bring.

F. A. Walker in his *Political Economy* has described its nature in exceptionally clear language. He says:

Money is the medium of exchange. Whatever performs this function, does this work, is money, no matter what it is made of, and no matter how it came to be a medium at first, or why it continues to be such. So long as in any community there is an article which all producers take freely, and as a matter of course in exchange for whatever they have to sell instead of looking about, at the time, for the particular things they wish to consume, that article is money, be it white, yellow or black, hard or soft, animal, vegetable or mineral in its composition.

He emphasizes that it must be something that circulates freely and which all producers accept; and shows that bank checks, for instance, are not money. They do not circulate freely but are only received on account of faith in the one giving it in each individual transaction.

The issuing of the money of a country has, and wisely so, been made an exclusive government function. The "stamping" the article by the government as money is coining it. The word used to apply only to stamping metals such as gold and silver, but has come to mean the affixing the government money stamp upon any article.

Says Judge Joel Tiffany, of New York, in his treatise on "Government and Constitutional Law":

To coin money and regulate its value as an act of sovereignty involves the right to determine what shall be taken and received as money, at what measure and price it shall be taken; and what shall be its effect when passed or tendered in payment, or satisfaction of all legal obligations.

Government, like the Spartan law giver, may put its stamp upon leather, and make that currency. And so long as it can fully provide against the counterfeiting the same, and can thus regulate the quantity in use, it can give to its stamp upon leather the same money value as if put upon gold or silver, or any other material. Thus the government may put its royal or sovereign stamp upon paper, affixing its money value, and, if it limit the quantity, and fully provide against counterfeiting of it, it will have the same currency value as gold or silver, or any other substance.

When the material of which the dollar, pound, or franc is composed approximates in exchange power to that dollar, pound, or franc it is called commodity money—such is a gold or silver dollar. When the material of which the dollar is composed costs almost nothing, that material is usually paper, and the dollar is then called a paper dollar. If the paper dollar is redeemable in a commodity dollar it is called convertible. If its final redemption depends upon the taxing power of the government solely it is called an inconvertible or a fiat dollar.

The exchange value of a dollar is its power to command all other products or services and is expressed by the ratio of exchange with whatever object or service it is compounded with. For instance, if one dollar will command two bushels of corn, the ratio of exchange is 1 to 2. If it will command 20 pounds of sugar its ratio to sugar is 1 to 20.

Upon what does the power of a dollar to command products and service depend? If it is a commodity dollar, like a gold dollar, it may depend either upon the commodity of which it is composed or upon the decree of government and the consent of the people. As a commodity it is dependent upon the same laws that govern the exchange value of all commodities, the law of supply and demand, in which the cost of production is an important factor regulating as it does the supply.

Sometimes the commodity value is greater than the legal tender value. For instance, in 1873, prior to demonetization, the commodity value of a silver dollar was nearly four cents greater than its coin value. Sometimes it is a great deal less—as is the case to-day in regard to silver. In case of a paper dollar there is practically no cost of production, so that cost of production does not affect its exchange value.

In the case of a paper dollar its value depends upon the law of supply and demand modified by the credit of the government. This is practically true whether the government simply promises to receive it for all dues, or to redeem it in coin or makes it full legal tender. At the beginning of the

war the government issued some \$60,000,-000 redeemable in all dues against the government. So long as they were in existence (and they disappeared in 1863) they fluctuated with gold and never fell over three cents below a gold dollar though they were not legal tender except for dues against the government. Granted that the credit of the government is stable the exchange value of a legal tender dollar outside of commodity value depends wholly upon the law of supply and demand.

Let us first suppose the demand to be constant, then if the supply is doubled each dollar will be worth one half as much. If a bushel of wheat cost before one dollar it would now cost two dollars. If on the other hand the supply be reduced one half then each dollar will buy twice as much, that is, one dollar will buy two bushels of wheat.

Let us suppose, second, that the supply is constant and that the demand varies. If the demand diminishes one half then there will be twice as many dollars for the work, and the bushel of wheat will bring two dollars. If the demand doubles then the dollar will buy two bushels. Whatever increases the supply or diminishes the demand sends up prices of other things measured in money. Whatever diminishes the supply or increases the demand sends down prices of other things measured in money.

The more increasing or diminishing the amount of money leaves the amount of wealth, the material products that gratify our desires, unchanged.

This law was well illustrated by Bastiat by a game of poker. While the amount of money in the pool remained the same, doubling the chips simply made each chip worth one half what it was before. Dollars, fractions and multiples thereof are only chips.

There are many and complex causes affecting the supply and demand of money.

Barter, credits, bank checks, and similar devices all limit the demand and act the same as an increased supply of money. Whatever increases credits and promotes their stability tends to raise prices. Whatever disturbs credits acts precisely the same as diminishing the supply of money. Inventions increasing the amount of wealth give more wealth for the same amount of money and send down prices.

So far as falling prices come from increases in the supply, wealth through inventions, bountiful harvests and the bounties of nature, they are a benefit. Falling prices from contraction of money or disturbance of credit are a curse.

The expansion of money and credit make it that much easier to pay debts. When wheat is two dollars per bushel it will pay twice as much debt as when it was one dollar per bushel. But while it will pay twice as much debts it will buy no more of other

things. If it took two bushels of wheat at one dollar per bushel to buy a hat at two dollars it would take the same two bushels of wheat at two dollars per bushel to buy the hat at four dollars. The increasing or diminishing the money makes it easier or harder to pay debts but leaves the exchange value of products to each other unchanged. Many in discussing the money question overlook this fact.

The increasing or diminishing the money supply to the demand affects those with fixed incomes the same as the debtor classes; they can buy less or more as the case may be. The expansion of money reduces the purchasing power of wages and the contraction of money increases the purchasing power—supposing business remains constant. Unfortunately business does not remain constant. Contraction of currency makes it so much the harder for those business men in debt to pay their debts. As it contracts, more and more are forced to the wall, and panic sets in. Then wages are affected by employes being thrown out of work and being brought into competition with those still at work.

While expanding currency diminishes for the time being the purchasing power of wages, if it results in promoting business the increased demand will eventually cause wages to rise. The last part of the saying: "Wages are the first to fall and last to rise" is emphatically true.

While it is true there should be money enough to transact business properly, the amount needed depends very largely upon the stability of credit. Whatever in finance, taxation and government, promotes equality of condition, promotes credit and makes it so much the harder for the designing few to disturb credits.

So long as the few, through unjust taxation and control of monopolies, have great wealth it is in their power to disturb credits for selfish ends, a power they are by no means slow to avail themselves of as our present panic shows. While to remedy those conditions is primary, yet it is of great importance also to secure as far as possible a correct and stable monetary system so as to secure as great a uniformity in the value of money and as little disturbance to business as possible. That is probably the most pressing immediate problem to solve.

### **Nobody Knows but Mother.**

Nobody knows of the work it makes

To keep the home together;

Nobody knows of the steps it takes;

Nobody knows— but mother.

Nobody listens to childish woes

Which kisses only smother;

Nobody's pained by haughty blows;

Nobody— only mother.

# MECHANICAL.

Contributors will sign their names to their articles and forward copy so as to reach the editor not later than the first day of each month.

## AIR BRAKE FAILURES.

In view of the epidemic of air brake failures which have lately startled the country particularly the Big Four wreck at Lafayette, Ind., and the tail-end collision at Jackson, Mich., in which so many lives were lost—the public, including many railroad men, are asking one another: Is the Westinghouse automatic air brake all right?

The representatives of the air brake company claim that it is infallible—that it will always work, if properly handled—and their claims in this respect have never been successfully disputed, but very often doubted. These claims, like many others which are made in this world, are subject to modifications and qualifications that their authors do not always make; they should have qualified their assertions by adding: if the brakes and all their attachments are in perfect condition.

The Westinghouse Automatic Air Brake Company base their claims of infallibility for their brake on the assumption that the brakes and all essential features of them are in good working order, and the fact of their not being in such first-class condition would be such an anomaly—something so extraordinary—that everybody would readily understand that the W. A. A. B. Co. was not responsible for the disorders and failures of that particular brake. There are many practical railroad men, handling the brake every day, who believe that their assumption would come nearer being correct if the principal features of it were transposed, viz.: that it would be an anomaly to see a train of air cars or an air pump in which everything was in perfect condition.

I hope that no one will construe me as attacking the W. A. A. B. Co., or its representatives. But they tell us that the brakes will never fail, and how wonderful it is that the brakes always work so well before the accident, and so well afterwards—when there is enough of them left to make a trial. I wish to remark that it is equally wonderful how the engineer will state that he applied the air at the usual place and it failed to hold—when there is enough of him left to make a statement, which is not always the case. I don't wish to attack anyone; I simply want to get at the facts in the case and explain to the reader how two can tell such widely different stories, and yet both tell the truth.

As already stated, the W. A. A. B. Co. base their argument on the assumption that the brakes are in good working order,

and experience teaches us that the brakes are frequently *not* in good working order, and sometimes fail to work. Below follows a specification of the disorders which cause a majority of air brake failures:

1. Governor sticking.
2. Pump stopped from other causes.
3. Frozen triple valves.
4. Too much water in main reservoir and pipes.
5. Too many applications.
6. Running with brake valve on lap.
7. Not making sufficient reduction to cover leakage groove.
8. Angle cocks closed.
9. Rotary valve cut.
10. Making an emergency application when emergency check valves are leaking.
11. Drain pipe from air pump governor frozen up.

1. Is caused by the air piston sticking in governor after steam is shut off.

2. Includes many parts about the pump which are liable to break, chief among them being broken packing rings, they breaking quite frequently.

3. It is very rare that frozen triple valves have caused an air brake failure; as an unusually large quantity of water must necessarily lodge in each one and the weather be extremely cold before enough of them would freeze to prevent the brakes working properly, yet instances have been known where such circumstances have occurred and caused a wreck.

4. Main reservoir and pipes getting full or partially full of water are common occurrences; this is not surprising when you consider the poor facilities which have been provided on some engines for draining them; there are some engines which have the main reservoir located beneath the boiler between the front drums; you can't get at it by going in between the drums—they are situated too close for that; in fact, the only way that you can get at them is by crawling in between the front truck and pilot and then under the truck frame to the cramped space beneath the reservoir; then when you open the drain cock you will invariably get a shower bath of dirty water. Why can't those reservoirs have a rod extending to side of engine similar to those on auxiliary reservoirs of freight cars, thereby avoiding the necessity of going underneath at all?

5. Too many applications is the cause of a majority of air brake failures, if we are to believe the testimony of air brake experts who ought to know whereof they speak; in handling the brake, as few applications as possible should be made, as repeated applications exhaust the supply of air in the auxiliary reservoir, which is really the available braking power; the main reservoir is simply a store room for surplus air and the train pipe a means of transmitting

it to the auxiliary reservoir; incidentally, it is used to bring all the cars in the train into communication with each other, and by reducing its pressure permit the air in the auxiliary reservoir to flow into the brake cylinder and set the brakes; but only in an indirect manner does the train pipe have any part in setting the brakes. Most locomotives nowadays are furnished with an air gauge provided with two pointers, the black hand showing train pipe pressure and the red hand showing main reservoir pressure, but there is no gauge nor pointer to show the variations of pressure in the auxiliary reservoir, or, to put it in plainer language, the different degrees of braking power that there is under different conditions. This is what confuses most men who have trouble by making too many applications. They infer, from the fact of the air gauge being placed so prominently in front of them, that its pointers denote their braking power, when in reality the red hand simply advertises the fact that there are so many pounds of surplus air stored in the main reservoir, and the black hand does not advertise much of anything after you have once made a service application and turned your brake valve back to release position.

There is no gauge whatever to indicate how much air has been consumed or withdrawn from the auxiliary reservoir by this operation. This has not been provided for. It is left to the judgment of the engineer, and by the manner in which the engineer's equalizing and discharge valve is handled a man illustrates how much judgment he has on this particular subject. Failures similar to the above have occurred when a service application of say 20 pounds has been made, thereby cutting out the governor and permitting the pumps to work, while the brake remained on a long time, during which interval a high pressure, say 100 pounds, was accumulated in the main reservoir. Then the brake valve handle was thrown in a release position and shortly afterwards another service application made, which did not check the train at all, and it invariably ran by. There was 80 pounds in the train pipe, also in the auxiliary reservoir if the brake valve was in running or release position for one minute previous to the service application of 20 pounds being made, which reduced both the train pipe and auxiliary reservoir pressures to 60 pounds; then when the brake valve was thrown in release position the pressure of 100 pounds in the main reservoir equalized into train pipe, and bringing its pressure up to about 90 pounds, but did not increase the auxiliary reservoir pressure unless a minute elapsed before making the second application, which is very seldom done for want of time. Therefore there was 90 pounds in the train pipe and 60 pounds in

auxiliary reservoir when the second service application was made, and should have been off 35 pounds before it would move the triples and set the brake. It only took five pounds to move the triples on the first application, and some men have failed to note the difference and handled the brake accordingly; result—they have failed in making a good stop, and in some instances have caused considerable damage before getting stopped.

6. Running with valve on lap is the cause assigned by a number of experts on several air brake failures, one case in particular which I will cite being that of a passenger train which got beyond control of the engineer while coming into a terminal station and dashed into another engine, killing the engineer.

The presumption is that when he made the last regular stop, about twenty miles from home, he first released the brakes and then attempted to put the brake valve in running position. But the rotary valve, working very easy, slipped by on lap, and, it being night, he didn't notice his mistake. After the train pipe pressure had fed into the auxiliary reservoir and equalized the pressure he probably had about 60 or 65 pounds. While running that twenty miles a great deal of this leaked away, and when he approached the yard limits he probably used fifteen or twenty pounds more when checking his train, and when he arrived at the depot and attempted to stop he had nothing to stop with, and before he could stop with the reverse lever he was into them, and when picked up was unconscious and lived but a few moments.

7. Not making a sufficient reduction refers to the habit some men have of placing the brake valve, when they wish to stop, just past the lap position and making a reduction of from two to three pounds; any reduction of less than five pounds is not sufficient to move the piston in the auxiliary reservoir past the leakage groove, consequently the air in the auxiliary is frittered away. While this practice has never been charged with being responsible for any disastrous failures, yet it is easy to see that it could be possible to cause trouble. While only five or ten pounds might be wasted that might represent a difference of a couple of car lengths in stopping, and sometimes a car length or two represents the difference between a close call and a wreck.

8. Angle cocks shut off are held responsible for many a failure, sometimes a stone or a lump of coal falling off the tender has flew up and struck an angle cock, closing it, and thereby rendering the brakes useless. Sometimes one trainman has turned the cocks open and another one will follow up with the intention of opening it, but neg-

lects to notice that it is already open, and turn it the wrong way, thereby shutting it off again. On other occasions they have not touched it at all.

9. A rotary valve cut is one of the most dangerous air brake disorders that an engineer has to deal with. There are walls in the bottom of rotary valves about one-quarter of an inch in diameter, which separates the main reservoir pressure from train pipe pressure. Through lack of oiling face of valve, particles of sand being carried there by the air, etc., it does not take long to cut a cavity across the face of this wall, which results in the main reservoir pressure feeding into the train pipe after a service application has been made. Any slight increase of pressure in the train pipe is sufficient to release some of the brakes, the train pipe pressure begins to feed into auxiliary reservoirs which fact prevents the train pipe from immediately showing any great increase, and before there is any material gain in train pipe pressure, or enough to warn the engineer that the rotary valve is leaking, the brakes are all released and the train is not reducing speed, therefore another service application is made, and this performance is repeated until the supply of air in the auxiliary reservoir is exhausted and train stops of its own volition or some obstacle on the right of way stops further progress. If you find that the brakes leak off when making a stop, and you wish to ascertain the cause, get down on the ground and have the fireman make a service application of five or eight pounds, and leave brake valve on lap, then listen, and if you hear triple valve under tank report, as it usually does when releasing, you will know that the rotary valve is cut; if it does not report you can look for leak at the connections of pipe leading from auxiliary reservoir to brake cylinder, and sometimes when the complaint is from the driver brake it is caused by the brake cylinder being located close to the firebox and heat from it shriveling up leather packing in the same.

If you ascertain that the rotary valve is cut and you are going to run by, place the brake valve in the emergency position. This brings train pipe port into direct communication with the atmosphere, thereby avoiding the possibility of the increasing train pipe pressure releasing the brakes.

10. Making an emergency application on a long descending grade is what caused a bad wreck at one time. The air in its passage through the pipes carries many foreign substances, as sand, small stones, pebbles, etc. This sometimes lodges in the emergency check valves and prevents them properly seating; after an emergency application has been made air leaks into train pipe and releases the brakes; there is nothing

to fall back on, as the air was all consumed when an emergency application was made. On the other hand, if you make a service application while descending a long hill, there is no danger, even if the emergency check valves are leaking. First, because they are not called into play; second, because the brake cylinder pressure would not leak against or into the higher pressure that then would be in the train pipe.

11. Drain pipe from air pump governor freezing up is common in cold weather; it is easily located and easily remedied. All that is necessary is to thaw out end of pipe, where the ice usually forms, with a little oily waste or a torch.

These are but a partial list of the various disorders that the air brake apparatus is subject to. To enumerate them all or the numerous theories advanced for past failures is beyond the scope of this article.

As the various disorders and capers of the air brake are being more fully learned and comprehended, it is the belief of many that no one has yet fully mastered its possibilities or failings or derangements. Even the men who profess to be experts contradict one another, and it is only recently that they have admitted that it is not always advisable to follow those instructions literally, which read: "Never make a reduction of more than twenty pounds." And again, "Always make an emergency application when you wish to stop as soon as possible," as a blind obedience to those two rules have caused a few wrecks, as cited above, and may cause many more.

After noting the eleven enumerated above it will be seen that they can all be avoided by care and watchfulness on the part of the engineer. With one exception, angle cocks being displaced (and I understand that Mr. C. Skinner has lately invented a safety angle cock that effectually disposes of this danger), there seems to be a disposition on the part of those in authority to place all the blame for a failure on the shoulders of the engineer. Who ever heard of a theory being advanced for an air brake failure that did not indict the engineer as the guilty party?

If the engineers are receiving more than their share of the blame for the shortcomings of the air brake, they can thank themselves for such a state of affairs; for they have invited such treatment by the ignorance they have displayed on the subject. It is only in the past few years that they, as a body, have learned anything about the brake, more than to put it on and off. You can easily imagine that the experts who have been sent out to investigate an air brake failure have not been sent for the purpose of giving their employers the worst of it.

When I stated that those causes, enu-

erated above as responsible for numerous failures, could be avoided by care and watchfulness on the part of the engineers, I did not mean that he is wholly to blame for the accident; he is not, but by exercising a general supervision over the entire brake, he can reduce its possibilities of failure to a minimum.

This is, in a great measure, the secret of him receiving the bulk of the blame. Many railroad officers hold that inasmuch as they are paying their engineers the highest wages of any one connected with the care and operation of the brake, they expect them to display the highest skill, they expect that not only shall they be competent to properly perform their own duties but also to guard against and prevent any errors of commission or omission that his fellow-employees may commit.

The sooner this truth is comprehended and acted on by young runners, and firemen who are ambitious for promotion, the more certainly will they avoid trouble in the future.

We have many members who are well informed on this subject, let them pitch in and start a primary grade in the Mechanical Department on this subject, until all our members who are running, or those who may be running in the future, may learn to acquit themselves in a creditable manner in both the discharge and description of their duties, and if ever there should be a failure, be competent to assist in locating the blame and placing it where it properly belongs.

*James Deegan.*

#### COMPOUND ENGINES—SUBSTITUTES FOR STEAM.

The attempts of the new engine builders to supplant the ordinary so-called high pressure engine—or, strictly speaking—the non-condensing engine—by the use of two cylinders, and of compounding at high pressure, is one of the fallacies of the day, but it is fashionable, and some of the same men who make them argue that with a high pressure or non-condensing engine they can save over forty per cent. with such an one over the single cylinder non-condensing; but with a close-shaved contract, specifying whether it meant forty per cent. of the fuel or forty per cent. of the heat units, they would find they could not save *two* per cent. Yet, it is clear, in some cases, that a saving of forty or fifty per cent. *has been saved*, over what another engine did do, but the circumstances were not in the first case truthfully stated.

Taking the efficiency of steam, it is not possible to get out of it any more than was put into it in the first place, but sometimes this is done, if the figures made are honest. In a recent pumping engine test that the writer reviewed for the supreme court of

one of the states, the steam was reported to be "107 per cent. good." On asking the man who made the test in which this extraordinary quotation made its appearance, to explain it, he replied that it was 107 per cent. according to his rule; and, asking for the rule, it was found that he had inverted the factors in one of Rankine's formulas, and so reported *his own mistake*. In a test of a pumping engine, now in the courts, the duty figured out was over eight per cent. beyond the total capacity of the coal, if it had been perfectly dry and not a particle of ashes in it.

Yet these very factors are at the bottom of the compound locomotive. No matter by whom it is made, or under whose patents, it is impossible to get as much heat effort out of the steam as the fuel honestly burned puts into it, for it is a law that steam, from the moment it is made and moved, loses at every turn, and keeps on losing.

To return to our ancient history, it is only fifteen years ago that a "new" hot air engine made its appearance in Boston; it was called "The Woodbury, Merrill and Woodbury"—or, perhaps, there was another name in it. The prospectus was to run an engine with hot air under a pressure of one, two, or three atmospheres and still give out work on the machine, so as to be advantageous in its operation, so far as the making power went. It was a new departure in some ways, and gave promise of quite a field, as it was not so cumbersome as the Ericsson, and could be made at far lower price, &c. The indicator diagram was pretty nearly the shape in outline of a large egg placed at an angle of 20° to the horizontal (to the eye) on the card, with one or two atmospheres as back pressure. It was a pretty machine, and was double acting. Some few were made, a great deal of money was put into the work, and after an absence of some years from the "Hub" as headquarters, the writer, a few weeks ago, came in contact with one of the parties named and was surprised to find that he was now in, to use his exact words, "hot steam in place of hot air," it being a fact that the engine had been found after all to be the possessor of weak points, and is practically abandoned, for the simple reason that the natural laws asserted themselves, and cast-iron, it was found, persisted in cracking, and pistons of not being tight, &c.

Theoretically, many other wrecks lie on the shores of observation in the older engineers' experience, and frequent schemes are brought to us to enlist capital, which, when looked over to discover some intrinsic excellence, we have to decide against; and then comes the cry of "old fogy," "prejudiced," and such others as are usual.

There was never any one thing put in the market for steam users that had in it more of the apparent advantages than the "Bab-



cock & Wilcox" automatic cut-off engine, some twenty years ago. It had, so far as could be supposed, all the theoretical points in its makeup to make it a successful competitor, but it proved the worst kind of a failure from unexpected and unconsidered obstacles, and in a little while was utterly abandoned. Its inventors, in another application in the same line, were successful in a business way, and died—one a day or two before last Thanksgiving, the other seventeen days later, or only a few weeks ago.

It is a fact that wonderful amounts of money have been and still are put into such improvements and material matters that are to return such "fairly amounts" of dividends, but it is also clear that some of these wonderful matters come back to us after a few years or months with a long face and a longer profit and loss account, and it will no doubt be a matter of some interest to our readers if they are given some of the particulars why such was the case, and for this article we shall discuss the "Great Eastern" steamship.

There are certain data in the case of this great ship that are now not to be found, so far as compared with the way the same data is now kept, but the main points are sufficiently known to be comparable. At the time she was projected the speed of the few ocean steamers was not far from ten knots an hour, and that was considerable. The contracts for her construction were signed in the latter part of the year 1853. The first plates were laid in early May, 1854, and she was ready to launch on November 3d, 1857. Her launching was not successful until January 30th or 31st, 1858, and was a new experience in such work, for when she was in readiness for launching, it was found she could not be moved on the ways, and in the time that elapsed from her being ready to her floating, it cost over half a million of dollars for the apparatus and labor of putting her into the water. When she was in the water, or launched, the money was exhausted, and not a stroke of work was done on her for a year. A new company was then formed, and work went on again; her first steam trial occurred in September, 1859, and here we have one of the most magnificent ships ever yet constructed, ready for going into service, already bankrupt and reorganized, and it was now found that the prime object for which she had been built would have to be abandoned. The original intention had been to have her take a very large cargo to the East Indies and land it at such ports as she could get in at, and then, using smaller ships to redistribute her cargo, as it was to be, at various ports.

At this point it was found the original idea could only be made feasible by having six or more of the same ships, so as to make frequent trips, and so keep the smaller ships

busy at the other end of the trip in taking away and bringing in new cargoes; hence, it was determined to put her into the trans-Atlantic trade, and from 1860 to 1863 she made nine trips to and from New York. On one of these trips, hundreds of miles from Queenstown on her way to New York, she met with an accident to her rudder head, which was twisted off and the paddle wheels badly damaged, and she made her way back to Queenstown for repairs. On another trip from Liverpool, with over 400 passengers on board, she ran on or over a reef of rocks on Long Island and tore a hole in her outer skin in ten places, one of which was over eighty feet long and nearly ten feet wide, which would have sent to the bottom any other ship then afloat, and most of those now afloat, but her double bottom prevented any particular damage. She delivered her passengers in New York safe, and most of them, until afterwards, were in ignorance of how near they had been to death.

The conception of this ship in its entirety and the general working out of the details are to be credited to Ishambard Kingdom Brunel, one of the most eminent and successful of English engineers, but such a multitude of new computations had to be made, and the element of so many new features had to be considered, that he sub-divided the matter. He had before this time submitted to Mr. William Froude a model of what was in his mind as to the "great ship," and Mr. Froude had made many experiments with this model to ascertain certain features as to her "rolling"—of which Brunel made use, with due credit, Mr. Froude having died before her construction had began. The "lines" of the ship were designed by another of the most eminent of England's engineers, Scott Russell, upon his "wave line principle, and the cellular principle of the hull and inner bottom, as well as the complete sub-division of the hull into watertight compartments, were Mr. Brunel's. Two little extracts from the life of Mr. Brunel, by his son, in 1870, are made here: "I never embarked in any one thing to which I have so entirely devoted myself, and to which I have devoted so much time, thought and labor, and on the success of which I have staked so much reputation. \* \* \* Every part had to be considered and designed as if an iron ship had never been built before. Indeed, I believe we should get on much quicker if we had no previous habits and prejudices on the subject."

This may seem strange to our readers, but if it is stated—and it is a fact—that what Mr. Brunel had attempted was so very different and involved so many new and untried features that it would have perhaps simplified matters if this had have been the first ship, for ideas as to ships then in use

were of only little advantage in the construction of this giant ship; but it remains to-day a fact that many of the features shown in her building are now considered as correct, and while her non-success is probably one of the reasons why Brunel's death took place, he is entitled to far more credit than he or his contemporaries at the time thought of bestowing.

Having been taken from the field for which she was built, and transferred to the Atlantic trade, it was soon found that she could not be run at a profit and she was withdrawn from that, and again went into a new company (the third). The Atlantic cable was laid by her, and more or less of this work made her a temporary service. After a variety of uses, she was laid up at Milford Haven, and finally and lately was broken up and has ceased to exist.

The paddle engines of the ship were designed and built by Scott Russell & Co., London, who also built the hull. The screw engines were built by James Watt & Co., Soho Works, near Birmingham, England. The screw engines had an indicated power of 4,500 horses, at sea, and only one screw propeller; the paddle wheel engines had a power of 3,500 horses, in use, and the total horse power of this ship was not over 8,000 when in full work, or a trifle over one-quarter of that now in the new Cunarder's "Lucania" and "Campania," both of which have fully 30,000 when wanted, at sea, for full speed.

The screw of the "Great Eastern" was 24 feet in diameter, and 44 feet pitch; engines, 84x48 inches, steam pressure 18 to 20 lbs. per square inch; the paddle wheel engines were 74x168 inches, and four cylinders to each set of engines; the paddle wheels were 56 feet in diameter, steam being worked expansively, cutting at about one-third of the stroke, and, running at about fourteen knots an hour, she used in a day of twenty-four hours nearly 400 tons of coal. She had ten boilers in all, of the "box" type, square tubular, 18 feet long and 14 feet high, the whole ten having 112 furnaces.

It is now to be considered: what made her a failure? It was mainly the lack of more exact knowledge as to the change in the power of a ship of a given tonnage and with a certain displacement at different speeds; that is all.

In 1836 Mr. Brunel designed the "Great Western," and in her he adopted some of the points which he elaborated more in the "Great Eastern," and made certain changes in the first in 1836 that were adopted in the later one and have since been very generally in use in the most modern vessels from that time. There is only one other reason why she was a failure; it is thus stated by an English critic, in a document now twenty-three years old, as, "that at the time she

was built there were no lines of traffic on which a vessel of such huge capacity could procure with dispatch the amount of freight or passage money necessary to insure a profit." Another Englishman, of late, says: "The 'Great Eastern' was a failure commercially, but from a mechanical point of view she was, in all her main features, successful to a degree that was marvelous when compared with the standard of her time."

While this data is only the very elements, so far as the engineering features go, it is quite sufficient, for it shows the reason in general for one of the most promising enterprises, and one of the most stupendous failures in a commercial way. Yet, the whole matter was in the hands of three of the most successful among engineering firms of their time, and it is a noteworthy fact that Mr. Brunel spent more than three years in getting from all possible sources the most authentic data he could to insure success before he designed her.

The size of the great ship is often misquoted, and her correct dimensions are given from the record of one of our societies: Length over all, 692 feet; length between perpendiculars, 680 feet; moulded breadth, 82 feet; depth to upper deck, 58 feet; register tonnage—gross 18,915, under deck 18,837; draft, loaded, 30 feet; total accommodations for people, 4,000, of which 800 were first, 2,000 second, and 1,200 third class; total horse power, 8,000; speed at sea, 14 to 14½ knots; coal per day of twenty-four hours, 400 tons.

As a comparison, as well as a matter of interest, the "Campania's" data is here given, so far as is permissible. The tonnage of cargo is not in either case given: Length over all, 622 feet; between perpendiculars, 600 feet; moulded breadth, 65 feet; to upper deck, 41½ feet; register tonnage—12,950 gross, under deck 10,267; draft, loaded, 27 feet; passengers first class, 600; second, 300; third, 700; total, 1,600; indicated horse power when at sea, 30,000; speed, 22 to 23 knots per hour. The "Campania" has two engines, with five cylinders in each engine, three cranks to each; the high and low pressure cylinders are on the same crank, and she has two of low pressure to each engine, and the size of each are as follows: High, 37 inches in diameter; intermediate, 79 inches in diameter; low, each 98 inches in diameter; stroke, 69 inches. Thirteen boilers with 100 furnaces make up the power, and the consumption of coal is only a trifle more in the "Campania" than in the "Great Eastern." This was one of the matters that troubled Brunel; he did not and could not get the power required in her at anything like the cost for fuel that he had calculated.

Space for a fuller discussion of the various features of the big ships cannot be taken, but there are some other points quite as

much of interest as those discussed. The "Cimbria" and "Etruria," Cunarders, have been running near ten years now. They draw the same water, within an inch, that the "Campania" and her sister, the "Lucania," do, but the two last named are 100 feet longer than the first two named, and these are full up to the capacity of the water on either side; hence, we are coming to another feature at no distant day--either to deepen our channels, or stop at some point not now so very remote in deep sea navigation, and fast steamers.

There are many sources of information ready for us, when we are ready to attain it; no one of them is more to our advantage than the retrospective, for anyone can look back with profit, if he will. It is sometimes better to do this than to attempt to do away with some of the natural laws and undertake to demonstrate how much we know that "ain't so." It is always cheaper to try to find out if someone has preceded us in the line of investigation we are pursuing, and, if possible, to ascertain if they have failed in the line we are ready to go into. Some of the objections to the newest steamship engines are soon to be considered, and from the highest authority. To the men who run them, and the men who made them--on paper, it will be interesting reading, if read with care.

In 1849 the writer made a trip from New York to Liverpool on a Cunard ship, on which Sir James Anderson was a passenger. Some of his narratives of the "Great Eastern," when he was her commander, are now in my short-hand note books, and verified the statements in this article.

*Thomas Pray, Jr.*

#### ECONOMY.

The cry is "hard times" just now; therefore, a chapter on economy will not be out of place. Perhaps it may be well to define the meaning of the word economy, for it is often associated and in some instances used as if it were stinginess, but that is not its true sense. Economy is defined as saving; using everything to the best advantage; getting the most or the best results at the least cost. An economical man is opposed to waste in any form, but willing to furnish everything needed to conduct or carry on any enterprise in which he may engage, and thus differs greatly from the stingy man, who is not inclined to eat enough nor to have anyone connected with him have enough to eat. True economy consists in giving every man his just due; if he is working for you, to give him enough material to work with, and insist upon it being used to the best advantage for all concerned.

A good illustration of economy is given in "Frederley's Treatise on Business" in a letter written by a literary man, who found

himself short of funds in Hamburg, and determined to present a note of introduction which had been given to him by a friend. On his way to the given address, he noticed an old gentleman, who stopped to buy some fish and had them sent home, and then wandered on in the direction taken by the writer. They both came to a stop in front of the number given, and then it turned out that the fish buyer was Mr. Moorfield, and sole proprietor of the extensive importing and jobbing house of that name. The writer was invited to accompany the old merchant to his private office and entered the building with him. On the way they stopped to note some men who were weighing sacks of coffee. One of the men was handling the sacks rather roughly and burst a hole in one of them through which the coffee berries ran over the floor. The old merchant reproved the man for his carelessness and told him he would be discharged if he did not do better, for it was not his first offense. After helping to gather up the few handfuls of coffee and directing a careful re-weighing of the sack, he proceeded toward the office. At the door they met a dudishly dressed clerk who seemed to be trying to escape observation, but who was accosted with the question whether a ball or reception was to be held in the office to-day? This was followed by some good advice about the better care of his poor mother, and his younger brothers, who were running the streets barefooted. In passing a desk he inquired in regard to some bills of lading, policies of insurance and receipts, and found them all in good shape, and while commending the clerk for his promptitude, he took occasion to caution him about the more careful use of the blotting sand, which was at that time used in the place of blotting paper. After arriving at his desk and looking over his morning mail and attending to several calls, the old merchant noticed a woman, who, with tears in her eyes, said she was the wife of the man who had recently had the misfortune to break his leg by a bad fall in one of the warehouses, and as it would be some time before her husband could again return to work, she did not know what to do for themselves and their five children. "You will have to trust in the man in whose service your husband met the misfortune. Whatever he may need of wine, cordials or provisions shall be supplied from my kitchen and you must come and get his weekly wages every Saturday," were the orders that gladdened her heart. "Go home now and greet your husband, tell him not to worry, and that I will soon call to see him." As a result of the experience in these different cases, the writer had small hopes of obtaining the financial help he so urgently needed, but his fears were groundless, for he had no sooner explained his situation than the old merchant advanced him more than he really

expected or asked for. Economical in business, he saved and had the means to relieve distress when the applications came, and they were not ignored or thrust aside. Therefore, meanness and stinginess does not necessarily follow economy.

Mr. Pray, in the December MAGAZINE, pitches into the editor of *The National Car and Locomotive Builder*, because the latter has the temerity to say that "but a small proportion of the engineers are disposed to give heed to the great economy to be derived by this method of running (meaning the wide open throttle and short cut-off). Mr. Baker, the said editor, has, I think, had exceptional advantages to form an idea on this matter, as he has fired and run locomotives, and also was for awhile a traveling engineer, and thus thrown in contact with all kinds of men in the employ of his company. Among them Mr. Baker has no doubt found some men that do pay some attention to this matter of fuel economy, but it is also apparent that he has found many not so inclined, and, as a matter of course, his remarks could not be applied to the detriment of the former. Mr. Pray says that he "has had something to do with locomotives and with railroad men for some years," but from the general tenor of his remarks I deem it just possible that he never has fired or run one of the "iron steeds," and is, therefore, not as well able to judge of the merits of the case. During my service of nearly ten years of firing it was my fortune to be with a variety of engineers, and it was also my fortune to be placed in the very situation that Mr. Pray inquires about; that is, firing the same engine, on the same run, pulling the same trains over the same grades, and I can positively say that it made a great difference which engineer was at the throttle, for with the one I could keep her hot with nearly a ton of coal less each day than would be needed by the other one to keep her nearly hot. A difference of one ton in six is surely fully 15 per cent., which Mr. Pray doubts, but after having such a practical exemplification of the difference in management forced upon my attention by months of unnecessary work each day, I was forced to admit and to believe that not all the economy of fuel was to be accomplished by the fireman, but that much depended upon the way the result of the firing was used. An old proverb says, "A penny saved is better than two earned," and that is the truth, for if a man was to earn two dollars and spend one dollar and a half he would only have fifty cents saved, or half of the dollar instead of a whole one. Even so it is with the steam. It has ever been the rule to require the locomotives to do all in their power with a full head of steam, and the engineer has, therefore, ever had the problem of making the

best use of the steam at his command. Some have learned the art of making a little go a good ways; while others can not get along unless they have a full supply at all times.

Mr. Pray should not be so hard on Mr. Baker, because as it appears in Mr. Pray's article, the statement of the 15 per cent. to be saved is really a part of the report of the committee on compound locomotives of the master mechanic's association, and the blame of the 15 per cent. clause ought to be shared and divided between them, if they are to be blamed for a truth spoken more in sorrow than in anger. It will not do for us to ignore one truth and discredit it, even if we can establish the fact that in many instances mismanagement, family rings and corrupt practices permeate the whole of a system of road and absorb all the resources to their own advantage, leaving those out of the ring to suffer loss on their investments.

Now, I can not help but see that Mr. Pray rather "straddles," and gets his feet on both sides of the fence at once, for in one place he says that "the engineer's record for the easiest adjustment, or the lowest coal or repair record is not worth a cent," and in another he says that "a saving of even 3 per cent. was worth a thousand dollars a week easier than telling about being sure he could do it." Then again, in one place he denies the existence of the "interior engineer," and on the next page he declares that "engineers or real good firemen who do know their business are not so numerous as to glut the market," thus conveying the idea that there is room for improvement among them. This has been the aim of the Mechanical Department, to incite to improvement, and I believe the seven year's work of the Mechanical Department has done some good in this line, and that more will still be accomplished in the years to come.

As the query in the *American Machinist* about hydraulic rams, and the answer given was deemed of sufficient interest by you to publish it, you will please allow me to give a correct answer, as the answer given by the *Machinist* is incorrect in several particulars. The statement that the hydraulic ram is a self-contained automatic pump is correct, but it is not operated in part by the pressure of a column of water, but solely by the energy acquired by the intermittent motion of the column. In its simplest form it consists of a main or drive pipe placed on an incline, leading water from a spring or reservoir at the upper end of the pipe to an air chamber with a suitable valve near and below it. The delivery pipe issues from the lower part of this air chamber, and can be taken to any elevation

and the ram will deliver water at most any height, much higher, in fact, than the spring or reservoir from which it is taken. When the column of water in the drive pipe is at rest the valve near and below the air chamber is adjusted so as to open of its own accord, and not, as stated in the *Machinist*, by drawing water from it. The opening of this valve at the lower end of the drive pipe sets the whole column of water in the pipe in motion, and it soon acquires velocity enough to lift and close the valve. The water being in motion, and thus suddenly cut off by the valve alluded to, lifts a valve in the base of the air chamber, compressing the air in it and placing a quantity of water in the bottom of the air chamber. This quantity is determined, first, by the amount of acquired energy of the water in the drive pipe, and next, by the height to which the water has to be delivered by the delivery pipe, which is, as stated before, attached to the water space of the air chamber. After the energy of the water in the drive pipe has lifted the valve in the base of the air chamber it has to overcome air pressure, which after a short time stops the ingress of the water and brings it to a rest. As soon as this is done the air also presses back downward and would force the water out of the chamber into the drive pipe again were it not for the action of the valve in the base of the air chamber, which opens inward and therefore is closed by the return pressure, and the only escape from the pressure is into and up the delivery pipe, and that is what actually takes place. While this reaction is taking place in the air chamber and delivery pipe, the water in the drive pipe having been brought to a state of rest, has allowed the valve in the end of the drive pipe to drop, and has again acquired velocity and is soon in condition to force another quantity of water into the air chamber. The action is thus entirely automatic, and hydraulic rams will work for months or years without any attention, or just as long as they have a supply of water, or their valves remain in good shape and deliver a greater or less quantity of water in an intermittent motion.

William Weiler.

### OILING.

At the Traveling Engineers' Convention, held last September, there were some remarks made on oiling that are apropos to the discussion between Messrs. Lucas and Moore. The committee appointed to report on the "Economical Use of Oil and Supplies," reported that "Under ordinary circumstances an engine will run from 50 to 75 miles to an oiling." And that "When driving box and engine truck cellars are properly packed with good wool waste, an engine will run 10 hours in freight service, at a

speed of 15 miles an hour, on one oiling of boxes." The committee further said that "To economize in oil the men must have confidence that the oil is of superior quality. There is no economy in using a poor grade of oil. Cheap oils are always inferior." This report seems to bear out the claims of Mr. Moore, especially with respect to the oiling of driving boxes, and, in the rather extended discussion which followed, the above conclusions were not called in question. The discussion, as reported in the *National Car and Locomotive Builder*, is worth reproduction here.

Mr. Skinner: I think there is more oil wasted in oiling eccentrics by the can than any other line of oiling. On the Ohio and Mississippi we have a very fast train, and when I took charge of the engines they were using a needle cup on the rods. They would choke up with sediment. Before I made a change I made an estimate of the use of oil on the engines for two or three months, then removed them and put on a plunger cup on both eccentrics and rods and I made a saving of very nearly 40 per cent.

Mr. Rossiter: We are getting about 35 miles to the pint of engine oil on passenger service and 25 in freight service. We have no engines less than 18-inch cylinders, and since we have got the men interested and changed the oil, and they are positive we are furnishing them good oil, you can see the result—from 40 miles to 150, and we have some men that are making 25 miles to the pint of valve oil, and we have never had a seat injured a particle. We use automatic cups on eccentrics, rods and guides. You will find more economy in using automatic cups on guides and eccentrics than any other part of the engine. Set cups will not do. One man will screw them down and the next man will run them up. The only feed that we get the best results from is the automatic cup. We have a set that our feeds are gauged by. They are put on to stay. For a guide cup we use an automatic feed: for an eccentric we use an automatic feed with one-quarter-inch lift; for rod cups one-thirty-second-inch lift.

Mr. Bauder: We run the "Exposition Flyer" 95½ miles at one oiling. We have run it all summer; haven't had a hot box on it.

Mr. Brinsley: Our men all run 74 miles. They have no oilers, so they can't get out and oil at all. They have got to run 74 miles and they do it.

Mr. Bauder: Looking at it from an economical standpoint, I don't think there is much economy. They are running pretty fast and it would be perfectly natural for a man to use more oil in one oiling than if he was going to oil twice.

President Conger: My experience has been that a road that uses stone ballast, and a road that runs over sand ballast, especially the character of sand that cuts journals, eccentrics, etc., all to pieces, should not be compared with each other at all. On one they can use enough oil so that they will make 18 or 20 miles to a pint and the other 30 or 40. But we will leave this sandy business aside and take up valve oil. That is the most expensive kind of oil, and on our road we use the oil record as the test of the ability of an engineer, and when a young fellow starts in he uses a good deal more than the old fellows, and I say to them: "It is not the six cents' worth of oil that you use going over 100 miles, it is the test of your ability, and whenever you take interest enough to get your oil record down fine, or your coal record down fine, it is an indication to your superior officers that you are a good engineer or will be shortly." That, I believe is the only way to look at this matter with young men, as a test of their ability.

Mr. John A. Hill, of *Locomotive Engineering*: I believe it has been demonstrated here that there is no rule of comparison between the roads, between the miles that can be run. We are not allowed to make any changes in the engines, and the traveling engineer must make some arrangement with the men to get the best work he can. I will therefore offer the following resolution:

*Resolved.* That in the opinion of this Association there is no reliable comparison between roads as to the use of oil per mile run. Each engineer must make his time and be allowed to use some judgment in the use of his supplies. We believe that the standard of comparison should be the monthly average of the best half of the runners on a division. This makes allowance for local conditions, climate, engines, water and the difference in oil.

Mr. McVicar: We find men there who will make less than 20 miles to a pint of cylinder oil and a man right beside him will make 50. Now there is no difference in the conditions, but as a matter of fact the man who makes 20 does not put it all in his cylinders. I will make the statement that 50 per cent. of the oil is used for other purposes than that intended. I think if you could restrict the use of cylinder oil to the purpose for which it is intended, that you would find remarkable results. A man will tell you that he didn't put but a little on his eccentrics but it will be running on the ties. We have two engines that are running on the sixth district, in Wyoming, that average 200 miles for a pint of cylinder oil, but right beside these engines are others that don't make 30. Now, there is more difference in men than in machinery. There is a greater factor of variation in the dispositions of men and the way they have been educated and the way they have allowed themselves to do than in anything else.

President Conger: There is one point about this extravagant use of oil on engines which I might go on record as defining. I think the extravagant use of oil on engines is more than the engine requires, and we certainly must put that on the engineer. One gentleman asked a little while ago if we expected to hold the engineer responsible for the extravagant use of oil. I think as defined that way we can hold him responsible.

Mr. Brown: What relation is there between the amount of oil—cylinder oil—used, and the fuel consumption? Now some roads are making a great specialty of seeing how little oil they can use, but where is their coal going to? You hear their engines going by and the pistons in the cylinders sound like a buzz-saw. Ask the engineer why he is running so dry. He will tell you that only so much oil is allowed to that engine, about sufficient to grease my shoes (I have large ones). Now I think there is little relation between the amount of cylinder oil used and fuel consumed. An engineer can use good oil very extravagantly and it will only cost the company about 35 cents per 100 miles. How many scoops of coal does it take to cost 35 cents? Engines are dragging their way over this country every day, and they might better have a brake set than try to drag out an existence with the amount of oil that they are using. I think there is a little relation between the two.

After some further discussion, Mr. Hill's resolution was adopted.

President Conger covers the whole question with his definition of extravagance, as "more than the engine requires." That definition will cover those cases where a man is compelled to use the "gallon of cure" because of his misdirected economy in the use of his "pint of prevention;" the gallon being of course, more than the engine requires, and therefore extravagant, no matter what caused it. There is a great deal of truth in Mr. Lucas' proposition that "a pint of prevention is worth a gallon of cure;" if properly construed it covers the whole question of economy. The extravagance comes in when men substitute quart, and sometimes gallon, for "pint of prevention." The quart of oil more than is actually necessary, which is used to prevent heating, is just as truly wasted as is the quart which is used to doctor a hot journal following the application of too little oil; and that is where the question of good judgment comes in. To

know when all bearings are getting enough—not too much nor too little—oil is the mark of the really economical engineer. Men don't learn such things out of books, nor by blindly following the acquired practices of others; they learn them by making intelligent and painstaking observations on their own account; and the man who is not capable of bringing this personal element into the affair is not capable of practicing any true economy, for he always stands in danger of running up against a "snag" of some sort or other, when the economy that has been taught him would really be extravagance. What shall he do in a case of that kind, providing he has no "spectacles" of his own to look through? Why, simply commit an extravagance.

Speaking of the Traveling Engineers' Association, calls to mind the comment of some of the railway papers, concerning their first convention. There is no reason in the world why there should be found anything to criticize, adversely, in the conduct of the Traveling Engineer's Convention, any more than the convention of any other body of railway men, and the different railway editors who, before the event, seemed to be afraid "suthin' was goin' to happen," were not long in finding it out, and hastened to give the Traveling Engineers their full need of praise as a capable and intelligent body of men. But the facts of the case seemed to stick in the crop of that pessimist among railway journals, the *National Car and Locomotive Builder*, and they wouldn't go down without the accompaniment of a protest of some sort or other. At first there was a suspicion that the association was to be dominated by B. L. E. influence; this suspicion was presented in the "correspondence" columns and mildly deprecated in the editorial columns, where the conclusion was finally reached that it was without foundation. But it would never do to let that convention pass without a protest—and what an idiotic protest it was! It came in the form of some lofty and disinterested advice, as follows:

"We have been prominent in advocating the merits of this association and in expatiating upon its possibilities for good, and we shall be quite frank in criticising whatever we notice in its conduct and proceedings that we cannot approve. There was one thing we noticed in the proceedings of the last convention that we would like to remind the members, in all kindness, was not suitable to the character of their association, or to the position they occupy in railroad service. We refer to the habit that some of our members indulged in of referring to their associates as "brother." We appreciate the fact that this was the first convention of the association, and that, like

any other new machine, it had a good many rough edges to wear off. This was one."

One might write a long tale with that subject for a text, but, "nuff sed;" the Traveling Engineers will no doubt appreciate this advice at its true value.

W. P. Borland.

#### The New Brake Valve.

MR. EDITOR:—As the Westinghouse Air Brake Company has made improvements in some of their brake appliances, and not having seen any account of it in the MAGAZINE, I will try and point out the difference between the old and new engineer's brake valve. This for the benefit of the firemen who may not be acquainted with the change, as the firemen are the ones who will have to handle it next. The chief difference is when the handle is in running position; with the old valve, after releasing the brakes and returning the handle to running position, communication was shut off from train pipe until the excess pressure was obtained, and the amount of excess pressure obtained depended upon the tension of the excess pressure valve spring, which amounted to about twenty pounds. The chief difficulty, then, was found to be with long trains, when the brakes would creep on, owing to insignificant leaks in train pipe, and the lost pressure could not be restored until after the excess pressure was again accumulated. With the new brake valve with feed valve attachment, with the handle in running position, air is automatically cut off when the train pipe pressure reaches 70 pounds; and should there be a reduction in train pipe, from leakage or any other source, the lost pressure will be automatically supplied. With the old valve, the governor is connected with the train pipe, and with the new one it is connected with main reservoir; also the rotary valve is more easy to examine in the new valve than in the old, as the bottom section contains all the pipe joints, and in examining the rotary they remain undisturbed. The seat of the rotary valve in the new brake valve is of cast iron instead of brass, as in the old valve, and the rotary is brass, as before, which makes a better wearing surface of brass upon cast iron. I like the new valve, in so far as passenger service is concerned, for the reason that the governor being connected to the main reservoir, only that pressure can be obtained in the reservoir to which the governor is set. The Westinghouse people recommend 100 pounds, which would give 30 pounds of excess pressure carried at all times, and, as passenger trains seldom exceed twelve or fifteen cars, the limited amount of reservoir pressure carried has been found to meet the requirements perfectly. But with the old valve, the governor being attached to train pipe, by making an

application and returning the handle to lap position, you could pump up as much air as you had steam, and then, by releasing the brake, you would put such a high pressure in train pipe as to be liable to burst the hose, and also keep the pump idle too long.

I would be pleased to hear from some of the brothers as to the merits of the new valve in freight service. Whether the limited amount of reservoir pressure is sufficient for quick release on long freight trains or not?

BALTIMORE, MD.

Walter C. Garaghty.

#### Economy in Fuel.

MR. EDITOR:—I have read many accounts in the press of the great work done by the compounds, and the immense saving of fuel that was brought about by their use; but, in reading the report of the last Master Mechanic's convention, it looks as though the master mechanics cannot recommend them very highly. My experience of a number of years on the rail is that a first class fireman, one who thoroughly understands his business, can beat a compound all hollow, as far as fuel economy is concerned, and I say this as a matter of justice to some of the men on the left-hand side. I know firemen to-day who can save more coal and have more steam—not blower steam, either—than any compound I have seen as yet. But, of course, I have not seen all the different patterns of compounds. I am speaking merely from my experience with them. Economy is all that the railway managers seem to strive for these days, but such economy as the compounds give costs very dearly, as they will find out later on. My idea of the best plan to secure economy in the use of fuel, would be for master mechanics to hire none but first class firemen, and take them on trial, subject to the report of a traveling fireman—who should be an experienced fireman of good judgment and character—and the engineer. In my judgment, if this plan was followed, the companies would be in a fair way to save coal. But, as it is, they take men from the ranks of the fire knockers, wipers, or coal shovelers, and send them out to fire. Of course they manage to get over the road somehow, and when they return from their first trip they are firemen, and in a very short time you will find them kicking for their rights, and the foreman or master mechanic will come pretty near giving them what they kick for, too. The man on the right-hand side is to blame, to a certain extent, for this state of things, for explaining matters and doing everything in his power to help these students out. I am ever willing to help honest labor, but I think this student labor is a great evil, as it robs those who have went through the mill to learn how to fire, and who are mas-

ters of the business. Firing a locomotive is a trade, and a good one, too, but like in every other trade, there are lots of firemen who are not masters of their business. And why? Simply because this student labor comes in and crowds men out before they have learned their lessons well. This is what has crowded out good brotherhood men, and now it is up hill work for old brotherhood men, on either side, to get work. The master mechanics favor this policy because they can handle the younger ones, and what few old ones they have are running passenger and have got all they can expect. It is impossible to get them on a grievance committee unless they have a "pull" with the master mechanic, or, in some cases, the manager of the road. The old fireman is no better; you mention committee work to him and his heart goes down in his boots. Of course, under these circumstances, the cause of labor must suffer. That the future will bring disaster unless workmen become more fully alive to their own interests, is becoming more plain to the labor world with every passing day.

H. T. Cunningham.

EDWARDSVILLE, ILL.

#### An Automatic Hose Coupler.

MR. EDITOR:—I have received the MAGAZINE for the month of December, and in looking over its pages I read with interest the article captioned "The Deadly Angle Cock," by Mr. Wilfred P. Borland. In reply thereto I wish to inform the readers of the MAGAZINE that I have completed, and also patented, a device which will automatically couple and uncouple the air, steam and whistle hose, and which places the angle cock in the "scrap pile." Besides being a self-coupler, it is so arranged that, in case a train becomes detached while in motion, the brakes will be set automatically on the detached portion of the train, while allowing the engineer to handle the forward part at will. I have organized a company known as the "Automatic Air Hose Coupler Co.," for the purpose of manufacturing this coupling.

RUSSELL, KY.

Lou Sennett.

#### Some Shop Tests.

MR. EDITOR:—You will remember "the boys" got very tired of the "Hammer Blow and Centrifugal Lift and Tangential Throw of the Counter-Balance of a Locomotive's Driving Wheels." My attention has recently been called to a report made to Thos. N. Ely, Esq., chief of motive power, Pennsylvania railroad, by Mr. D. W. Barnes, of Chicago, on certain "shop tests" at the Purdue University, LaFayette, Ind., to determine the above named questions to

which I have given a large measure of theoretical and practical attention now near twenty-two years.

This matter and these tests is very fully treated of in the *Railroad Gazette* of December 15, 1893. Editorially, page 911, "Some facts about counter-balancing locomotives." Page 906, "An important experiment in locomotive counter-balancing, at Purdue University." If I had the time I would like to go to LaFayette, by way of Terre Haute, with the Shaw locomotive, and show "the boys" and professors at Purdue University by a test on their machine how to perfectly balance a locomotive. Should I come I will give "the boys" one or two lectures and prove at these that all is true for which I have contended.

William E. Lockwood.

PHILADELPHIA, PA.

#### Testing Eyesight on the Pennsylvania Lines.

The biennial eyesight test for color and nearsightedness of the trainmen, operators, yardmen, switchmen, watchmen and hostlers employed on the eastern division of the Pennsylvania company was inaugurated yesterday, and all day, at least while the light was good, knots of trainmen were gathered on the platform of the test car, sidetracked near the Allegheny station, awaiting their turns to undergo the examination. The examinations are made by car tracer W. A. Routson, Jr., and operator George Stuck, and about five minutes were consumed with each man. The examinations are compulsory, as the company regards it as imperatively necessary that the eyesight of their employes who have to do with the running of trains shall be good enough to enable them to promptly distinguish all signals. Their hearing is usually tested at the same time, as a good ear is another important qualification in railroading. This examination will result, as have the last one or two, in finding but few employes whose sense of sight is deficient, for previous rigorous tests pretty effectually weeded out the nearsighted and the color blind, and then the company now tests any would-be new employe before hiring him. In case any of the employes do not come up to the standard they are generally given one or two more trials, and then, if it has been thoroughly demonstrated that their sight is too bad to justify them being kept in train service they are given employment in some other capacity. It is often found that the impaired vision may be rectified by the use of spectacles, and as a result a number of the older engineers and other employes on the division are wearing them.

When a representative of the *Post* visited the car, which is spacious, well lighted and designed especially for the test work, Mr.



Routson was putting a robust fireman through a course of sprouts. He had him first toe a mark 15 feet from a card on which was printed letters of various sizes, and told him to read some of the smaller ones, it being obvious if he could do that there would be no trouble with the large letters. Both eyes were tested by shutting off the sight of one. The card was similar to that commonly used by oculists and opticians. He was next given a book of fine print to read at a certain distance. One or two other tests for nearsightedness were applied and then he was tried for his ability to distinguish colors. A stick to which was attached a couple of dozen strands of various colored yarns or zephyrs was laid on the table. From a box was taken a bunch of green yarn, and the fireman was asked to designate its color. He promptly said "green," and he was then told to pick out 10 strands each having a green shade. This was repeated with two other colors, and the examination was completed. The test marks are based on the result of the examinations and a record is kept of them.

—*Pittsburgh Post.*

#### How to Make Rivet Holes.

My ideas have undergone a change on the subject of making rivet holes. I used to think that punched holes in iron plates were weaker than those which were drilled. I now find that they are really a trifle stronger—if they have been properly punched. The reason is that there is a sort of flow of metal around the punch. When it starts in through the plate it makes a slight depression in it before any metal appears on the other side; then when the plug falls out it will be found of less density than the plate from which it was punched. Some of the metal has been forced from before the punch into the walls of the hole, making a kind of bushing of compressed iron which renders that hole less liable to tear when shearing strain is placed upon it than if it had never been so reinforced. For steel plates I still stick to the notion of the desirability of either drilling the rivet holes or reaming them out after punching, the reason being that the operation of punching effects a sort of tempering of the walls of the hole, and the metal thus tempered is more brittle than it was before having this change effected in it.

—*Robert Grimshaw in The Tradesman.*

When an English engineer (driver) reverses his engine to avoid an accident, he says he "fixed" her. In an accident not long since, we note the driver reported: "On seeing shunting engine outside the home signal, I applied the vacuum, fixed engine and jumped off."—*Locomotive Engineering.*

A LARGE profit sharing concern is that of the N. O. Nelson Manufacturing Company, St. Louis. At its works in LeClaire and Mound City, Ill., and St. Louis it employs about 500 hands. During the seven years ending with 1892 it paid to wages a total dividend of 54 per cent. In 1889 the day's work was fixed at nine hours without a reduction of wages. Early in July last, owing to the depression in its trade—plumbing ware—it was mutually agreed that three-fourths of the wages should be paid in cash, the other fourth to be paid whenever the net profits should exceed interest on capital at 6 per cent. during the months of full pay, and at 4½ per cent. during the term of three quarters pay. On October 1st the company's business had improved to a point warranting return to the full cash payment of wages.—*American Machinist.*

FROM what has been learned about the invention of the link motion, by examining the older locomotives at the World's Fair, an impression has gone forth that to America belongs the credit of the invention of the link motion. The manly letter from Mr. Clement E. Stretton, C. E., of Leicester, England, on the subject, published in another column, shows that English engineers are disposed to give honor where honor is due on this important question. From what Mr. Stretton says, it is likely that the invention of James exerted important influence on the development of valve motion in England, since the drawings sent from America by the inventor of the link induced Forrester & Co., locomotive builders, of Liverpool, to adopt the four eccentrics, which prepared the way for the reinvention of the link motion.—*Locomotive Engineering.*

It is announced that the Palace of Fine Arts, in Jackson Park, is to be preserved for the purpose of an immense museum for the preservation of objects of national interest, largely composed of some of the recent exhibits at the fair. Mr. Marshall Field has donated \$1,000,000 toward the museum on condition that another million is raised outside, and Mr. George M. Pullman has given \$100,000 on condition that \$400,000 more is subscribed. The trustees for this museum are actively at work trying to raise the further amounts. The building selected is entirely fireproof, and is 500 feet long by 320 feet wide, intercepted by a transept and nave 100 feet wide and 70 feet high.—*National Car and Locomotive Builder.*

A PLOT of ground at the corner of Broadway and Pine street, this city, recently sold at next to the highest price ever paid in this city. The price was nearly \$286 per square foot, which is equivalent to about \$12,458,160 per acre.—*American Machinist.*

**It Cured the Old Man.**

The railroad superintendent who thinks that every detail of work, from the driving of a spike to the entering of a voucher, the repairing of a passenger car and the building of a bridge are all dependent upon his personal supervision, is fast disappearing, but he still is represented. There was once a superintendent named Pettibone, on a New England road, who was the worst representative of this class I have ever met, remarked the promoted conductor.

Pettibone was one of the small bore men who not only persistently bossed everything, but made himself intensely hateful to the men he was directing in the wrong way.

It came to pass that Pettibone fell sick, and there was rejoicing all over the road, for he was confined to bed. He fretted and fumed and acted like a mad man in bed, exciting himself in a fashion that threw him into a very serious condition. He felt that everything was going to rack and ruin, that office clerks were reading stories in business hours, that the shopmen were talking politics instead of working, and that the trackmen were devoting more time to their garden patches than to raising low joints. These thoughts were gall and bitterness. He felt that if he lay there another week all the locomotives and cars belonging to the company would be battered up in wrecks. There was not a train dispatcher on the system who could keep trains apart without his advice--so he thought; and the engineers would be running like rockets when they knew that he was on his beam ends.

Between a real fever and fretting his condition became so serious that his physician told him that he might die at any moment. On hearing this he sent for Conductor Burns, the only man on the road that he had confidence in. Burns and the super had been brakemen together.

"How are things on the road, Jim?" he asked, when Burns was shown into the sick room.

"First rate," said Burns; "they were never better."

"How many accidents haac there been since I was confined in this cursed room?"

"Accident? Not any accident that I have heard about."

"No accidents! Have there been no collisions or trains getting ditched?"

"Nary a collision, and no ditching except what the trackmen are doing."

"Do people talk much about my sickness?"

"Never heard a man say a word about it except Phil Green, the office cleaner, and he remarked that there had been peace in the place since the old man was laid up."

"But, Jim, you must have noticed that

my illness must have depressed the stock of the road?"

"Depressed? It's up to 71, and it never got above 66 before."

"Well, well," groaned Pettibone. "No man is ever missed in this world. The road just going on as well as if I were around! The stock rising while I am lying here! A man might as well die and be done with it." And he lay down and resigned himself to his fate. Resignation was what his system needed, and he was out in two weeks. The first thing he did was to discharge Phil Green, but he reinstated him next day.

The old man was never quite so domineering after his term of sickness. *Locomotive Engineering.*

**And the Next Day Was a Cold One.**

"If I want to get off at Seventy-second street," said the man with the brown valise, "can I go on this train?"

"You can, sir," answered the jaunty brakeman.

Half an hour later the train whizzed by Seventy-second street at a 30-mile gait.

"I thought you told me you stopped at this station?" exclaimed the man with the brown valise, sharply.

"O, no?" answered the jaunty brakeman, pleasantly. "You asked me if you could go on this train. Anybody can go on this train. Auburn P-a-r-k!"

This was why the jaunty brakeman got a letter next day from the superintendent of the road expressing regret that the company would be compelled to get along without his services from that time forth.

The man with the brown valise happened to be the president of the road.—*Chicago Tribune.*

**Mechanical Skill at a Discount.**

One of the difficulties which all designers of new mechanical appliances seeking to have their ideas carried out in shops now frequently encounter is the want of all-round mechanical skill. Fifty years ago it was common to find in any machine shop claiming to be a first class establishment men, who, if called upon to do it, could construct almost any complicated machine, performing all parts of the work, including drawings, patterns and forgings, and some could be found who, if necessary, could do the molding and casting also. Turning and screw-cutting were not unfrequently done at that period by the use of hand tools, the supremacy of machine tools having not yet become universal. The performance of special work by special machines and by men specially trained to run such machines had only just begun. In those days a machinist was equally good at the lathe or the vise and could chip and file as well as he could drill or turn. Such classes of workmen as lathe-

hands, bench-hands, planer-hands, slotting-machine-hands, milling-machine-hands, etc., were then unknown. With the multiplication of special machinery all along the line, the specialization of labor has kept pace; and although this has resulted in the production of a much finer grade of work at a much decreased cost, it has almost eliminated the old-time, all-round machinist.

In those days a man having an experimental machine to build, would place it in charge of one or two workmen competent to construct any part of it and to assemble the parts together into the complete machine. To keep in touch with one or two minds is much easier than to be obliged to explain and re-explain ideas to many different men; and new ideas constantly demand new constructions which are much more difficult to get produced in workmanlike manner now than formerly, unless they are adapted to be made by existing special tools.

Good mechanics are gradually becoming scarcer in all trades, while the number of more operatives capable of running some particular kind of machine and capable of doing nothing else superlatively well, are multiplying. This is the inevitable result of the replacing of hand labor by machine work; and it is one of the undesirable effects that in some measure counterbalance the undeniable benefits which have accompanied the invention and special adaptation of machines for performing work formerly done wholly by manual labor with hand tools. *Mechanical News.*

A VERY sensible order has been issued by the president of the New York, New Haven & Hartford, to the effect that the heads of departments must not retain their relatives in the employment of the company. If a rule similar to this existed on all railroads, there would be fewer incompetent men holding important positions. For years there was very little of the evil known as nepotism in the railroad world, but it has been growing very rapidly of late. On some roads there is scarcely an officer to be found who is not a nephew or cousin or brother-in-law, or some relative of a man in high authority. The thing is not fair to the company where it exists, and is a real grievance to good men who have earned promotion. —*Locomotive Engineering.*

THE fifth of the large guns for the navy has been completed. The guns are 13 inch calibre. A gun with its carriage costs half a million dollars. The projectile used weighs 1,150 pounds and the powder charge is 550 pounds. It costs \$675 to fire the gun, and it is calculated to be good for not more than 500 rounds. —*American Machinist.*

### An Engineering Blunder.

Colonel L. D. Carver was a passenger on the train to Walldoboro Tuesday, and just beyond Warren he startled those around him by pointing to a good-sized lake that was near the track and said, "Is that a new pond?" "No," was the answer, "it's been there for years." "I can't understand it," said the colonel. "Can't understand what?" "Why, how it was the builders of the Knox & Lincoln lost such an elegant opportunity to build a bridge. By swinging a little to the southward they might have built as pretty a stretch of bridge as there is on the entire road." —*Rockland (Me.) Courier.*

A DECISION has been rendered by Judge Townsend, of the United States Circuit Court, in the suits of the Westinghouse Air-Brake Company against the New York Air-Brake Company for infringement of the patents relating to the mechanism employed in their quick-action brake. The decision decrees that the New York Company's engineer's valve, and all forms of their triple-valve are infringements of the Westinghouse patents. The company using the devices named are enjoined from the sale of them and an accounting in each case is ordered. The decision allows George Westinghouse, Jr., very broad claims as inventor of the quick-action brake. —*Locomotive Engineering.*

ON November 18th there was an official trial of electricity as a motive power for canal boats on the Erie canal. The test was made not far from Rochester, and is declared to have been entirely successful. A trolley line is used, the wire being stretched over the canal in much the same manner as it is stretched over the streets of cities, except that two wires and two trolleys were used, one wire and trolley being for the return current. The motors were of the Westinghouse type, about as are employed for street cars, but in this case used to turn propellers. It is the intention to build electric tug boats to draw other boats, and electricity is expected to be taken from the Niagara Falls plant. —*American Machinist.*

SCENE in a street car. — Conductor comes along asking for fares. A stylish young lady takes a purse out of her bag, deliberately takes out a dime and hands it to the conductor, then closes her purse and puts it back in her bag. Next passenger is a Chinaman, who takes a nickel out of his ear and hands it to the conductor. Conductor hands the young lady the nickel as her change. Her purse is already in the bag and she puts the nickel in her mouth while she unfasts the bag. From Chinaman's ear to young lady's mouth! Ugh. Moral: Never put money in your mouth. —*Locomotive Engineering.*

## Questions and Answers.

The following questions and answers are clipped from *Locomotive Engineering*:

THOS. F. HALL, New York, asks:

Will you please answer following question in your November paper: In the Vauclain 4-cylinder compound engine is it possible to admit live steam to all the cylinders at the same time—if so, where does the high-pressure cylinder exhaust when using steam in that way? A.—Yes. When high-pressure steam is used the low-pressure cylinders do all the work, steam is admitted to *both sides* of the high-pressure pistons and they are thus balanced, or are in equilibrium.

J. LUNDBURG, Gothenburg, Neb., asks:

Does the crank-pin, in passing back dead center, cause the crosshead to rest a longer time at that point than at forward dead center? A.—No. Crosshead stops and starts the same at each center; but it takes longer for it to go from the center of guides to *back* end and return to the center of guides than to go from the center of guides to the *front* end and return—this is because of the angularity of the main rod.

And this from the *American Machinist*:

M. P., London, W. C., asks: Is it theoretically correct that the draught of a given chimney for a boiler varies inversely as the sum of the length of flue and height of chimney? A.—No. 2. What would be the effect practically of increasing the length of the flue from 5 to 100 feet leading to a chimney 120 feet high, all other conditions remaining unchanged? A.—The increase of the length of the flue will decrease the power of the chimney. The effect of changing the length of the flue leading into a chimney 60 feet high and 2 feet 9 inches square is given in the following table, which has been taken from the "Practical Treatise on Heat," by T. Box:

Length of flue in feet.	Horse-power.	Length of flue in feet.	Horse-power.
50	107.6	800	56.1
100	100.0	1,000	51.4
200	85.3	1,500	43.3
400	70.8	2,000	38.2
600	62.5	3,000	31.7

The temperature of the gases in this chimney was assumed to be 552 degrees Fahr., and that of the atmosphere 62 degrees. The effect of changing the length of the flue from 5 to 100 feet in your case will depend on the temperature of the gases in the chimney and the outer air. But the foregoing table will probably indicate sufficiently the rate of change of power caused by the increase of the length of flue.

ONE of the first concerns in Newark, N. J., to give their employes a practical reminder that hard times had come was the Consolidated Traction Company. This company has a practical monopoly of street railway transportation over about 100 square miles of valuable territory and enjoys public privileges of a most money-making character which ought to be accorded to no private corporation. Yet they quickly availed themselves of the talk of hard times to cut the wages of their employes to an unscrupulous extent. There was no falling-off of passengers riding on the cars passing over railroads costing nothing for right of way, there was no reduction of fares and ready cash continues to be the terms on which people can ride, yet the officer of the company have the effrontery to announce that the hard times make it necessary to reduce expenses.—*Locomotive Engineering*.

THE great coal strike in England has been settled, the men gaining their point in so far as preventing the proposed reduction of wages, there being, of course, the less justification for the proposed reduction since the strike has raised prices of coal to fabulous figures. One result of the long struggle has been the serious crippling of many of England's most important industries aside from the mining and transportation of coal, and the great disturbance and suffering entailed have given considerable impetus to the idea of government control of coal mines, which are in England even more than in this country, if such a thing is possible, an absolute essential to industrial operations.—*American Machinist*.

DURING the World's Fair 1,453,611 people paid 50 cents each to ride around in the Ferris wheel, \$726,805.50 was "blown in" this way. After paying off \$300,000, their indebtedness on bonds, they divided \$426,805.50 with the Exposition management, and after paying all expenses of operation divided \$150,000 among the stockholders. Now, William Somers, of Atlantic City, N. J., sues the Ferris Wheel Co. for infringement of his patent, proves that Mr. Ferris rode on his little wheel at Atlantic City, and gets judgment in the Circuit Court—damages not yet decided on.—*Locomotive Engineering*.

A CURIOUS invention, intended to prevent the derailment of railroad cars, has been patented by Henry W. Kirchner, Denver. He proposes to employ a middle rail. Attached to the under part of the truck is a frame that carries two wheels set in bevel shape, one clasp ing each side of the rail. The plan would, no doubt, be effective, but it would greatly increase the expense of operating a railroad.—*Locomotive Engineering*.

## DANGERS ENCOUNTERED BY SURVEYING ENGINEERS.

The reading world has received many romantic stories about the hardships endured and the hair-breadth escapes made by engineers surveying railroads in the western states, when wild Indians and all sorts of other wild animals prowled over the wastes that the railroad engineers were laboring to bring within the supremacy of civilization.

But the perilous experience of engineers has not been confined to the west. The men who located railroads had occasionally exciting experiences in some of the mountainous regions of the south. Moonshiners have always been afraid of strangers, and they never displayed much discrimination between an engineer looking for a practicable route and a gauger searching for illicit distilleries.

A well-known railroad engineer talking of exciting experiences, said:

"I was building a railroad down in Georgia in my younger days. I am a Georgian, you know. Once following our surveys I saw a chance to ride across the mountains, and thence to my home to visit my father. It was early in the afternoon when I started on my long ride. The moon was shining high in the heavens when I began to climb. I was jogging peacefully up the incline, when from a shadow a horse and rider came out from the side of the road and fell in at my side.

"'Good evening, stranger,' said the man politely.

"'Good evening, sir,' I said, glad of even unknown company.

"'Which way you going?' asked my new companion.

"'Over the mountains,' I answered.

"'Reckon I'm going that way, too,' he said, and then I had an opportunity to look at my friend's face. It was a strange face. Smooth shaven, young and yet old. It was calm and placid, as expressionless as stone, and yet there was a certain set about the jaws that kept me uneasy. And no matter how often I looked at him, how quickly I turned my glance on his face, his deep-set eyes were always watching me. I felt, even when I did not look at him, that he was watching me like a cat. We rode for hours, talking as one does with that class of people, until at nearly daylight we had crossed the mountains and were making our way along a comparatively level road. When we came to a river which we had to ford, my friend reined up.

"'This is as far as I go,' he said.

"'I am sorry to lose you,' I replied civilly.

"'Stranger,' he said, when my horse's forelegs were in the river, 'where are you from?'

"'Georgia,' I answered; 'this is my state.'

"'Whose boy are you?'

"'Judge S—s.'

"'Is that so?' he said, in a calm voice. 'Why, do you know what I took you for? Revenue! Yes, sir, and I came near shooting you, sir. Half a dozen times on that ride I made up my mind that you were revenue, sir, and each time I was just ready to do it. But I hated to do it, sir, you looked so square. I'm glad I didn't.'

"'So am I,' I answered, with a false, jerky laugh, for that emotionless man gave me the chills, and I sent my horse across the ford.

"'Good-by,' I cried from the other side.

"'Good-by, sir,' he answered. Then his horse carried him off in the gray light, and I felt a sudden sense of great relief."—*Locomotive Engineering*.

## A TENDER SUBJECT.

A speaker at a meeting of the Western Railroad Club made the following remarks about locomotive tenders: "The American roads have followed the stereotyped design for tenders. There is no originality about them at all. Every tender on any New England road is just like the tender on the Union Pacific or Georgia Central. There has been no attempt made to improve. It is inconvenient in many respects and unworthy, I think, of our American genius in designing locomotives."

We do not take such a despondent view of the American invention of tenders as the speaker quoted appears to entertain. We do not believe that the uniformity in tenders arises so much from poverty of inventive fertility as from the form being susceptible of little improvement. The American tender did not at once assume the form that is now so familiar. It grew up gradually into that form, and the arrangement is the survival of the fittest. We have never seen tenders that were much different from the American form that were not inconvenient to the fireman. He is the principal man to be accommodated in the design of a tender. If it suits him the tender may be considered about right.—*Locomotive Engineering*.

The annual report of the Commissioner of Patents shows that the number of patents granted during the fiscal year, including reissues, was 23,471. The number of expiring patents was 13,672. The total receipts for the year were \$1,288,809, and the expenditures \$1,111,444. The increase in receipts over the previous year was \$20,082, and the decrease in expenditures \$2,690. The balance in the treasury to the credit of the Patent Office, \$4,279,805.—*American Machinist*.

## WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER.

Letters for publication should be directed to Ida A. Harper, Stanford University, California.

### ONE PHASE OF THE LABOR QUESTION.

That progressive English writer and reformer, Walter Besant, has been stirring up considerable opposition in a series of articles on the new order of things which permits women to enter the occupations formerly followed by men. He writes somewhat against the innovation, which naturally calls forth a protest from women to whom it is a matter of daily bread. This is a many sided question, it is in an evolutionary state and it is not possible to make assertions on either side broad enough to cover all its varied phases. Mr. Besant attempts to classify working women under the following heads as to their reasons for work:

1. Because their intellectual activity will not allow them to rest at home. Such a woman, for instance, was George Eliot. There are intellectual openings for them in every direction. A woman of this kind may study medicine, science, history; she may teach as well as study; she may write; she may become a journalist or an editor; she may lecture. Any of these lives is better to such a brain than the old-fashioned social round and domestic duties, the embroidery, the piano playing, and the small arts. These are the happy workers; but these are not the average.
2. Because they must earn money somehow. Among these are the unhappy workers, the unwilling workers, who miss the life they would prefer.
3. Because they want to make a little more money for dress or for spending.
4. Because they have taken up a cause, and feel called upon to speak, act, write, and work for it.
5. Because they have become "advanced" women, and they want, above all things, to show that they are as good as the men.
6. Because their home lives are so deadly dull and unsocial, and lonely and vacuous, that they want a change.

The world needs the work of the women included under the first head, and the argument against them is growing weaker, although it was waged violently within the present generation. All the force of scorn, ridicule and denunciation was poured upon the women who first dared to preach, practice law or medicine or speak in public and every possible avenue of preparation was closed against them. The teacher had to advance cautiously from the time when she was permitted to teach only the very youngest children, up to the present, when she fills the position of president in some of our best colleges. She even has had to contend for every inch of the ground which should allow her to have an education. In literary work she has had a fairer field, because, with a pen in her hand, she could strike back. In art the way has not been made easy. Harriet Hosmer, our greatest woman sculptor, could find only one institution in this country which would admit her to pursue the necessary studies in anatomy, and the best art

schools were closed to women until recent years. In music and the drama the struggle has not been so great, because women here could amuse and entertain the public and therefore the public did not object.

But it was when women began crowding into the already crowded ranks of ordinary labor that the protest commenced to assume a serious aspect. This subject is generally considered from two points of view: 1st, the effect it will have upon working men; 2nd, the effect it will have upon working women themselves. The entrance of women into the occupations has worked a two fold injury, they say. It has cheapened labor, and it has made it more difficult for men to obtain situations. These statements have been fully discussed in these columns. Women have to underbid men in order to secure work and they will continue to do so until men protect themselves against the women just as they are protected against other men's doing the same thing. They will have to admit women to their trades unions and thus secure a mutual interest; and they will have to obtain the franchise for women in order to lift them out of their present dependent and servile condition. We have one example of a class of disfranchised men in this country, viz.: the Chinese, and the result upon labor is apparent. If the Chinese were voters they would not have to take lower wages than other laborers, because a host of politicians would be on hand to look after their interests in exchange for their votes. The entrance of three million women into the ranks of bread-winners undoubtedly has displaced some men, but it has lessened, by that many, the number of consumers and changed them into producers. In many instances these women are taking care not only of themselves but of families, and thus it is a very nicely balanced question to decide whether men have lost or gained by this new order of things.

When it becomes a matter of work or starvation for herself and those she loves, it is criminal to interpose any objection or obstacle to the woman's having a full and free opportunity to do whatsoever her hand findeth to do. The other classes that Mr. Besant mentions must be disposed of briefly. The third class are often condemned, those who are not compelled to work but want a little more spending money. It is said they have no right to take the work that poor girls need. When the question is asked, "Shall these first named girls live in idleness?" the answer is: "Let them be employed in the home, and let them engage in the charitable work of the world which needs helpers?" At first glance this seems reasonable, and then at once the inquiry arises. "Are the tastes and inclinations of the girls themselves not to be consulted?"

We do not make out a cut and dried programme for boys to follow. Perhaps these girls have no taste for household drudgery or for the endless tasks of the needle, which they can have done for a few dollars per week by some poor girls who need the money just as much as the poor girls whom they are supposed to displace in the store or office. If the father is a man of moderate means, why should his daughters be deprived of all the little luxuries which girls enjoy, when they are amply able to earn them for themselves? And is it not true that men of wealth are sometimes so parsimonious with their families that if the latter have any spirit they gladly assert their independence? Is it not just as natural for girls, as it is for boys, to feel that the laborer is worthy of his hire, and that they have a right to exchange their time and labor for its equivalent in money? It is as impossible to crush out this feeling in women as it is men, and it is no more right to do it with the one than the other. We condemn the rich man's son who lives in idleness, but when his daughter wants to work we say she must not do it because she will deprive some more needy woman of employment. Where shall we draw the line? Just how much must a man be worth so that his daughters shall not become wage earners?

The fourth class who, having taken up a cause, feel called upon to speak, act, write and work for it, cannot be blamed, for that is the only way to make a cause succeed. It is exactly what men do for the causes in which they are interested. It would be a poor sort of a woman who would not do these things for a cause which she believed to be right, and if women should stop doing them the world would very soon begin to degenerate. The fifth class are not very numerous. Women do not have to take very much trouble to prove that they are as good as men. The world generally accepts this fact without proof. But men have been saying to women for centuries, "You shall not do this or that, because you cannot do it," and it is only natural, when the chance offers, for women to demonstrate that what they lacked was the opportunity, not the ability. This is only human nature, and women are human, although they have not always been treated as if they were.

An immense number of women belong to the sixth class, more than most people imagine. Some of them are not naturally domestic and would be restless and discontented no matter what the home surroundings were. This is unfortunate if they happen to be wives, but, as girls inherit from the father rather than from the mother, perhaps they are not to blame for this disposition. The vast majority of women, however, are, by nature, fond of domestic

life and willing to do their part in rendering it pleasant. If home life become "deadly dull and unsocial, lonely and vacuous," it is because the husband does not do his part toward making it otherwise. If a woman is left alone day and night, if she receive no affection, encouragement, sympathy or companionship, if she is thrown entirely upon her own resources for entertainment, it is not surprising if she grows desperate and demands a change. If she is satisfied with some honest, wage-earning employment, the husband, possibly, has reason to congratulate himself that it is no worse. You can not stop a ferment by sealing up a bottle. Men are not going to check this increasing restlessness and discontent by refusing women an opportunity to work it off. Husbands must go to the root of the evil, ascertain how far they themselves are responsible, and where the remedy is to be found. They must divide the earnings fairly with the wife, divide their time also and give her a fair share. The average business man has so little leisure for social courtesies and pleasures that it is not worth while to divide it, his wife is entitled to enjoy all of it with him. If husbands would spend less time in standing on the corners and discussing these things, and more in considering how far they are to blame for them, they might do a great deal to check this modern tendency among women to exchange the domestic arts for those which bring in more acceptable returns.

The saddest feature of this whole question of wage-earning women, the one which makes us lay down our pen in despair, is that relating to those wives and mothers whom poverty compels to work outside of the home. We find them in the factories, in the mines, in the sweat shops, bearing the three-fold burden of house keeping, of maternity, of wage-earning, a condition worse than slavery. Broken down and miserable themselves, they bring weak and sickly children into the world, to die in infancy or make the race in life handicapped by enfeebled constitutions and wretched environment. The infant mortality among these people is many times as great as among those where the mothers can give their time and strength to their families. These women do not go outside of the home from choice but from necessity. There is not space here to discuss the reasons for this deplorable state of affairs. It must be charged in part to the imperfections of our present industrial system, but in part it is due to generations of ignorance, improvidence, intemperance and the many evils through which the poor and degraded continue to fasten upon themselves and their descendants, their poverty and degradation. Theirs is a con-

dition which cannot be cured by charity or abolished by laws. Their salvation calls for the application of scientific and ethical, as well as legal remedies. Social questions, of which this is but one phase, are beginning to take precedence of all others; and we find much hope for the future in the fact that they are engaging the attention of able minds, not only in religion and philanthropy, but in science and statesmanship, and promise practical results.

#### THE FRANCHISE FOR WOMEN.

The movement for woman suffrage is extending into many parts of Europe. At Vienna, a short time ago, a public meeting was held, attended by over a thousand women, including many wealthy property owners. They resolved to petition Parliament. Let us hope it will not be half a century before their petition is answered, as has been the case in this country. It is over forty-five years since the women of free America began to petition the legislatures for the privilege of a vote. In the December number of the *FIREMEN'S MAGAZINE*, in his able article on "Trades Union and State Socialism," Geo. C. Ward refers to that "God given gift, the American ballot." If it is a "gift from God," how does it happen that men have monopolized it? "Organized labor's salvation lies in the direction of united action at the ballot box," he says. If the ballot is so powerful an agent of protection for one's interests, how is it that it is persistently refused to women? Have they no interests to protect? Will not Mr. Ward give us an article on this subject? The strongest hope that woman has for the ultimate possession of the ballot lies in the action of the workmen. The great Federation of Labor, with Mr. Gompers at its head, declared, in its national convention, for the franchise for women. Let us hope this will be done at some national convention of firemen in the near future. The Central Trades Unions of New York, of Massachusetts, of Michigan, and of other states, have passed strong resolutions favoring the suffrage for women. The labor periodicals, almost without exception, are in favor of it.

During the recent fight in Colorado, to secure the passage of an amendment which should enfranchise the women of that state, the Knights of Labor made this cause their own and worked heroically for its success. Under their auspices Mrs. Leonora Barry Lake canvassed the state, addressing open air meetings where no buildings could be found large enough to hold the crowds. A reliable report from there says: "In those parts of the state where organized labor and a high order of intelligence prevailed, suffrage gained the day; in those sections where labor was unorganized and the intellectual

standard was low, it met with a crushing defeat." The measure carried by a majority of between 6,000 and 7,000. It grants to women the right to vote for every official, from constable to President of the United States. Colorado is the first state in the Union to confer the franchise upon women by popular vote. Prominent women speakers were sent into the state, and the State Equal Suffrage Club did splendid work. At a mass meeting held in Denver, the day after the election, a vote of thanks was adopted to the leading Republican and Populist papers, to the trades unions and to the ministers, all of the more prominent of whom advocated the amendment from the pulpit.

The Farmers' Alliance, as an organization, advocates equal suffrage. It has its precedent in the Grange. This was one of the very first organizations to admit women to membership and to the offices on equal terms with men and it has always been consistent in this regard. In New York, Massachusetts and Connecticut, where the Grange is very strong, their state associations have repeatedly declared for woman suffrage and have petitioned the legislatures to grant it. The Prohibition party is an advocate of the franchise for women. It remains to be seen which of the two dominant parties, the Democratic or Republican, will be the first to recognize the inevitable and declare for equal suffrage. As we have said before, the party which secures this privilege for women will perpetuate itself for many years, and we shall see before a great while which will have the sagacity to avail itself of the tide that is so plainly setting in toward this long delayed act of justice.

There is reason to believe that at the coming constitutional convention of New York an equal suffrage amendment will be adopted. This will have to be submitted to a vote of the men of the state, and there is not much hope that the saloon element of New York City, which practically controls the politics of the state, will permit it to pass. Kansas will vote, at the next election, on an amendment giving full suffrage to women, and there is a good prospect that it will be carried in this progressive state. The bill was lost by a very small majority in a number of state legislatures last season and will be brought up again this winter. It may properly be regarded as one of the leading questions of the day, and both men and women should inform themselves in regard to its merits and demerits.

#### BY THE WAY.

In Italy the ministry resigned and, the dispatches tell us, the house was in an uproar, the men shook their fists, hurled insults at each other and made threats of personal violence, until the president was compelled hastily to adjourn the meeting.



Similar scenes were enacted in the French Chamber of Deputies and a disgraceful riot was barely averted. And yet what a wail goes up from the press if there are some differences of opinion at a meeting of a W. C. T. U. convention or the Board of Lady Managers. "It will never do to let women take part in our councils," say the men, "they are too emotional and too much lacking in calmness and poise and dignity and deliberation and other masculine attributes."

A short time ago Governor Flower, of New York, appointed Susan B. Anthony one of the managers of the state industrial school for girls. When she visited the school she found that seventeen of the girls stood over the wash tubs and ironing tables six days in the week the entire year, doing the laundry work for the institution. At the boys' industrial school, a short distance away, was a laundry fitted up with all the modern machinery. Miss Anthony finally convinced the authorities that a few of these girls could take the clothes over to this laundry and do the whole washing and ironing in two days. This was done, and in place of the wash tub there are now being established a cooking school, millinery and dress-making departments, so that these girls may be fitted to earn an honest living when they go out into the world. And yet people will go right on arguing that we do not need women on the boards of our public institutions.

The papers continue to assert that cigarette smoking is becoming a common practice among women. There probably is no way of proving this assertion. We hope it is not true. Men not only ruin themselves by the intemperate use of tobacco, but they entail upon their children weak and diseased minds and bodies. If mothers also are to form the tobacco habit, there does not seem to be much hope for the coming generations. Girls, as well as boys, are likely to inherit from the father a taste for tobacco or liquor. Men have set the example for centuries, and the wonder is that women have not long ago taken to drinking and smoking in self-defense. Women have been the preservers of morality and decency for untold ages, and we believe they will continue so to be, but there is no especial reason why this should be required of them, except that it is easy for men to shift the responsibility.

The Iowa Columbian commission, by a unanimous vote, presented Mrs. Emma P. Ewing with a valuable gold medal, in recognition of her excellent series of lessons in the use of corn meal during the World's fair. They attracted large audiences and

suggested undreamed of possibilities in the use of this most edible grain. There is not enough corn meal used in the average household. It should appear on the table in some form almost every day. It is worthy of comment that at the woman's congress the hall was at no time large enough to accommodate the audiences of women anxious to hear Mrs. Ewing's lectures on cooking. The domestic instinct is the most largely developed of any in woman. If the men will provide the homes, there will be no difficulty in finding the women who will gladly take care of them.

When Lucy Stone and Antoinette Brown, two public speakers and ardent reformers, who married the brothers Blackwell, became mothers, the world heard nothing of them for a few years. With wise looks they said "That is the end of women; when they marry their public work is ended." But in a few years they were back at their work again, one as an editor, the other as a preacher, and their most efficient helpers were these same children. A long list of so-called woman reformers might be given whose children, both boys and girls, have become as active and successful as the parents in the same line of work. It is often said that the sons of distinguished men are apt to be failures, but this does not seem to be true of the children of distinguished women.

There are 185 men teachers and 1,372 women teachers in the city of Boston. The average salary of the former is \$246, of the latter, \$70.69. It is not claimed that the men are any better teachers. A similar discrepancy in wages exists in all large cities. In Chicago, women are not permitted to occupy the high salaried positions, no matter how superior their qualifications. And yet there are people who wonder why women are not satisfied.

There are more than 5,000 women gardeners in England, and this is recommended as an especially suitable occupation for women. It is evidently a very old one. It was in a garden that Eve got into all that trouble; but perhaps if she had been at work hoeing the vegetables she would not have had time for that little conversation with the serpent, which has brought so much repentance to her descendants.

The news of the recent victory in Colorado was received with great enthusiasm at Wellesley college. Of 622 girls who were interviewed, 506 declared themselves in favor of woman suffrage, and a telegram of congratulation was sent to the Equal Rights Association of Colorado. Miss Anthony sent the girls a letter of love and thanks.

## NOTES.

An interesting letter from Oakland, Cal., signed B. L. E., awaits permission to use the writer's name.—The poem, "Write Them a Letter To-night," signed M. C.—, San Antonio, Texas, is not original and can not be used.—Letters frequently reach me which are directed simply to Stanford University, but it is safer to put the name of the state also, as there may be some mail clerks who do not know that this University is in California.—In the Woman's Department for December in the sixth line of the first article, please read "carelessly" instead of "earnestly;" and pardon the two or three errors in grammar which are due to the eccentricities of the type. In the third paragraph of "Current Notes" the sentence should read, "Who laid down the law that millinery is strictly woman's work?"—One of my New Year's resolutions was not to worry over trifles but it is sometimes difficult to decide just what should be considered a trifle.

---

*Little Things.*

Small things are not to be despised. The coral reef which has caused many ships to founder is the work of tiny insects. Springs are little things, but they are the sources of large streams.

Little drops of water, and little grains of sand,  
Fill the mighty ocean and form the solid land.

So it is in character. It is the little things that make that which is great. Words, looks and frowns are little things, but they wield a powerful influence for good or evil. Little acts are the elements of true greatness, and the tests of character, which help to make the true man. If we will make the little events of life beautiful and good, then the whole life will be full of beauty and goodness. Discoveries are made mostly by little things. When Franklin made his discovery of the identity of lightning and electricity, it was asked: "Of what use is it?" To which he replied: "What is the use of a child? It may become a man." The secret of success in business and every pursuit in life, is the close observation of little things.

McDONALD, TENN.

*Eugenie Hawk.*

THE members of Ft. Pickering Lodge, No. 206, were treated to a most agreeable surprise, December 26th, in being presented with an altar cloth and four station scarfs by Mrs. J. A. Murray, wife of Brother Murray. The articles are very handsome as well as useful and the members, in expressing their grateful appreciation, wish Mrs. Murray every blessing that a noble woman merits.

*A Day Dream.*

I have gazed upon the mountains,  
Capped with everlasting snow;  
Then down to the beautiful valley,  
Many hundred feet below.

I have watched the sun go down,  
Behind the mountain far away;  
Leaving skies more grand and glorious,  
Than did artist e'er portray.

I have seen the river gushing,  
Through its bed so deep and wide;  
Down between the great dark mountains;  
Kissed by willows on each side.

I have loved the little wild flowers,  
That around the dark rocks twine;  
For they speak to me of One above,  
And tell of Love Divine.

When I note all nature's grandeur,  
Placed on earth to make us glad,  
From my soul the question rises:  
Why is it; some hearts must be sad?

LEADVILLE, COL.

*Nellie M. Lucless.*

*Flirting.*

Perhaps the readers will say this is an old subject, yet it is one on which much can be said. I am sometimes astonished at young ladies who are honest in every other respect, but think it no harm to flirt. They seem to think if they can engage themselves to three or four young men and keep them ignorant of the fact, they have accomplished a great deed. Do not consider it a sign of your popularity to be accompanied by several escorts, for popularity is not gained by flirting. I have seen a young man place all his confidence in a young lady and believe she was in earnest, and that she would be true to him. But when she could find a new suitor she would tell the first "she was only joking," or "she didn't love him," and then he would realize that he has been "building on the sand." Of course, he is glad she didn't marry him, but it will be a long time before he can place so much confidence in another woman. How often the victims of such cruel jokes have sought relief in the saloon, or have put an end to their miserable lives. Is it any wonder that we often meet men who say "they haven't any confidence in anything a woman says?"

But girls do not do all the flirting. Quite often I have seen men seem to do unto young ladies, and after they had won their affections they would say, "I didn't think she would care for me, or I would not have gone so far." We should remember to "do unto others as we would they should do unto us."

Now, I know there are some who think there is no harm in a flirtation, but show me the man or woman who are willing to give their pure and ardent love to a regular flirt. To be sure the fairy prince will probably come, but not in a flirtation.

McDONALD, TENN.

*Eugenie Hawk.*

# THE MAGAZINE.

Published by the Brotherhood of Locomotive Firemen on the First Day of each Month at Terre Haute, Indiana.

Manuscripts and exchanges should be addressed to the editor.

Remittances, Subscriptions, Changes of Addresses, and all correspondence relating to the business department, should be directed to the Manager.

Advertising. Correspondence relating to advertising should be directed to Wm. N. Gates, Agent, 29 Euclid ave., Cleveland, Ohio.

EUGENE V. DEBS,	- - - - -	Editor.
F. W. ARNOLD,	- - - - -	Manager.
W. N. GATES,	- - - - -	Advertising Agent.

FEBRUARY, 1894.

## ARBITRATION.

We have on our table *Transportation* for September, 1893, in which appears the thoughtful article captioned, "Arbitration as Applied to Railroad Corporations and their Employees," by Edward A. Moseley, Secretary of the Interstate Commerce Commission.

Mr. Moseley is in a position to write instructively and entertainingly of railroad affairs. His position as Secretary of the Interstate Commerce Commission enables him, in many matters, to be approximately correct, where others are left to wrestle with statements, which, to put it mildly, are often vague, and so elastic that they can be twisted about in a way to suit a great variety of views and conclusions. Railroad employees will feel under obligations to Mr. Moseley for giving certain importance to their calling which it has been the ambition of railway magnates to deny, especially at such times as the employees have had a grievance which they have desired to have removed by the said magnates.

Moseley recites numerous propositions relating to "combinations of capital" and "organizations of labor," stating that "they represent the two great interdependent and interacting forces of industry," and adds:

Overwhelming power in the hands of the first means unbearable oppression to the other, while extreme advantage conferred upon the latter would, if unwisely used, inflict ruin upon the former. Each side is governed by the dominant motive of self-interest, and they should be placed and kept upon equal footing. To do this full recognition of labor organizations is essential. A corporation which has brain and sinew for its capital should be regarded as similar. In a legal sense, to a joint stock concern with a

paid up money capital. This much I believe is due to labor in any branch of industry.

The term, "overwhelming power," we suppose means autocratic, absolute power—the power to grant, the power to withhold—and this power corporations possess in certain cases, or, if limited at all, it is only when labor organizations have interfered to check its sway. It is impracticable to parallel a money corporation and a labor organization. They are essentially dissimilar. They cannot be "placed and kept upon a similar footing," not even when "a corporation with brain and sinew for its capital" is pronounced, in a "legal sense," the equal of "a joint stock concern with a paid up money capital." True it is that capital is unproductive without labor, and that, in so far as great industrial enterprises are concerned, labor is unproductive without capital, but such statements are the merest platitudes in the discussion of the comparative power of a capital corporation and a labor organization, or, if you please, a labor corporation. Mr. Moseley refers to Homestead, and Homestead confirms our position, vividly illustrates our idea. Say, for instance, the capital corporation of Homestead represented \$10,000,000, and the labor corporation at Homestead represented 10,000 men of "brain and sinew." There are the two "corporations" side by side, dominated by "self-interest." The capital corporation possessed "overwhelming power," the corporation of "brains and sinew" in the contest had, in fact, no power at all, or if it had power, by exerting it did so to its own injury. True, it stopped the productiveness of capital, which, demanding neither food, clothing, nor shelter, subject to neither sickness, sorrow, pain nor death, could retire, keep quiet and wait, while the labor corporation starved, froze, went naked, took sick and died. What "extreme advantage conferred" upon the labor corporation could have inflicted ruin upon the capital corporation that would not have been equally ruinous to itself? and even suppose it had utterly wiped out of existence the Homestead mills, the comfort of Carnegie and Frick and those identified with them as capitalists would not have been marred, while the stock-

holders in the corporation of "brain and sinew" would have perished.

In discussing troubles arising between labor and certain capitalists—never between labor and capital—it is readily admitted that parties to the controversies are governed by "self-interest." This self-interest question presents widely different phases when discussed from points of observation occupied by a capital corporation and a labor organization. Mr. Moseley is well aware that the estimated value of the railroads of the United States represents not less than four billions of dollars of *water*—of fraud. It is called "capitalization," and capital corporations perpetrate the frauds. Labor corporations exhibit to the world no such "self-interest." They have never demanded more than would afford their "stockholders" of "brain and sinew" a respectable living. Hence it is seen that on the one hand capital corporations are animated by a "self-interest" essentially different from that which characterizes labor corporations or organizations. Labor corporations carry no watered investments. Congress nor the states give them land. Their schemes to wreck and rob have not called for congressional legislation nor state legislation to put an end to their perfidies—they have only "brain and sinew," and it is Mr. Moseley's idea to legislate in such a way as to bring about an "equality of power and force" between the two corporations and thereby establish arbitration. He says:

One is the full recognition of railway labor societies as corporations. The other is the settlement of disputes between railway employer and railway employees by means of compulsory arbitration between the men represented by their labor corporation as one party and the stockholders of the company represented by the railway corporation as the other party. We then obtain that *equality of power and force which compels* the essential requisites of friendly relation, respect, consideration and forbearance. Disputes between employers and employees can be satisfactorily adjusted only upon the basis of fair concession and mutual advantage. The strict rules of law are wholly inapplicable to such controversies, and so far the only plan which appears to offer a solution of the difficulty is arbitration. It is not conceded to be practicable to compel the parties engaged in productive enterprises to accept arbitration, but that objection loses all its force when it is proposed to limit it to those engaged in railway transportation.

There is associated with the term "arbi-

tration" that which smacks of justice, equity, fair play; the same is true of courts established to administer justice even handed, but pity it is that courts are uncertain, so unreliable that men are advised to "keep out of court"—but there is this thing about judicial proceedings in courts of law—men may *appeal*, and the propriety of exercising the privilege is shown in the fact that the decisions of lower courts are often reversed, but if we understand Mr. Moseley, his idea is to have the decision of arbitrators *final*. He says:

But so far as the settlement of disputes in which the public has direct interest is concerned, like those arising in the course of railway employment, congress unquestionably has power to compel arbitration. The tendency of congress to recognize labor associations has already been shown. It is but a step further to provide that organizations of railway employees shall, when disputes arise with railway managers, file approved bonds with designated officials for and in behalf of the men, that they will abide by the decision of the board of arbitration; that the railway corporations shall likewise file similar bonds; and that awards made under such conditions shall be enforceable in the courts.

It does not require a *seer* to see at once that Mr. Moseley maps out a stupendous job. It may be true that congress has the power to compel railroad employees to arbitrate, to single them out from all other classes of wage earners and rob them of their right to choose their own methods of settling their own grievances. Says Mr. Moseley: "It is not conceded to be practicable to compel the parties engaged in productive enterprises to accept arbitration, but that objection loses all its force when it is proposed to limit it to those engaged in railway transportation." Why it "loses all its force" Mr. Moseley does not inform the public, but it is easy to fathom the omission. When the railway corporation, being a "common carrier," oppresses its employees, and the employees quit work, the "common carrier" and the *public* are inconvenienced, hence, it is necessary for congress to pass a law providing that railway employees shall *not* quit work, but shall apply for arbitration and *remain* at work pending a decision. He says:

Moreover, questions arising between employer and employe demand the most prompt method of settlement; and pending final settlement the relations existing at the time the disputes arise should be maintained and the parties should bear their griev-

ances patiently during that period and rely upon just and proper revision and adjustment by the board of arbitration.

It is worthy of remark that when railway corporations have grievances against an employee they discharge him, or subject him to some penalty—*lay him off* for a period of time, which is simply a *fine* of so many dollars, but the *grievance* of the corporations against their men is, that the men annoy the corporation with their grievances, and insist upon sending their grievance committees to "headquarters" to obtain redress. This action, on the part of the employees, through their organizations has become so *ubiquitous* that the corporations desire the utter overthrow of the organizations, as has sometimes been accomplished. The organizations are thoroughly equipped to arbitrate, to compromise, to give and take, to settle every difficulty, but, as in the case of the Lehigh Valley corporation, the officials utterly refused to talk matters over with the officials of the organizations, President Wilbur contending that to make concessions would be, in effect, to abandon the control of the road to the organizations. To overcome this difficulty, organizations of railway employees are to be regularly *chartered* by congress, the intimation being that when so chartered they shall be empowered to make contracts for the men who are members of the organizations, and this idea is emphasized by Mr. Moseley when referring to the "pecuniary" irresponsibility of individual members, which he suggests would be removed when the organization is empowered to "treat with the corporation," which, *boiled down*, means, simply that the officials of an organization of railway employees shall have the authority to *hire out* the members of the organization, make all needed contracts for them—a species of chattel slavery that would decimate the organizations as if struck with the plague.

Manifestly, arbitration of a voluntary character is well enough, but the instant compulsory arbitration is suggested, manhood, citizenship, independence and self-respect revolt. We have already, as has been suggested, the courts, all the way up from a justice of the peace to the silk-gowned body known as the Supreme Court of the

United States, and we have laws enough, if they were woolen blankets, to keep the frigid zone warm. An arbitration court or courts, for to do any good there would have to be a multitude of them, would make a complex problem more complicated. A moment's reflection will confirm the conclusion. The statistician of the Interstate Commerce Commission informs the public that there are 171,503 miles of railroad track in the United States, controlled by 1,822 corporations, employing 821,415 persons. These employees, on lines sufficient to encircle the earth seven times, have a great number of grievances, and since Mr. Moseley says, "questions arising between employer and employe demand the most prompt method of settlement," it would seem advisable to have a Board of Arbitration for each railroad corporation, or 1,822 boards, ready to adopt "the most prompt method of settlement." If each Board of Arbitration consisted of three members then there would be spawned upon the country 5,446 arbitrators, or, if the Boards of Arbitration were to itinerate, their traveling expenses and hotel bills would be enormous; bills would peep o'er bills, and bills on bills arise, until there would be a revolt.

But there is another thing to be considered. Mr. Moseley suggests the giving of bonds by the organizations of railway employees to abide by the decision of the Board of Arbitration. To illustrate: take a railroad, say of 1,000 miles, on which the firemen have a grievance; suppose there are on the road twenty lodges, or organizations, of firemen. Is it to be understood that each one of the twenty organizations is to give bond before arbitration can begin? The inquiry is pertinent—grows out of the arbitration question—or is it to be understood that the Grand Lodge of the firemen's order is to give the bond and be held responsible? If the latter idea is to be adopted, the Grand Lodge, if it had wings and could out-travel a homing pigeon, would not be able to respond to the demand. In a word, is the proposition, compulsory arbitration, as suggested by Mr. Moseley, or any other gentleman, practicable?

Moreover, Mr. Moseley makes some suggestions which to our mind upset the

superstructure. He seems to have an idea, after all, that there are insuperable difficulties in the way, found in the fact that the right sort of men to act as arbitrators are about as scarce as watermelons in Greenland. He says:

To make arbitration effective and just, the arbitrators should be drawn from the vicinage and with particular reference to the particular case. A man who knows nothing about the work involved is not qualified to decide the question. When the matter in controversy involves how many hours a man should work, what pay he should receive, or any of the questions which cause dispute between the employer and the employee, those questions should be considered by men familiar with the particular employment under consideration as well as with the needs and situation of the employer. Such well informed persons are to be found in every locality, and when questions arise between employer and employees they are best qualified to decide what concessions are fair and what will redound to the mutual advantage of the parties. As a rule men who hold office for life or a defined term are unfit for such positions. A person to be a good arbitrator must be directly responsible in every case. Men who hold definite terms of office are placed in a position where they regard mankind as divided into classes, and they have, too often, but the instincts and sympathies of their "class." The ultra-conservative man, the man whose whole interest lies in maintaining the present order of things, is prone to look through the closed window of his richly furnished apartment, and in this refracted light and perverted view to imagine that he sees in the workman passing by with blouse and dinner pail a member of "the dangerous classes." Arbitrators, on the other hand, should be men who know no class, but who represent the great sovereign whole. The utmost publicity should be given to such awards, and to attain this end the law regulating arbitration might contain provision for a report by all boards of arbitration of the awards made by them to the executive head of the government and for the formal and official promulgation by him of all awards so made.

Any one who will read the foregoing carefully, will, we think, conclude that compulsory arbitration is not the way out of troubles between railroad employers and employees; that the scheme is largely visionary; that arbitration, well enough under certain conditions, would likely prove worse than valueless when made compulsory without the right to appeal.

Suppose the grievance of the employees should be opposition to a reduction of wages of say, 10 per cent. Arbitration is demanded. Thousands of the men are not organized, can give no bond and are not, therefore, in the contest. They simply submit. Some of the employees receiving

\$3 and \$4 a day accept the reduction. We will say the firemen demand a board of arbitration to sit in their case. Who are to be selected? According to Mr. Moseley, men "familiar" with the work, duties and responsibilities of firemen, as also with "the needs and situation of the employer." In such a case about the best that could be done would be to have one fireman on the board, one railroad official and one—anybody that the fireman and the official might select. The case is begun. The fireman says "to reduce his pay 10 per cent., 20 cents a day, \$60 a year, is to subject him and family to serious privations; that at his present wages he is barely able to live." The railroad corporation says "business is dull; that it pays no dividends, and that in reducing wages it is governed by necessities that can not be overcome." The board takes the case and decides that the railroad corporation must be content with 5 per cent. reduction, and that the fireman must submit to a loss of \$30 a year. The corporation is happy because it expected its demands to be reduced 5 per cent., and therefore made the cut 10 per cent. It has got what it expected in the case, and is serene. It employs say, 1,000 men, and by the cut makes a clear gain of from \$30,000 to \$75,000 a year. True, it may be said that because of arbitration some of the men, at least, saved 5 per cent. that otherwise would have been lost. This is assumption. It may be that with a strike and a tie up in full view no reduction would have been demanded. Victories for the right have been gained in the past for courageous men who knew their rights and dared to defend them.

One of the hallucinations of the period is that the government is clothed with such absolute power that it can by statute provide employment for the idle, regulate wages and do all other things that an autocrat may do. There is heard from many quarters a wild hue and cry in favor of a paternal government, such as exists in Europe, where the individual is lost sight of and the government overshadows everything, and compulsory arbitration is in that line: the term "compulsory" has that significance.

There are those who think that railroads should have at least a *semi-military* government, and that men should be *enlisted* for a term of years. Gods! The military idea was illustrated at Homestead, Buffalo, and other localities. Still, scabs might enlist.

There are those who seem to be of the opinion that the relations existing between the government and the corporations, and between the government and the individuals are practically the same, and that legislation, with equal propriety, may include both. There is, however, this difference: The government *creates* the corporation, but does not *create* the individual, and ours is a government of the people—of the individual. When the people become so degenerate as to passively submit to have their individuality wiped out, to be herded like cattle, no matter what plausible arguments are used to accomplish their degradation, the time will have arrived to sing again the old song addressed to the flag—

"Haul down that flaunting lie."

BUILD a railroad at a cost say, of \$10,000,000 actual cash. On that sum earnings are sufficient to pay good wages to employes and fair dividends to investors. Now, then, the "Board" wants money; ostensibly for cars, betterments, etc., and bonds are issued for \$10,000,000 and sold at 50 cents on the dollar, usually taken by the "Board." To pay dividends on \$20,000,000 wages must be reduced, etc. Next the road is wrecked and sold. Bondholders get it for \$5,000,000; profit, \$5,000,000. That's business.

SOME of our representative workingmen must remember that when they get their legs under the desk of a millionaire, that it is by no means a solution of the labor problem.—*Chicago Rights of Labor.*

But that is just what "some of our representative workingmen" don't remember, and as a consequence become the most abject lickspittles to be found in the world.

A LADY living at Benton Harbor, Mich., has ten thousand worms employed spinning cocoons. They are quick and steady and work cheaper than dagoes, besides they tell all other orders of silk worms to "mind their own business."

## GOV. LEWELLING, OF KANSAS, AND THE TRAMPS.

We take special pleasure in making room for Governor Lewelling's famous letter to the police commissioners of Kansas, relating to the treatment of unfortunate men called tramps. It is as follows:

The man out of work and penniless is, by this legislation, classed with "confidence men." Under this statute and city ordinances of similar import thousands of men, guilty of no crime but poverty, intent on no crime but that of seeking employment, have languished in the city prisons of Kansas or performed unrequited toil on "rock piles" as municipal slaves, because ignorance of economic conditions had made us cruel. The victims have been the poor and humble for whom police courts are courts of last resort—they cannot give bond and appeal. They have been unheeded and uncared for by the busy world which wastes no time visiting prisoners in jails. They have been too poor to litigate with their oppressors, and thus no voice from this under-world of human woe has ever reached the ear of an appellate court, because it was nobody's business to be his brother's keeper.

But those who sit in the seats of power are bound by the highest obligation to especially regard the cause of the oppressed and helpless poor. The first duty of government is to the weak. Power becomes fiendish if it be not the protector and sure reliance of the friendless, to whose complaints all other ears are dull. It is my duty "to see that the laws are faithfully executed," and among those laws is the constitutional provision that no instrumentality of the state "shall deny to any person within its jurisdiction the equal protection of the laws." And who needs to be told that equal protection of the laws does not prevail where this inhuman vagrancy law is enforced? It separates men into two distinct classes, differentiated as those who are penniless and those who are not, and declares the former criminals. Only the latter are entitled to the liberty guaranteed by the constitution. To be found in a city "without visible means of support, or some legitimate business," is the involuntary condition of some millions at this moment, and under the law we proceed to punish them for being victims to conditions which we, as a people, have forced upon them.

I have noticed in police court reports that "sleeping in a box car" is among the varieties of this heinous crime of being poor. Some police judges have usurped a sovereign power not permitted the highest functionaries of the state or of the nation, and victims of industrial conditions have been peremptorily "ordered to leave town."

The right to go freely from place to place in search of employment, or even obedience to a mere whim, is part of this personal liberty guaranteed by the constitution of the United States to every human being on American soil. Even voluntary idleness is not forbidden. If a Diogenes prefer poverty; if a Columbus choose hunger and the discovery of a new race rather than seek personal comfort by engaging in "some legitimate business," I am aware of no power in the legislature or in city councils to deny him the

right to seek happiness in his own way, so long as he harms no other person.

If men commit offenses let them be arrested and punished, whether rich or poor, but let simple poverty cease to be a crime.

In some cities it is provided by ordinance that if police court fines are not paid or secured the culprit shall be compelled to work out the amount as a municipal slave, and rock piles and bull pens are provided for the enforcement of these ordinances. And so it appears that this slavery is not imposed as a punishment, but solely as a means of collecting a debt.

Such city ordinances are in flagrant violation of constitutional prohibitions. The rock pile and the bull pen would never have been used in defrauding the friendless and poor. Let these twin relics of the departed auction-block era cease to disgrace the cities of Kansas. And let the dawn of Christmas day find the "rock pile" and "bull pen" and the crime of being homeless and poor, obsolete in all the cities of Kansas governed by the metropolitan police act.

It is confidently expected that their own regard for constitutional liberty and their human impulses will induce police commissioners to carry out the spirit as well as the letter of the foregoing suggestions.

L. D. LEWELLING, Governor.

The state of Kansas was never more fortunate in an election than when her citizens conferred the office of governor upon L. D. Lewelling. All along the ages men who have won fame and honor, though they may have done many notable acts, find at last that some one particular act has preserved their name from oblivion. We are not familiar with Governor Lewelling's history. We do not know how proudly he has borne himself in political battles—nor of any great principle he has enunciated not held in common by those with whom he affiliated. It is not a very great achievement to be a governor of a state—nor a congressman or a senator. Very small and inconsequential men have held and are still holding such positions. Even as presidents men of small calibre have been boosted into the great offices, but for which they would have sunk into irretrievable obscurity. Governor Lewelling's letter makes his name immortal. He at once takes rank with Abou Ben Adhem—simply because he has shown that he lives for his fellow man. And he loves God best who loves his fellow man best, and in this we refer to fellowmen who are the victims of misfortune without regard to the causes of their adversity.

True, it may be said that others are as philanthropic as Governor Lewelling—as

humane and benevolent. We do not doubt it, but only a few are in positions to command state and national attention when they write letters voicing their good will to all men, and particularly those in need of friends. Governor Lewelling is the first and only chief magistrate of a state who ever wrote a letter having for its object the mitigation of the woes of a tramp, and the fact, alike creditable to his head and heart, gives him the most honorable distinction. It gives him fame, it makes him illustrious. Unlike all other governors, unlike presidents, judges, mayors, or even church dignitaries, Governor Lewelling, of Kansas, dared to speak generous words for tramps. If they are guilty of crimes he would have them punished for such crimes as they are guilty of, but he proclaims that misfortune is not a crime, that poverty is not a crime, that walking the highways in search of work is not a crime. And in this the governor antagonizes a popular infamy, a species of infernalism well calculated to make devils blush, but tolerated and practiced throughout the broad land—and Governor Lewelling is the first and only man in authority to brand the cruel, savage, heartless wrongs in fitting terms.

Governor Lewelling's letter ought, in the very nature of things, to arouse everywhere the inquiry in this country: Why are there so many tramps? If investigations were set on foot and conducted for the honest purpose of ascertaining facts, the report would convict our boasted civilization of a series of wrongs without a parallel in the history of the world. It is not required to probe the far-away past, nor rake over the rubbish and ruins of by-gone ages. Only a few years have intervened since the tramp was heard of. He came with the success of concocted conspiracies of the rich to prey upon the poor. Never was the army of tramps so great as now, and when men ask: Wherefore the business and financial earthquake that has paralyzed industries, thrown men by the ten thousands out of employment to face famine, to increase the ragged and homeless army of the country, Grover Cleveland says "it is because of congressional legislation"—and congressional legislation continued until the mining industry



ceased as if by a decree of Jehovah, and almost in a day thousands of men who were working for themselves and their families and adding to the wealth of the nation, became tramps, and the hue and cry began again, to arrest men, to imprison men, add to the horror of their misfortunes, because, in their utter despair, they started out in this rich and Christian land, in the hope of finding work, food, and shelter and clothes to keep them from freezing.

Governor Lewelling speaks for these unfortunates. His great and generous words ought to have a good effect. Will such be the result? We doubt it. The cry of "mad dog" has gone forth, and we note that one Kansas official says the governor's plea will have no effect in Kansas. Every poor devil of a tramp will be required "to move on" or take the consequences. Nevertheless, we congratulate the governor of Kansas. He is, to-day, we do not doubt, the broadest gnaged statesman, philanthropist and Christian in the United States, and were he to die suddenly, with his boots on, it would be a splendid sight to note with what alacrity St. Peter would open the pearly gate, swing it back on its golden hinges and urge the governor to enter and make himself entirely at home in the city of God.

#### J. R. SOVEREIGN, GENERAL MASTER WORKMAN.

The Omaha *Western Laborer* has this to say about the new general workman of the Knights of Labor.

J. R. Sovereign, elected grand master workman of the Knights of Labor upon the resignation of T. V. Powderly, is without doubt the strongest man that could have been proposed.

Mr. Sovereign, at the time of his election, was state master workman of the state of Iowa, and also labor commissioner, which latter office he had filled four years. He was made a delegate to the general assembly which honored him with the highest position on the national triangle, but did not attend. The choice of the assembly will be hailed with satisfaction by Knights throughout the land. He is able, progressive, and not afraid to act.

Mr. Sovereign is an orator of uncommon powers, an expert statistician, and a newspaper man. About ten years ago he was one of the editors and proprietors of *The Industrial West*, a labor paper published at Atlantic, Iowa, where on the issue of equal rights in that hotbed of partisan serfdom he planted the seeds of political independence and caused a peaceful revolution in his senatorial district. He is just the man to

guide the order of the Knights among the shoals that seem to mark its course. Harmony is now assured.

Most certainly the MAGAZINE felicitates the great order of Knights of Labor upon the election of Mr. Sovereign in which there is no purpose to make insidious comparison between him and Mr. Powderly, only this, if Mr. Powderly deemed it prudent to retire, the order is to be congratulated upon finding a man of the character of Mr. Sovereign to take his place.

Mr. Sovereign has issued the following address to the order which has the right ring. He says:

A great struggle is being waged between two great forces—organized monopolies, struggling to make slaves out of men, and organized labor, struggling to make men out of slaves. The interest is between the dollars of Shylock and the bone and sinew of the industrial masses: a contest between organized land monopoly and the natural rights of God's homeless poor—between the federated trusts and oppressed humanity.

With the menacing influences and the monopolization of natural bounties, I appeal to you to rally to the rescue under the shield of our noble order. Go out in the highways and hedges and call the weary wanderers to the sanctuary and marshal the hosts of toil for a final and triumphant struggle for everlasting freedom from the thralldom of greed.

Meet the money power in the middle of the road with the demand for the free and unlimited coinage of gold and silver at a ratio of 16 to 1, and such other additions to the volume of money as the exigencies require without the intervention of banking corporations. Let there be no compromise on these lines, and we will put industry above idleness and elevate the servile from groveling pursuits to the rights and dignity of men. We will reduce the hours of toil commensurate with the improved mechanical devices for production, transfer the millions of weary and wan children from the dingy and unwholesome rooms of our factories to the schoolhouse on the hill, abolish penitentiary competition with free labor, and destroy the sweat-shop system of serfdom forever. We will bring the great avenues of distribution within easy reach of the masses, elect all legislative, executive officers and judiciary officers of the general government, and take away the veto power of the president. Thus we will give to the industrial a system menaced by no tramp at one end and no princely duke at the other, inspired by the justice of our principles, love for humanity, and hope for the ultimate triumph of our noble order, I am yours in a fight to the finish.

J. R. Sovereign,  
General Master Workman.

Every lover of the cause of labor will wish for Mr. Sovereign the largest possible measure of success in increasing the numerical strength and vital forces of the Knights of Labor.

### SENATOR ALLEN, OF NEBRASKA, AND THE RIGHTS OF THE COMMON PEOPLE.

United States Senator Allen, of Nebraska, was a lawyer of twenty years' practice before he was called to the bench, from which he was promoted to the United States Senate. "The rights of the common people" is Senator Allen's way of referring to workmen when their rights are invaded by employers. Senator Allen states what he believes to be a sound legal proposition, that when workmen are lured to a locality by the promise of work and wages, and build their homes in close proximity to their work, constitutes a moral and a legal obligation on the part of the employers, which could be enforced in a court of law. Senator Allen, referring to the Homestead infamy, said:

The mills of Carnegie were evidently fortified, a great fence around them, with portholes, and everything indicating a purpose to defend the place against the honest workmen who were engaged in work there. The men who were engaged in work at Homestead were induced to go there, to locate, and to invest in property in consequence of the promises of Carnegie and his officers and managers that they should have employment in those mills, and it was not only a moral obligation, but it was a legal obligation, which, in my judgment, could be enforced.

If a man says to me, if you will come to a certain place, invest your money in property there, in consideration of that you shall receive employment by me, it is a legal contract which I can enforce, or at least for which I can recover damage if he violates it. It is not only a moral obligation, but it is a legal contract, that may be the subject of litigation and recovery in a court of justice.

The United States Senate is known as the "Millionaire Club," and it is refreshing to know that one of the club dared to lay down propositions which, when uttered in the lodges of workmen have been scouted as the outgrowth of anarchism, and when announced on the rostrum, by men pleading the cause of labor, have been treated with contempt as the vagaries of labor agitators, and therefore entitled to no consideration. Senator Allen, proceeding to what followed the Homestead strike, pleaded the cause of the strikers in a way to make the "Millionaire Club" prick up its ears. He said:

Yet here were thousands of honest people who had constructed their homes that would be worthless

to them as soon as they were out of employment in the mills. The moment they refused to have their wages cut down, the moment they began to murmur, as such people will murmur and must murmur, because it affects vitally the interests of their families, the moment they began to protest, the great Carnegie, who lives in Clunie Castle, Scotland, most of the time, procured through his agents an unlawful force of marauders and banditti to come upon the shores of Pennsylvania under the false pretense of protecting his property. What ensued? One of the most disgraceful scenes that has occurred in this country for many a day.

Then, Mr. President, witness the great state of Pennsylvania calling out its entire military force, amounting to some thousands of men at least. I do not pretend to recall the number, but I think 8,000 or 10,000. All of this military force was called out for what purpose? For the purpose of stifling the cry of hunger and the cry of distress; for the purpose of overawing American citizens who were clamoring for the protection of their rights; for the purpose of overawing one portion of the people of this country who were unfortunate enough to be compelled to labor for a living in the interest of aggregated capital. There for a month or more stood the carpet knight Snowden, with his forces overawing the honest citizens of Homestead. Not only that, but similar scenes have occurred all over this country, manifesting a disposition to ignore the rights of the common people.

The Homestead infamy has passed into history—but is not yet ancient history—though sufficiently old to be repeated in a thousand ways, not identically reproductions, except in so far as the spirit of Satan is disclosed in cruelty to workmen—and in this regard, Homestead infernalism, with modified horrors, is seen in every direction.

Senator Allen refers to the fact that workmen built their houses at Homestead, believing that Carnegie—the hybrid monstrosity, a combination of tiger and tarantula, saint and satan—would be as good as his professions, but Frick, who came so near being cooked, saw in the fact that men having their homes near the mills, would be loath to part with them, and that the manly virtue of loving their homes could be used to secure their degradation. Unable to sell their homes or take them away, they would be compelled to remain, and finally accept such wages as the freak, Frick, might choose to offer when starvation began its work, and to aid such devilish designs the great (?) state of Pennsylvania contributed by ordering out its standing army. What good comes of such reminiscences? It is hard to tell. They ought to bind working-

men together, and unify them as one man. Has it accomplished such a devoutly wished for end? Nay, verily. Faction festers in the very marrow of labor organizations. Federation appears lovely on the outside, like a whited sepulchre—but within, conspiracy, more offensive than putrefaction, dressed in grand robes, formulates its scheme to wreck some organization which has excited opposition, and corporation, organization and cupidity lock arms and chuckle over the victory. Will it be ever thus until the corporation has blown out all the lodge fires that organization has ever lighted? It looks that way to the superficial observer. But there are redeeming principles at the bottom of labor organizations. There must be more love and less lucre. There must be less pomp and parade, glitter and sham, and more practical common sense, less taxation upon toilers to sustain grand establishments, and a policy that will reduce expenses and cease to multiply enemies of organization by taxing their incomes, until exhaustion drives them again into the ranks of the unorganized.

It is held that experience is an expensive school, and to none, we conclude, is it more expensive than to organized workmen. If they have not learned wisdom in it, we shall be willing to confess that the maxim about the school of experience is misleading. Till then, we shall enthrone patience and look forward to the time when labor, emancipated from blindness, will discover that leadership does not mean princely salaries wrung by taxation from toil, and that the fraternization of labor is not promoted by antagonistic banners in its ranks.

---

ESTIMATES relating to the population of the world, which put the total at 1,480,000,000 are largely guess work. It is said that 55 per cent. is fairly reliable and that 47 per cent. of the estimates are largely conjecture. The annual increase of population of the world is set down at 6,000,000.

---

It is stated that the United States has 800 labor and reform papers. They ought to be able to persuade workmen that their safety from poverty and degradation depends upon organization and federation.

#### T. V. POWDERLY AND THE KNIGHTS OF LABOR.

For fourteen years T. V. Powderly had been the general master workman of the great order of Knights of Labor, up to the time that he voluntarily laid down the trust at Philadelphia, and during the entire period Mr. Powderly gave his great abilities unstintedly to the cause of labor education. He had a lofty ideal. He believed in the vast mind forces, laying practically dormant, in the great body of American workmen. This latent, unexerted force he sought to arouse, bring into action, unify and harmonize for the good, not only of labor, but of society at large. Education was first, last and all the time his theme, his inspiration. He was always in the van of the marching hosts. A pathfinder, he was forever blazing out new pathways to higher elevations. Never content with a slow, ambling, hesitating gait, he strode forward, for to his vision the goal was always in sight. And it should be said, without reference to the cohesiveness or the disintegration of the order of the Knights of Labor, Mr. Powderly won victories all along the line. He sent forth an army of new ideas, new forces, which are still on the war path and are achieving ceaseless victories for the right.

Goldsmith said those who think govern those who toil, and Powderly's mission was to set toilers to thinking that they might govern themselves. There may be bleary-eyed croakers who are unable to discover the fruitage of the educational nuts Powderly had planted, but that does not count. They have taken deep root in thousands of minds, and although Mr. Powderly is no longer general master workman, he is not less an educator and a force and a factor in the conquering ranks of labor. In saying this of Mr. Powderly we institute no parallel between him and others who are engaged in the same laudable work. All honor to the courageous men as captains, lieutenants or privates in the ranks of labor who have ideas, convictions and the courage to express them. They are the salt of the earth. Living, they challenge the admiration of men whose good opinion is worth having, and, though dead, their great words and generous deeds are invincible.

The MAGAZINE, without regard to organization, delights in commending men of the Powderly type. They are not infallible nor free from mistakes, because they are human, for human mistakes are within the realm of human remedies, and when made in the cause of human progress they are near of kin to truth and all manly virtues, and men are often to be beloved, if not canonized, for the enemies they have made. In the future, and in the near future, we, with thousands of others, will expect to hear Mr. Powderly's voice ringing along the lines of organized workingmen.

#### THE AMERICAN FEDERATION OF LABOR AND GOV. ALTGELD.

The great organization of American workmen, known as the American Federation of Labor, in session in Chicago during the month of December, 1893, and which has a membership of about one million, adopted unanimously, during the early hours of its session, the following resolutions indorsing the action of Governor Altgeld of Illinois for pardoning the men who were tried and condemned as participants in what is known as the Hay Market Riot:

WHEREAS, The pardoning of the so-called Chicago Anarchists by Governor Altgeld of the State of Illinois is but a simple act of justice.

WHEREAS, The conviction and incarceration of Fielding, Schwab and Neebe was the result of class prejudice and persecution at a time when the public mind was influenced with passion; and

WHEREAS, The Governor of Illinois, in the face of a set resolve of the capitalist class to the contrary, has had the courage to defy power and opposition in defense of innocence and justice, thus proving the honesty and sincerity of heart; therefore be it

*Resolved*, That we indorse Governor Altgeld's action and accept the reasons he assigns as in line with the true facts of the case; and be it further

*Resolved*, That a copy of these resolutions be sent to Governor Altgeld.

There is no misunderstanding these resolutions, as expressing the conviction of workingmen throughout the length and breadth of the land. Governor Altgeld, in pardoning the men, evinced no sympathy with acts of violence. He simply said the unfortunate men had been condemned without a *fair trial*, and to condemn men for any alleged crime whatever, without giving them a fair trial, is simply infamous beyond expression, a crime in itself which none but

the vicious, ignorant and depraved will indorse. The American Federation of Labor, by indorsing the action of Governor Altgeld, is entitled to the applause of every workingman in America. A fair trial is the last hope of workingmen. Debauch the courts of the country, let it be understood that trials in court are organized to covet the poor and let the rich go free, and America is at once Russianized.

On December 16th Mr. Samuel Gompers, president of the great organization, known as the American Federation of Labor, was re-elected president of the organization. There were 2,536 votes cast, of which Mr. Gompers received 1,314 and Mr. John McBride 1,222, Mr. Gompers' majority being 92. The other officers were all re-elected as follows: First vice-president, P. J. McGuire, Philadelphia; second vice-president, G. L. Drummond, Fort Wayne, Ind.; third vice-president, James Brettel, Pittsburg; fourth vice-president, William H. Arden, Boston; secretary, Chris Evans, New York; treasurer, J. P. Lennon, New York.

Mr. Gompers did not escape the ordeal of an investigation relating to finances. Charges were formulated and presented, a committee appointed to investigate, etc. Before this committee Mr. Gompers appeared armed with every required voucher, and when a vote was taken Mr. Gompers stood forth without spot or blemish—an honest man, and by a unanimous vote of the convention was vindicated. Just the way to treat that sort of a thing.

The convention thought Mr. Gompers was the right man in the right place, hence his re-election. The MAGAZINE sends its congratulations.

Is a lion in the way?

Keep cool;

Tell him you respect his pride,  
Tell him that the world is wide,  
And that he must stand aside.

Keep cool.

—George W. Light.

BUT,

Is a foot pad in the way?

Draw your gun;

And if the gaboot  
Don't scoot,  
Shoot.

Draw your gun!

### The Northern Pacific.

Below we give the full text of the injunctions issued by Honorable Melville W. Fuller, Chief Justice of the Supreme Court of the United States, and served on F. P. Sargent, Grand Master of the Brotherhood of Locomotive Firemen. These documents bear date of December 19 and December 22, and by all the pagan gods in a pile, it is recited, "IN THE YEAR OF OUR LORD, ONE THOUSAND, EIGHT HUNDRED AND NINETY-THREE!" Whose Lord? It is simply blasphemy to involve in any way the LORD JESUS CHRIST. If He had been in Milwaukee on the dates named He would have worked another miracle, in which He would have yanked the devils out of the court, and directed them to take possession of Wisconsin hogs, and let them go to their native hell via Lake Michigan.

When lawyers—no matter what their station—introduce into their decrees to rob poor men by playing into the hands of the rich in the name of "Our Lord," they make it exceedingly proper to quote what "Our Lord" said about lawyers generally. After denouncing the pharisees, "Our Lord" turned upon the lawyers and said: "Woe unto you, also, ye lawyers, for ye laid men with burdens grievous to be borne, and ye, yourselves, touch not the burdens with one of your fingers."

The language of "Our Lord" hits the injunctions issued by Hon. Melville W. Fuller square in the eye. His autocratic orders should have been dated December 19 and December 22 in the year of the rule of Christless corporations, and of the court and corporation alliance to rob labor, not only of its honest earnings, but to make the very term "independence" a synonym of shame.

What were the incidents which led up to the culminating fulminations of Judge Fuller? They are few in number and relate specifically to the rights of employes on the Northern Pacific. The wages of the men were to be reduced from five to ten per cent. in mid-winter and in a northern latitude. The Northern Pacific had been robbed and wrecked by gangs of men succeeding each other, and, to make good the stealings, the men who performed the laborious and perilous work were to have their means of living reduced. The receivers pretended that no other way could be found to put the miserable concern in funds but to cut the wages of the men. Naturally the men, feeling the cruel injustice of the scheme to rob them, sought redress by sending their grievance committees to headquarters. This proceeding was orderly, commendable and business-like, but their appeals fell upon hearts of stone. To raise money by robbing employes was feasible and

certain. As to the honesty of the proceeding, neither corporation nor courts cared. The men talked and grew restless—they had not struck, they were performing their tasks. The receivers, knowing the cruelty of their scheme to rob the men, said, doubtless, "these men will give us trouble; they will resist oppression and degradation; they will strike as a last resort; they would be less than American freemen if they were to hold up their hands and have their pockets rifled without doing all in their power to resist this footpadism. They have done no wrong so far, therefore we cannot call upon the authorities to call out the militia to kill them as if they were so many vagabond dogs, but he can appeal to the courts in this year of 'our Lord' and of the 'independence of the United States' to reduce them to the condition of slaves, and this we will do." Promptly the United States courts were appealed to, and quick as lightning from a storm cloud Judge Fuller responded, and every employe on the Northern Pacific stood cold and silent in his tracks, as if frozen to death in the grasp of a blizzard—and there he stands, or, rather, there he bows his head in token of submission. He dare not strike, he dare not quit work—he dare not talk. "Life, liberty and the pursuit of happiness" to him is to submit in silence—to realize that he is a bondsman. It might be regarded "contempt of court" for these Northern Pacific slaves to repeat the language of "Our Lord." "Woe unto you, also, ye lawyers."

True, in defense of this civilized slaughter of liberty, the claim is set up that the public must not be inconvenienced by strikes, and as for being inconvenienced by robbery, the cause of strikes, it were folly so much as to intimate that the public cares a fig for such injustice. We have now advanced to a point where we find corporations, the militia, and the United States courts compactly federated. The corporation or the receiver acting for it, can starve men, the militia can kill men, and the courts can imprison men. What more is required to Russianize America? We give it up. Reform is demanded. As it now appears, the power of the government is directed to crush labor, to create a white slave class, and certainly the courts are doing their share of the work. It will go on, but scarcely forever. As yet we can hardly fancy 20,000,000 of white slaves in the United States. The United States courts, unrestrained, are working along that line, and they are nearing a danger line. It is to be hoped that they will not reach it. If they do not, it will be because labor unifies, and with the ballot wrests the dangerous power from the courts, and the sooner it is done the better.

UNITED STATES CIRCUIT COURT, )  
EASTERN DISTRICT OF WISCONSIN. )

SEAL U. S.  
CIRCUIT COURT  
EASTERN  
DISTRICT OF  
WISCONSIN.

The President of the United States of America, to the officers, agents and employes of Thomas F. Oakes, Henry C. Payne and Henry C. Rouse, as Receivers of the Northern Pacific Railroad Company, and to the engineers, firemen, trainmen, train dispatchers, telegraphers, conductors, switchmen and all other employes of said Thomas F. Oakes, Henry C. Payne and Henry C. Rouse as Receivers of the Northern Pacific Railroad Company, and to each and every one of you, and to all persons, associations and combinations, voluntary or otherwise, whether employes of said Receivers or not, and to all persons generally and to each and every one of you,

(GREETING: Whereas, it has been represented to the United States Circuit Court for the Eastern District of Wisconsin on the part of Thomas F. Oakes, Henry C. Payne and Henry C. Rouse as Receivers of the Northern Pacific Railroad Company, as by their certain verified petition filed in said cause on December 18th, 1893, and that said Thomas F. Oakes, Henry C. Payne and Henry C. Rouse as Receivers of the Northern Pacific Railroad Company ought to be relieved touching the matters in said petition more particularly described;

And whereas, the United States Circuit Court for the Eastern District of Wisconsin, in a certain cause there pending in which the Farmers' Loan and Trust Company is the complainant, and the Northern Pacific Railroad Company, Phillips B. Winston, William C. Sheldon, George R. Sheldon, William S. P. Prentice and William C. Sheldon, and Thomas F. Oakes and Henry C. Payne and Henry C. Rouse as Receivers of the Northern Pacific Railroad Company, are defendants, did make an order directing that the writ of injunction issue as prayed for in said petition of said Receivers.

Now, therefore, in consideration thereof, and of the matters in said petition set forth, you, the officers, agents and employes of Thomas F. Oakes, Henry C. Payne and Henry C. Rouse, as Receivers of the Northern Pacific Railroad Company, and the engineers, firemen, trainmen, train dispatchers, telegraphers, conductors, switchmen and all other employes of said Thomas F. Oakes, Henry C. Payne and Henry C. Rouse as Receivers of the Northern Pacific Railroad Company, and each and every one of you, and all persons, associations and combinations, voluntary or otherwise, whether employes of said Receivers or not, and all persons generally, and each and every one of you, in the penalty which may ensue, are hereby strictly charged and commanded that you and each and every one of you do

absolutely desist and refrain from disabling or rendering in any wise unfit for convenient and immediate use any engines, cars or other property of Thomas F. Oakes, Henry C. Payne and Henry C. Rouse as Receivers for the Northern Pacific Railroad Company, and from interfering in any manner with the possession of locomotives, cars or property of the said Receivers or in their custody, and from interfering in any manner by force, threats or otherwise, with men who desire to continue in the service of the said Receivers, and from interfering in any manner by force, threat or otherwise with men employed by the said Receivers to take the places of those who quit the service of said Receivers, or from interfering with or obstructing in any wise the operation of the said railroad or any portion thereof, or the running of engines and trains thereon and thereover, as usual, and from any interference with the telegraph lines of said Receivers or along the lines of railways operated by said Receivers, or the operation thereof, and from combining and conspiring to quit, with or without notice, the service of said Receivers with the object and intent of crippling the property in their custody, or embarrassing the operation of said railroad, and from so quitting the service of the said Receivers, with or without notice, as to cripple the property or to prevent or hinder the operation of said railroad, and generally from interfering with the officers and agents of said Receivers or their employes in any manner by actual violence or intimidation, threats or otherwise, in the full and complete possession and management of the railroad, and of all the property thereunto pertaining, and from interfering with any and all property in the custody of the said Receivers, whether belonging to the Receivers or shippers or other owners, and from interfering, intimidating or otherwise injuring or inconveniencing or delaying the passengers being transported or about to be transported over the railway of said Receivers or any portion thereof by said Receivers, or by interfering in any manner by actual violence or threat and otherwise preventing or endeavoring to prevent the shipment of freight or the transportation of the mails of the United States over the road operated by said Receivers, until the further order of this Court.

This process is directed to the marshal for the Eastern District of Wisconsin, who is hereby commanded to execute the same within his jurisdiction and to make due return thereof without delay.

Witness, the Honorable Melville W. Fuller, Chief Justice of the Supreme Court of the United States, at the City of Milwaukee in the Eastern District of Wisconsin, this 19th day of December in the year of our Lord one thousand eight hundred and nine-

ty-three, and of the independence of the United States the 118th.

[Signed] EDWARD KURTZ, Clerk.

UNITED STATES CIRCUIT COURT, }  
EASTERN DISTRICT OF WISCONSIN. }

SEAL U. S.  
CIRCUIT COURT  
EASTERN  
DISTRICT  
WISCONSIN.

The President of the United States of America, to J. Horan, S. P. Olson, C. Barrett, E. S. Johnson, Jos. Wood, M. L. Porter, Jno. Collins, M. Vetter, J. W.

Gribble, J. J. Foster, J. B. Quimby, Jesse W. Rees, O. S. Humes, E. J. Shea, J. M. Rapelje, F. E. Bradbury, F. J. Woodward, Jno. Dowdell, A. D. Jenkins, F. A. Resser, J. B. W. Johnston, J. Mackey, C. N. Dorsey, P. T. Boleyn, B. Goodall, T. F. Hagan, R. B. Kelly, H. L. Shepard, J. S. Burns, J. W. Mapleson, W. Y. Pheal, M. O. Graves, E. E. Moyer, F. J. Becker, G. Olson, Jno. Ryan, P. H. Campbell, J. K. Porter, W. J. Gillespie, C. E. Baker, Con. Keefe, T. N. Gleeson, Patrick Harty, Matt. Conlin, L. C. Mann, P. Schmidt, L. F. Hare, M. H. Williams, W. G. Hogg, S. Craig, S. J. Groutwait, J. Moriarty, H. L. Shupert, P. M. Arthur, ——— Youngen, E. E. Clark, T. P. Sargent, D. G. Ramsey, S. E. Wilkinson, F. H. Morrison, A. E. Brown, and George W. Newman, J. K. Bingham, Burt Hines, F. G. Kellogg, Thos. A. Leason, P. H. Miller, D. McClelland, Edward Crust, R. Reed, Harry Rifley, S. E. Garrett, D. D. McInnis, A. O. Wishard and each, every and all of them and all their agents, sub-agents, representatives and employes, and each and every one of you, jointly and severally, and to the officers, agents and employes of Thomas F. Oakes, Henry C. Payne and Henry C. Rouse as Receivers of the Northern Pacific Railroad Company, and to the engineers, firemen, trainmen, train dispatchers, telegraphers, conductors, switchmen and all other employes of said Thomas F. Oakes, Henry C. Payne and Henry C. Rouse, as Receivers of the Northern Pacific Railroad Company, and to each and every of you, and to all persons, associations and combinations, voluntary or otherwise, whether employes of said Receivers or not, and to all persons generally, and to each and every one of you,

GREETING: Whereas, it has been represented to the United States Circuit Court for the Eastern District of Wisconsin, on the part of Thomas F. Oakes, Henry C. Payne and Henry C. Rouse, as Receivers of the Northern Pacific Railroad Company, as by their certain verified petition filed in said cause on December 18th, 1893, and by their supplemental petition filed in said cause on December 22d, 1893, and that said Thomas F. Oakes, Henry C. Payne and Henry C. Rouse, as Receivers of the Northern Pacific

Railroad Company, ought to be relieved touching the matters in said petitions more particularly described;

And whereas, the United States Circuit Court for the Eastern District of Wisconsin, in a certain cause there pending, in which the Farmers' Loan & Trust Company is the complainant, and the Northern Pacific Railroad Company, Phillip B. Winston, William C. Sheldon, George R. Sheldon, William S. P. Prentice and William C. Sheldon and Thomas F. Oakes and Henry C. Payne and Henry C. Rouse, as Receivers of the Northern Pacific Railroad Company, are defendants, did make orders directing that the writ of injunction issue as prayed for in said petition and supplemental petition of said Receivers;

Now, therefore, in consideration thereof, and of the matters in said petition set forth, you, the above named and the officers, agents and employes of Thomas F. Oakes, Henry C. Payne and Henry C. Rouse, as Receivers of the Northern Pacific Railroad Company, and the engineers, firemen, trainmen, train dispatchers, telegraphers, conductors, switchmen, and all other employes of said Thomas F. Oakes, Henry C. Payne and Henry C. Rouse, as Receivers of the Northern Pacific Railroad Company, and each and every one of you, and all persons, associations and combinations, voluntary or otherwise, whether employes of said Receivers or not, and all persons generally, and each and every of you, in the penalty which may ensue, are hereby strictly charged and commanded that you, and each and every one of you, do absolutely desist and refrain from disabling or rendering in any wise unfit for convenient and immediate use any engines, cars or other property of Thomas F. Oakes, Henry C. Payne and Henry C. Rouse, as Receivers for the Northern Pacific Railroad Company, and from interfering in any manner with the possession of locomotives, cars or property of the said Receivers or in their custody, and from interfering in any manner, by force, threats or otherwise, with men who desire to continue in the service of the said Receivers, and from interfering in any manner, by force, threats or otherwise, with men employed by the said Receivers to take the place of those who quit the service of said Receivers, or from interfering with or obstructing in any wise the operation of the railroad or any portion thereof, or the running of engines and trains thereon and thereover, as usual, and from any interference with the telegraph lines of said Receivers or along the lines of railways operated by said Receivers, or the operation thereof, and from combining and conspiring to quit, with or without notice, the service of said Receiv-

ers, with the object and intent of crippling the property in their custody, or embarrassing the operation of said railroad, and from so quitting the service of the said Receivers, with or without notice, as to cripple the property or to prevent or hinder the operation of said railroad, and generally from interfering with the officers and agents of said Receivers or their employes, in any manner, by actual violence or by intimidation, threats or otherwise, in the full and complete possession and management of the said railroad, and of all the property thereunto pertaining, and from interfering with any and all property in the custody of the said Receivers, whether belonging to the Receivers or shippers, or other owners, and from interfering, intimidating, or otherwise injuring or inconveniencing or delaying, the passengers being transported, or about to be transported, over the railway of said Receivers, or any portion thereof, by said Receivers, or by interfering in any manner, by actual violence or threats, or otherwise preventing or attempting to prevent the shipment of freight or the transportation of the mails of the United States over the road operated by said Receivers, and from combining or conspiring together, or with others, either jointly or severally, or as committees, or as officers of any so-called labor organization, with the design or purpose of causing a strike upon the lines of railroad operated by said Receivers, and from ordering, recommending, approving or advising others to quit the service of the Receivers of the Northern Pacific Railroad Company on January 1st, 1894, or at any other time, and from ordering, recommending, advising or approving, by communication, or instruction, or otherwise, the employes of said Receivers, or any of them, or of said Northern Pacific Railroad Company, to join in a strike on said January 1st, 1894, or at any other time, and from ordering, recommending or advising any committee or committees, or class or classes of employes of said Receivers, to strike or join in a strike, on January 1st, 1894, or at any other time until the further order of this Court.

This process is directed to the marshal for the Eastern District of Wisconsin, who is hereby commanded to execute the same within his jurisdiction and to make due return thereof without delay.

Witness, the Honorable Melville W. Fuller, Chief Justice of the Supreme Court of the United States, at the City of Milwaukee, in the Eastern District of Wisconsin, this 22nd day of December, in the year of our Lord one thousand eight hundred and ninety-three, and of the independence of the United States the one hundred and eighteenth.

[Signed] EDWARD KURTZ, Clerk.

UNITED STATES OF AMERICA, )  
Eastern District of Wisconsin. ) ss.

I, Edward Kurtz, Clerk of the Circuit Court of the United States of America for the Eastern District of Wisconsin, do hereby certify that I have compared the writings annexed to this certificate with their originals now on file, and remaining of record in my office, and that they are true copies of such originals and correct transcripts therefrom.

In testimony whereof, I have hereunto set my hand, and duly affixed the seal of the said Court, at the City of Milwaukee, in said District, this 27th day of December, in the year of our Lord one thousand eight hundred and ninety-three, and of the independence of the United States the 118th.

EDWARD KURTZ, Clerk.

THE January issue of the *Switchmen's Journal* for 1894 comes to us with a well written New Year's article touching upon many of the infelicities which distinguish the records of 1893. Brother Sweeney asks and answers as follows:

Why is it that in a land of milk and honey—for such are the riches of this country that the term may be properly applied to it—why is it that the ugly word "charity" attains such prominence? Some financial statistician figured out recently that the annual production of wealth in the United States amounts to about \$50,000,000,000, or a little less than \$1,000 per head of population. At the same time the chief of the Bureau of Labor statistics puts the average earnings of working people in ordinary times, when there is no financial depression, at less than \$300 a year. What becomes of the difference? Somebody gets it. And it is those who get this vast majority of the wealth of the country who organize charities.

"What becomes of the difference?" Ask Rockefeller and the rest of the trust freebooters. They may not answer directly, nor even at all—but they get the difference all the same. We notice that Brother Sweeney has some doubts about the men winning the strike on the Lehigh Valley. He says:

We fail to see that organized labor gained any great amount of justice in this settlement, much less a victory. Quite a number of men have been re-employed since the trouble was ended, but those who were active in the organization and took leading parts during the trouble were not employed and will necessarily have to seek employment elsewhere. The company was successful in destroying system federation on its road, and it is not likely that committees will appear for some time before the officers of the company to have their grievances adjusted, so that the concession which the president made to the men scarcely amounts to anything. After he reserved the right to re-employ men at his discretion and had broken up federation, it was a very easy matter for him to make this slight concession of modifying his proposition in this respect, and it is the only point on which he made any concession.





**William Baugh.**

The portrait we introduce is a life picture of William Baugh, the veteran engineer, who began life's pilgrimage in Wott county, Virginia, near the North Carolina line, February 22d, 1818, just 86 years after the birth of George Washington, also a native Virginian, born February 22, 1732.

In 1829, when William was a boy 11 years of age, his parents left Old Virginia, the "mother of Presidents," and settled in Madison, Indiana, on the Ohio River, then and for many years subsequently, the most enterprising town in the state, and a steam-

boat town, with not more than three rivals from Pittsburg to Cairo. Nothing could have been more natural than for young Baugh to enter upon the life of a steamboatman. There were no railroads and the demand for water transportation, kept pace with the rapid development of the great west.

In the life of a steamboatman in those early days, there was a deal of romance as well as peril and hard work, in the recitation of which facts take on the glamor of fiction, and the few who remain of the old-time river men, are listened to with interest

by the present generation, when they tell their experiences. In the various trades on the Ohio, the Kentucky and Green Rivers, William Baugh served in various capacities, ranging from cabin boy to pilot, including engineer. In this work he continued till 1844, when he abandoned it for railroading and took the position of fireman on the Madison & Indianapolis, under the tutelage of George Ramsey, engineer, when Samuel Thomas was master mechanic. Firing then was on "mixed trains," freight and passenger combined, at a time when few of the most prescient so much as dreamed of what we now behold in palace cars and the splendors of vestibuled trains. At the time of which we write, the building of railroads was a slow business, necessarily so, as work, owing to transportation, could be carried forward only from one end of the line. The iron on the Madison & Indianapolis road had to come to Madison and be hauled out on the road from that point.

Mr. Baugh fired an engine for nine months when he was promoted to the "right hand side" and henceforth was a "runner." The locomotives in those days would scarcely be recognized by the modern engineer. They were minus cab and pilot, and had no heater pipes. How to get over the road in those primitive times was a far more serious problem than the "boys" of to-day are required to wrestle with, as, for instance, Mr. Baugh, on one occasion when the pumps were frozen, had to saturate his shirt with oil and set fire to it to thaw them out; and when caught with a limited supply of water, there being no water tanks along the line, it became necessary to fill the tank by bailing the water from the pools along the road; and when the snow encumbered the track the snow-plow consisted of men standing on the bumpers, one on each side, holding boards between their knees in a way that would clear the rail.

In 1849 Mr. Baugh quit the Madison & Indianapolis road and took service on a little road called the Shelbyville & Knightstown, where the late C. R. Peddle was running an engine. Mr. Baugh had known Mr. Peddle on the Madison & Indianapolis where he (Peddle) ran an engine for several years. Mr. Baugh's connection with the Shelbyville & Knightstown road continued only about four months, when he returned to Madison where he again met Mr. Peddle who had been employed by Chauncey Rose as master mechanic on the Terre Haute & Richmond railroad. Mr. Peddle was bringing two engines, the "Clay" and the "Marion," to Indianapolis. At that time the T. H. & R. railroad had four engines. The Clay and the Marion were working westward from Indianapolis, and the Hendricks and the Putnam were working eastward from Terre Haute. Mr. Peddle, knowing the sterling

qualities of Mr. Baugh, at once gave him employment, placing him in charge of the locomotive "Clay" and on the 1st day of May, 1851, forty-three years ago, Mr. Baugh began running the "Clay" out of Indianapolis. The road was then not yet completed between Terre Haute and Indianapolis. That part of the road between Indianapolis and Richmond afterward became the "Pan-handle" and is now a part of that system. The T. H. & I. was completed in the latter part of February 1852, the two ends of the road being joined together about one and a half miles east of Greencastle. The first train went through from Indianapolis to Terre Haute March 1st, 1852, and Mr. Baugh, in charge of the Clay, had the distinguished honor of making the first run over the road, in association with a conductor named Wilson. Mr. Baugh ran between Terre Haute and Indianapolis continuously until the fall of 1871, being then 53 years of age. Two years previous Mr. Baugh's wife had died and he concluded to retire from active road service.

From 1844 to 1871—a period of twenty-seven years—Mr. Baugh had been a pioneer in railroading. The work had been arduous to an extent that few can realize now, who see the splendid equipment of our great trunk lines and the thousand and one new appliances for speed and safety.

Having abandoned the cab and throttle, Mr. Baugh went to work in the shops at Terre Haute, where he performed some service in hostling, etc., subsequently taking a round-house position, and engaged in repairing engines. In these positions he had, by his genial disposition, become a great favorite with the "boys," who gave him the flattering sobriquet of "Uncle Billy," by which he, now, 76 years of age, is still known.

In the month of March, 1893, when "Uncle Billy" had reached the advanced age of seventy-five years—awaiting the summons that can't be long delayed—President W. R. McKeen, of the Vandalia System, retired the veteran on FULL PAY.

We see in this generous act on the part of President McKeen, a wealth of nobility of soul that challenges our admiration, and enables us to comprehend with what unflagging fidelity, William Baugh—from youth to manhood, and to old age, performed his daily tasks in the interest of his employers.

The subject of this sketch has long been a member of the great Brotherhood of Locomotive Engineers, having joined the order at Indianapolis, and subsequently becoming a charter member of Division No. 25, at Terre Haute, and is now an honorary member of the order.

In closing this brief sketch of a veteran engineer, we can only add, that he enjoys in his green old age, the respect and ven-

eration of all who are so fortunate as to enjoy his acquaintance. His sun is setting serenely—no clouds are obscuring the horizon—a life well spent will leave to those who treasure his many manly virtues, memories of priceless value. The *MAGAZINE* tenders to "Uncle Billy," its congratulations and wishes him still many years of health and happiness and that as "Boss of the Vandalia's Tool Room," he will remain in touch with the men who are carrying forward the great interests of the Vandalia, with which he has been so long and so honorably identified.

### Noble Women.

The world is brighter and better because women are in it. Tom Moore sang:

O woman! whose form and whose soul  
Are the spell and the light of each path we pursue;  
Whether sunn'd in the tropic, or chill'd at the pole,  
If woman be there, there is happiness too.—

Women are always striving to make the world more beautiful, and life more worth the living, nor do they forget the dead—those who have sought to make homes types of heaven by drying tears and assuaging woes, and such was the life work of Wm. D. Robinson, the first Grand Chief of the great order of the Brotherhood of Locomotive Engineers. He toiled through storm and shine not only for engineers, but for their widows and their orphans when the hands of their protectors could no longer grasp a throttle. We are led to such reflections by the act of Criswell Division No. 41, Ladies' Auxiliary of the Brotherhood of Locomotive Engineers at Newark, Ohio. This lodge contributed \$17.50, the proceeds of an entertainment, to the Robinson Monument Fund to perpetuate the name and fame of one of the grandest men that ever worked in the cause of organization. Should the wives and daughters, the mothers and sisters of locomotive engineers and firemen take the matter in hand the monument that would rise above the dust of Wm. D. Robinson would be one of the most beautiful monuments that gratitude ever erected to the memory of a hero. The *MAGAZINE* thanks the ladies who made the contribution, which is hereby acknowledged.

THE *Railway News-Reporter*, Dan Honin's enterprise, published at Omaha, is not only a news paper, but may be called an institution, as George D. Prentice once said of his *Journal*. The Christmas issue of the *News-Reporter* contained 48 pages, each one of which was as entertaining as the "Midway" on a bright day, with all of its attractions in full sway. To say that it was a "dandy" is altogether too tame—it was superb through and through, and a splendid illustration of its proprietor's snap, get up and go qualities—and as a holiday enterprise, was a success.

### Consoling Strains.

There's no use in grumbling and growling  
Whenever things fail to go right;  
We but make our lives bitter by scowling,  
And keep our poor hearts in a fright:  
Let us fancy the sun ever shining,  
Without any clouds in the sky,  
It is better, my boys, than repining,  
And wiping the tear-moistened eye.

When launched upon life we've no knowledge  
Of how on the voyage to steer;  
Perhaps at some hedge-school or college  
Good counsels even thrust in our ear,  
Should we let them all out through the other,  
It proves in our youth we were boys;  
Be lenient, then, with a brother,  
Who thought less for learning than toys.

Let us not keep our tongues ever running,  
And fancy ourselves all saints;  
Let us never be fluent in pursuing  
Unfortunate human complaints;  
For we know not the moment the blessing  
Of health and good fortune may end;  
If it should, don't you think it distressing  
To not at our side have a friend.

If a brother feels faint on life's highway  
Do not tumble him into the mud;  
There are many who plod on a by-way  
Who'd march with the crowd if they could;  
We can wrestle with selfishness bravely  
If we all to do right are inclined;  
Let us study our frailties gravely,  
And banish them off from the mind.

Boys, this world is a world full of sorrow,  
And sufferings grow with our years;  
To-day we may laugh, but to-morrow  
Our eyes may be flooded with tears;  
But a feeling of calm resignation  
Shall aid us our ills to endure,  
No matter where e'er be our station,  
Or whether we're wealthy or poor.

*Shandy McGuire.*

THE *Twentieth Century* is always a welcome visitor to our *sanctum* and it grows better as the months go by. The editor says:

An advertisement in any leading daily paper for 1,000 able-bodied slaves, to work without compensation, but board and clothes, the period of slavery to last one year with privilege of renewal, would receive more than ten thousand applicants for the position. White persons at that. To such a state has our boasted freedom brought us that slavery would be a welcome escape for a million or more of our citizens. In fact we have all the horrors of slavery with none of its compensating features of security in food and shelter. Only horses, mules and asses are so protected now.

Is that true? Who will deny it? What a picture! Is it too highly colored? Is it too black? Do men turn shuddering away from its contemplation? Hunger! Woe, in any of the great centers of population, does not hear its moanings? Rags! Who does not see them fluttering in the zero blasts of winter? Shelterless—Gods! Horses, mules and asses. Are the Vanderbilts and Astors compared with thousands of the poor, who thank God for some place of rest where freezing may not be the penalty of poverty? Is this progress, prosperity, civilization, Christianity and a 'that?

### In the Hands of Receivers.

The St. Louis *Globe-Democrat*, an eminent conservative paper, in an editorial article, remarks that "the record of railroads that have passed into the hands of receivers during the past year is the largest that has ever been known, comprising over 25,000 miles of track, with an aggregate indebtedness of about \$1,200,000,000. Included in this schedule of wrecks are the three principal trans-continental lines, and seventy other roads of different degrees of importance." The *Globe-Democrat* further remarks, in considering the causes which have led to present conditions, that "thousands of miles of track have been laid in localities where paying traffic was not reasonably to be expected. Many roads have been built for speculative purposes only, under the stimulus of bonds voted by the people. The larger corporations have absorbed the smaller ones to an imprudent extent and at a heavy cost." In this it is seen that the railroads have been, by the greed of their managers, the chief factors in bringing about disasters. To bring about more auspicious conditions the *Globe-Democrat* believes the various receivers have a great task upon their hands, and adds:

There is a probability that this can not be satisfactorily done without squeezing the water out of the stocks that has been freely injected into them to serve improper purposes; and that is a process that will be generally indorsed, and which will be to the advantage of all concerned. The opportunity is an excellent one to remove a large burden of fictitious capital with a view to putting the insolvent roads in a healthy financial condition, and the receivers will be justified by the people in pursuing such a policy, subject to the supervision and direction of the courts.

We italicise a sentence, because the suggestion it contains has been repeatedly made in the MAGAZINE. The *water*, the *fraud*, that has been "injected into" the stocks and bonds must be *squeezed out* before an honest business policy can be adopted. This done, railroading will be prosperous. Honest dividends will be paid upon honest investments, employes can be honestly paid and an enormous amount of railroad rascality will disappear.

### The Santa Fe.

The great Santa Fe system of railroads is in the hands of receivers. Its history begins February 11, 1859, when Kansas was a territory, the legislature of which passed an act creating the Atchison and Topeka Railway Company.

To aid in building the road, Congress, in 1863, passed an act giving the road 6,400 acres of the public land per mile of the road, and in 1873 the road was completed to the boundary line of Colorado, 470 miles, and therefore became the owner of 3,008,000 acres of the people's land, worth at least

\$4,508,000, and probably three times that sum, enough for 18,800 farms of 160 acres each. To show how Kansas people felt toward the enterprise, counties along the line voted enormous subsidies to the corporation, five counties voting a sum total of \$950,000, and taxing the people to raise the money. At present what is known as the Santa Fe system consists of the Santa Fe proper, the Chicago, Kansas & Western, Chicago, Santa Fe & California, St. Joseph, St. Louis & Santa Fe. The lines which are leased and operated by the Santa Fe are the Gulf, Colorado & Santa Fe, St. Louis, Kansas City & Colorado, New Mexico & Arizona, Sonora railway (in Mexico), Colorado Midland & San Francisco, Atlantic & Pacific, Wichita & Western, and the Manhattan, Alma & Burlingame. The capital stock of the Santa Fe has a par value of \$102,000,000, worth about 13½ cents on the dollar, or \$13,770,000, and its indebtedness demanding immediate payment, and that which brought about the collapse, amounts to \$16,500,000. But in addition to this, taking the indebtedness of the Santa Fe proper and all the lines of the system the sum total is placed as high as \$540,000,000. The total mileage of the system is 9,345 miles, hence the indebtedness amounts to a sum of about \$58,000 per mile. The various roads have been built and equipped for not over \$25,000 per mile. As a result, the indebtedness of the road is \$306,375,000 more than the total cost of building and equipment. Hence, if any one wants to find the difference between cost and indebtedness they will have to go fishing in the vast sea of water which the Santa Fe carries.

---

ABRAHAM LINCOLN, the martyr president, once wrote the following prescription to a friend in poor health, which is worth a drug store: "Do not worry. Eat three square meals a day. Say your prayers. Think of your wife. Be courteous to your creditors. Keep your digestion good. Steer clear of biliousness. Exercise. Go slow and go easy. May be there are other things that your especial case requires to make you happy, but, my friend, these, I reckon, will give you a good life."

---

Is 1843 the Millerites got their ascension robes ready and went out on the hills on a certain day to see the earth go back to star-dust while they winged their flight moon-wards. But she didn't burst, but just held on to her shining pathway around the sun and is still doing business at the old stand, and now another set of cranks have calculated that within ten years we are to see sights such as Barnum never dreamed of.

*I'll Get There.*

What's the goal of your ambition, Tom?

What's the burden of your prayer?

"I'm going to be an engineer.

And dad tell's me I'll "get there,"

I've sworn off drinking whisky,

I never play a game of pool—

And by the holy Moses, Bob, I'm

Done playing the durn'd fool.

You see, I've got a sweetheart, Bob,

Never a lily was more fair,

When I ask'd her would she wed me,

I told her "I'd get there,"

And I told her what I would do

When promoted to the throttle;

But the tears were in her eyes, Bob,

When she said "But for the bottle."

Then you should heard my vows, Bob,

You should have heard me swear,

By pick and scoop, and all the Gods,

I surely would "get there,"

And Ellen, she believed me, Bob,

But said "I fondly think"

You surely will get there, Tom,

Provided you don't drink."

Her dimpl'd hand I held in mine,

And right there and then,

I ask'd my God to help me,

In trying to "get there,"

And my prayer is answered, Bob,

And Nell will be my bride,

For the M. M. said to me to-day,

"Tom, mount the right hand side."

John L. Buck.

**Cy Warman on a Flyer.**

In *McClure's Magazine* for January, 1894, we find an elaborately illustrated article, captioned, "A Thousand Mile Ride on the Engine of the Swiftest Train in the World—From New York to Chicago in the Cab of the Exposition Flyer. By Cy. Warman, formerly Engineer on the Denver & Rio Grande Railroad."

We are in the habit of reading magazine articles—some of them—but it is rarely the case that we have perused a magazine article with the relief that Cy. Warman's contribution has afforded us, and in attempting a synoptical presentation of the article for the delectation of the readers of the *FIREMEN'S MAGAZINE*, we confess to no little embarrassment. Manifestly, Warman intended to write prose, and, in so far as the omission of rhyme is concerned, he has written prose; and yet, running through the article, from the opening to the closing paragraph, it sparkles with Cy. Warman's poetic genius. Take this for instance, a minute before leaving the Grand Central Depot in New York:

"I found a little, wiry engineer standing right in under the boiler of the *Big*, oiling his link motion. A hundred-pound engineer, and a hundred-ton locomotive. A little bird chasing an eagle across the sky. Each seems to exaggerate the other. How different was this mammoth machine from the mountain climbers I had been used to."

In this, the pictures are perfect, the contrasts vivid, everything going to prove that a poet, as well as mountain-climbing engineer, had started out to ride a thousand miles from New York to Chicago on the engine of a "flyer."

Readers of the article, though they may be railroad trainmen, will have new impressions of fast running. A number of years have intervened since Warman ran a locomotive on the scenic Denver and Rio Grande; newspaper and literary work, including courting the muses, had occupied his time, but in the cab of the "Flyer" his old time love for the machine returned, to which he refers by saying: "Absence we are told makes the heart grow fonder. The pain of parting is all forgotten in the joy of meeting; and now as we begin to swing round the smooth curves, all the old time love for the locomotive comes back to me. The world will never know how dear to the engineer is the engine. Julian Ralph says, 'A woman, a deer and a locomotive.' The engineer would say, 'A woman, a locomotive and a deer.'"

Being a few minutes late, as the "Flyer" sped on to Albany affords Warman an opening for the exuberance of his fancy in speaking of the engine. "Steam is wanted, the fireman gives her coal, then the pointer goes round to 190, and the white steam begins to flutter from the relief valve at the top of the dome. She must be cooled a little now, or she will pop, and waste her energy. An extra flow of cold water quenches her burning thirst, and she quiets down. How like a woman when her heart is hurt! She must be soothed and petted, or she will burst into tears and sob herself away." The "Flyer" responds to the fireman's labors to create steam, and Warman sees "the sun sink behind the big blue mountains, the shadows creep across the valley, and up to our window comes the faint perfume of the fields—the last scent of summer in the soft September winds. Here and there we can see the lamps lighted in the happy homes by the Hudson, while the many-colored signal lamps light up our way." Thus throughout the article, facts and fancies are happily blended. The description of fast running is graphic, as, for instance, from Syracuse to Buffalo—"It was nearly midnight now" says Warman "and the frost on the rail causes the swift steed to slip. When we had reached the speed of a mile a minute, and gone from that to sixty-five miles an hour, I thought she would surely be satisfied; but every few minutes her feet flew from under her, and the wheels revolved at a rate that would carry her through the air a hundred miles an hour. The engineer stood up now, with one hand on the throttle, the other on the sand lever; for it is not quite safe to allow these powerful engines to slip and revolve at such a rate.

"We've got twenty-eight miles up hill, now," said the engineer, as he unlatched the lever and gave her another notch. The only effect was a louder exhaust and a

greater strain on the machinery. It seemed the harder he hit her the better she steamed, and we went up the hill at almost a fifty-mile gait.

"Now it is down hill to Buffalo," said the driver, and as the speed increased to sixty-five, seventy, and then seventy-five miles an hour, the sensation was delightful.

"We've got thirty-six miles, now, and thirty minutes to make it in," said the man at the throttle.

"And you've got your nerve, also," said I in a whisper. Orchards, fields and farms sweep by, and the very earth seems to tremble beneath our feet. The engine fairly lifts herself from the rail, and seems to fly through space.

We stopped at Buffalo at 11:30, just one minute ahead of time, and this remarkable run was made over the poorest piece of track on the main line of the New York Central and Hudson River railroad. Eight hours and forty minutes, and we are four hundred and forty-four miles from New York."

Mr. Warman's reference to over time work on the part of engineers, is well timed and should be heeded. Having referred to train accidents, he says:

Of course there will always be wrecks so long as mortal men tend the switches and hold the throttles, for it is human to err; but the mind should be on the work at all times. No man should be compelled, or even allowed, to remain on duty more than twelve hours, or eighteen at the most. After twenty-four hours the eyes become tired; after thirty-six hours the brain is benumbed.

I have been on a locomotive forty hours, and all desire to sleep had left me, but I felt that I was dreaming with my eyes wide open. The fireman had to speak twice to get my attention. I was not asleep, but my mind was away, and when called to note a signal it returned reluctantly. The brain seems to feel the injustice of such abuse, and simply quits—walks out. Of course, it can be compelled to work, but it will not work cheerfully or well. Just as any other striker may be forced to submit to a decrease in wages or an increase of hours, so it may work, but will "soldier" enough to put its employer on the losing side.

After such a strain I have gone to bed at eight in the evening, and have rolled and tossed and beat about until midnight, unable to sleep.

The article is replete with entertainment. It sparkles throughout. There is nothing dull or languid. Cy Warman is taking a wonderful ride—a thousand miles in twenty hours—and from New York to Chicago, only once, for a minute, did sleep dally with his eyelids—from Toledo to Elkhart, Ind. Of the speed of the "94," Warman says:

The speed was so great that she touched only the high places, and the ride down the long stretch of straight track was a delightful one. The sun, that I had seen drop down behind the Catskills, as it seemed, but a few hours ago, swung up from the Atlantic, and shone on the Hoosier hills, "where the frost was on the punkin and the fodder in the shock." The train-master, from Toledo, came over to ride with me, and showed me where the daring train robbers held the train up in an open prairie, on a straight track. We held our watches on the 94, and found that she made

ten miles in eight minutes, and eleven miles in eight and one-half minutes. Old and lame as she is, she manages to limp over eight thousand miles a month, at an average rate of a mile a minute.

The 94 reminded me of a Jack rabbit. When he gets up he is so stiff and lame that a well-trained greyhound is ashamed to chase him. He will wobble about, stumble and fall, put down three and carry one, until the dog is ready to eat him. Then he lays his ears down along his spine, and skims over the sage-brush with the speed of the wind.

In closing the article Warman says: "But, behold, here in full view are the glistening domes of the White City and the mammoth, high-mounted Ferris wheel! The last of nearly a thousand miles of steel has slipped from under our faithful steed, and at precisely ten o'clock A. M. we stop at the Chicago station—on time. It has taken twenty hours, eight engines, and sixteen engine-men to bring us through, and it has been a glorious trip—the best of my life." The article of Cy. Warman in *McClure's Magazine*, dates a new departure in writing of railroad journeys. He has set the example. We are to have descriptions of engines, of engineers—of tracks and scenery—so harmoniously blended—as to awaken interest, command attention and benefit those who read.

#### Enslavement of Workingmen.

MR. EDITOR:—The question of the slavery of the working people of the United States is no longer one of discussion. It has been settled, beyond a doubt, by the act of the court that issued the injunction against the N. P. employes, commanding them to neither quit nor strike. It matters not to the principle involved that another court, which had the power, set aside the injunction. The all important point is that our liberty has become a question for courts to decide in the same manner as they do a criminal case, putting us in the same position as was our colored brother in chattle slavery in "de good old days befo' de wah," when the courts said to his master, if your slave runs away and you want him back we will see that you get him, except that we are a little worse off than he was, inasmuch as the court furnishes our masters guards to prevent us running away. Our masters have thrown off the mask and gone into court to ask the government of this "great and glorious free land" to whip us into subjection to their sweet will, and it has responded, in effect, with right good will. And why should it not? Is it not the property of our masters, as was the government previous to our "late unpleasantness," the property of the slave holders? "But," says General Weaver, "a call to action, the sword came and liberated both the court and the slave." Will we have to invoke the power of the sword again to liberate the present court and slave? It is as clear as daylight that our government to-day in the United States is

nothing more nor less than what all the governments of the world are and always have been, a tool manufactured by thieves, robbers, pirates, and so forth, to be used by them in their nefarious pursuits of pillage and plunder of the masses, and it has done and is still doing its work well, indeed, far better than any government has ever done before, no matter what its form or name, for no government that the world's history gives us any account of has ever robbed its victims so unmercifully and of so much of their property in the same length of time as ours has, for no other people have ever been able to produce so much as we have in the same period of time, and consequently, could not have had it to lose. We have boasted of our freedom in this country, but it was the boast of ignorance, as our present condition proves, beyond question. Our liberty has been to us what Santa Claus is to children. It has been a myth, nothing more, and the "older ones" are beginning to learn the truth about the pleasant delusion. If we are now or ever have been a free people, then has there never been any such a thing as slavery in this world, and Santa Claus is a howling actuality and not a mere figure of a child's imagination.

But we are not, or never have been, a free people, for freedom can never be in any country where private ownership in land exists which gives to private individuals the power to appropriate to themselves the joint earnings of the community in the form of land values, thus breeding and developing a class of people—landlords—to whom all the rest of the people, who have to live upon the land they own, must be slaves. Now since private property in land has existed in this country from the moment it has been discovered to the present instant, it never has been a free country, but always has been and (until we get the single tax) always will be a nation of masters and slaves. Let us call ourselves by our right names—slaves. There can be only two classes, industrially considered, in any country, and those are masters and slaves, whatever the grade of the latter may be. So that when we discuss the relations existing between "employer" and "employee," we may use the only terms that will describe the fact. And that when we speak of successful strikes, for instance, we will say "the slaves of such and such a corporation have been successful in their revolt against a reduction of their rations by their masters," or vice versa. Let us look the truth squarely in the face. It is the most manly thing to do. True liberty has never made its appearance in this world. Yet that which we have looked upon as liberty since July 4, 1776, bears no more resemblance to the genuine article than a hog does to an eagle. The thing

born on that eventful day was not liberty, but a miscarriage of parents not fit (because not sufficiently enlightened) to become the progenitors of such a thing. But the monstrosity has lived and thrived and is now fully matured and producing its natural fruit—the degradation of those who worshiped it as a fetish at the bidding of its high priests—the politicians and their pals in iniquity, the above mentioned thieves and robbers. Can we gain our freedom? Yes. How? Through the ballot-box, after we have learned what freedom is—freedom is the wiping out of all those laws that make men slaves; that enable their masters to go into court and get the government to herd them as cowboys do cattle; and the gaining of free access to natural resources through the single tax. Through these means, and these only, can we ever become free. *P. W. Monahan.*

GRAND JUNCTION, COLO.

#### Class Organization.

MR. EDITOR:—In the January number of the MAGAZINE one W. S. Carter, hailing from Taylor, Texas, endeavors to defend class organization and to discredit the efforts of Brothers Debs, Howard and Keliher to introduce through the American Railway Union the brotherhood of man.

While his views on the points at issue are superficial, I shall not take it upon myself to answer them further than to correct statements he makes concerning the Brotherhood of Railway Employees. As a member of Protective Board, Winslow Lodge No. 1, B. R. E., telegrapher at Winslow during the stormy period which resulted in the extermination of the B. R. E., and a member of Division 201, O. R. T., I am certainly in a position to give Mr. Carter the "straight tip" on A. P. affairs.

In the first place, these very class organizations which, in Mr. Carter's eyes, are the great remedial agents for the ills that afflict railroad mankind, were the identical organizations that made the B. R. E. a necessity. To make a long story short, the O. R. T., through its accredited representatives, could not secure justice from its grand officers or the railroad management; this applies, also, to the B. R. T., the firemen, and, outside a select *coterie*, the engineers. Why did they treat their members thus? Because they, the members, believed a schedule meant something and required the corporation to take a similar view! Betrayed by the grand officers the men, as a last resort, founded a new brotherhood which was to include the seven classes of the transportation department, allied with the shopmen. All were yet members of their respective class organizations. Hardly had their declaration of principles been published to the world than the heads of the present "fake"

federation conspired with the railroad company to kill the movement.

One night a passenger train was detained two hours at Winslow by a number of employees who wired the trainmaster that it should not proceed until a brakeman whom, they asserted, had been unjustly suspended, was restored to duty. They carried their point temporarily, and I shall always believe it was a put-up job on the corporation's part to afford them the pretext for securing the injunctions which followed. This action was sanctioned by no organization and was promptly repudiated by the B. R. E., upon whom the censure for it was bestowed. Shortly after this episode, a committee of the B. R. E. requested the superintendent of transportation and general master mechanic to meet them at Winslow to discuss grievances. They came, and after a three hours' conference, signed a paper binding themselves to right things, which they meant to live up to in a Pickwickian sense, just as most railroad schedules are regarded by the managements to-day. Two weeks after the conference referred to, the wires were one day grounded east and west of Winslow, and trains began to arrive, dumping off armed Mexicans, deputy sheriffs and U. S. marshals. Every bridge, water tank and coal chute had its quota of hired marksmen, and the road was patrolled by armed men from end to end. All the hard characters of Arizona, New Mexico and California were enlisted in corporation service, and a number of O. R. C. men gallantly volunteered to guard the scrap iron and shoot down, if need be, the dastardly B. R. E. men who had the audacity to found a superior labor organization. One O. R. C. conductor turned in a bill for six days' guard duty at Gallup, N. M., at the rate of \$1.50 per day. He's still running a train there. All B. R. E. men were enjoined from interfering with the running of trains or those who took their places, and Ramsay, Arthur, Clark, Wilkinson, *et al*, did the rest—they furnished the men—the official (?) scabs.

You see, Mr. Carter, there was no strike, simply a corporation and class organization combining to kill a better labor organization, just as they'd like to throttle the A. R. U. to-day, if they could. Aided by the O. R. C. and the inner circle of the B. L. E., the saw-mill hands, ham operators and tramps the company employed were "assisted" until the "loyal" men (scabs) could be imported. Thus class organization won some of its scanty laurels and more desirable places for its members and a victory, the first, for the corporation. Both feared the prestige of anything organized for business and something besides a mere intention of drawing fat salaries, parading a tubful of abdomen and a gnat's head of brains. To-day the A. & P. has dropped back into the old ruts of a "stake" road and the "tools" who so

ably assisted the corporation are carrying harpoons for each other. A fitting sequel to a dirty, damnable outrage!! To rid itself of sober, industrious employees and find places for its creatures cost the company \$1,000,000 and several men their lives in wrecks caused by incompetents. If you are searching for facts, Mr. Carter, I can drop a few more chunks in your vicinity, which, if you are sincere, will prove the utter rottenness of class organization. Are they a failure? Is a graveyard a failure? Yours for reform and the A. R. U.

HELENA, MONT.

A. S. Dowler.

#### A Pleasant Surprise.

MR. EDITOR:—The members of No. 25 are ambitious, proud, and extremely happy at the present time. Why? Well, we are having good business; all doing fairly well financially, employers and employed seem to be satisfied and all working harmoniously. However, No. 25 was imposed upon at our regular meeting on December 17th. While the lodge was in session there came an alarm at the door, and upon investigation we found a delegation of twenty-one ladies from Headlight Lodge No. 16, who requested admission—no desire being manifested for initiation—simply to impress on our minds that our regalias, which we had been wearing lo, these many years, were looking rather soiled; and, in a neat and well delivered speech, Mrs. Cross presented our lodge with a full set of very fine regalias as a token of respect, esteem and necessity from Headlight Lodge No. 16, Ladies' Society of the B. of L. F. You can imagine the suspense, agony and despair endured by the stokers under such circumstances. They all had lumps in their throats and blushes on their faces, and a general panic was about to ensue, when the members became aware that these intruders were their wives, sisters, mothers and daughters, and there was no cause for alarm. Then the members responded with all the energy and ability at their command, many getting up and addressing the meeting who had never before attempted such a thing. Long live the ladies! God bless them! Through their journey in life may they be happy mates for mankind, and may the members of No. 25 never mar their token of esteem by an unmanly act nor a disregard of the motto of our order—"Protection, Charity, Sobriety and Industry."

BOONE, IOWA.

B. H. Smith.

The Railroad Telegrapher comes out for January in a complete change of dress and form and makes an altogether creditable appearance. The mechanical features are up to the best styles of the art and the contents give evidence of the prosperity of the order it represents. A sturdy labor literature is the hope of the labor world.



**Welcome Lodge, No. 72, B. of L. F.**

Dear journal, will you grant me a little space, just here,

To show you the love we have for our Brotherhood most dear?

With hearts made all aglow with love, and friendship ever true.

We rally 'round our standard—sustained in 72.

We have a little railroad, its pleasant unto me;

It runs across New Jersey, from the river to the sea.

Our boys are all employed thereon, and with hearts that's pure and good.

They never once regret the day they joined the Brotherhood.

We meet men here in summer, of every kind and stamp.

From the highest railroad magnate to the common modern tramp.

We extend our hands to one and all; it can be noted, true.

That they'll always find a welcome from the boys of seventy-two.

I want to speak of F. A. Potts—the Master of our lodge; he's a little loud around his work, but duty he don't dodge.

A Willets is another one we can't well do without, and C. K. Wright is always there, for rights to raise a shout.

I have a friend, an honest friend, whom I can always trust.

He is simply honest-hearted, faithful, true, and just; he always has a kind word for those who downward look.

He hails from Acto, on this line, and his name is Joseph Cook.

There's Johnny Hoyle then comes along, but for him we have our fears.

That he will leave our lodge quite soon, and join the engineers.

As he is running on a road where first class men can't go.

For the compensation is too small and the time is much too slow.

Mike Kennedy, with the ladies he always cuts a dash, and when he sees a fair face he's sure to make a mash.

Now Mike, be careful what you do, for we'll watch your quiet game.

And tell you if you walk aright when not out on your train.

Mike McGovern then tells us how awful fast he ran last summer, with a special, while on with Jim Horan.

Jack English then comes looming up, his duties he can fill.

And Preble, being a light-weight, they put him on the drill.

Bill Lovett, on the Medford branch he always can be seen.

Along with Eli Thomas on engine 516; he's always ready to respond, or lend a helping hand

To any who are found in need, wherever they may stand.

And now it's time that I should close and seek a little rest.

And meet the boys of Welcome lodge all fixed up in their best.

For when we're in the lodge room our energy is new, so we'll welcome every brother who's enrolled in 72.

CAMDEN, N. J. T. Fitzgerald.

**His Conscience Troubled Him.**

Judge Duffy—You admit you broke a chair to pieces on your wife's head. Don't you feel any remorse?

Mr. Thompson Street—Yes, I has lots ob remorse. I paid a dollar for dat chair, an' hit was as good as new.—*Texas Sifting.*

**Railroads in Africa.**

While surveying parties are examining the routes by which it will be possible to connect the railroads of Mexico with those of Chili and the Argentine Republic, and Russia is about to make a road across Siberia to the Pacific, it is not surprising that the eyes of engineers should turn to the virgin soil of Central Africa and to the vast regions there which cannot forever remain undisturbed by the railroad builder. The London *Engineer* has recently published a series of articles by W. Wiseman, a civil engineer, in which the construction of a transcontinental road in Africa is considered, and a well-informed writer in the *Railroad Gazette* of this city criticises these articles severely. The main line proposed by Mr. Wiseman follows quite closely the parallel of latitude which lies ten degrees north of the equator. Beginning at Lagos, on the Gulf of Guinea, a point on the coast about 200 miles above the mouth of the Niger, it crosses the Niger and follows the parallel of ten degrees north through the Soudan, crossing the Nile at Fashoda, and going on through Abyssinia to Berberah, on the Gulf of Aden. This line would be about 3,000 miles long. Mr. Wiseman has also in mind another road, beginning at Fashoda and following the Nile down to Cairo, a distance of about 1,800 miles. His estimate of the cost of the east and west line is \$90,000,000. Both lines would lie in those parts of the continent which are under British influence, and Mr. Wiseman appears to have reached the conclusion that the time is near at hand when British capitalists can be induced to invest money in them.

But scarcely anything is known of the region in which the proposed east and west road would lie for four-fifths of its course. For a few hundred miles, beginning at Lagos, fairly accurate information as to the topography, climate and products is available, but from Bornu "right on to the Nile, say 1,200 or 1,400 miles, the tenth parallel," says the writer in the *Railroad Gazette*, who has marched thousands of miles in the Soudan, "has been crossed by white men only at intervals of from 200 to 400 miles, and from the Nile to Berberah, say 1,000 miles, the country is even less known. To say that in these great unknown gaps will be found materials for construction, and 'teeming millions' ready to work cheaply and hungry to trade with the civilized nations, is not only pure assumption, but is absurdly improbable." The inhabitants of these regions grow nothing that would have enough value to endure transportation, and they produce no surplus. If crops fail there is a famine. Even if they should produce more than they need for their own use the surplus would have no value in European markets. "The gum arabic,

ostrich feathers and other local products which are gathered in the whole zone that could be made tributary to the 'Central African Railroad' would not fill one freight train a week," and what could the returning trains carry that could be sold to the inhabitants?

Exploration of this route would be very difficult, and the cost of construction would be enormous, because the means of local transportation are notoriously inadequate. The limit of the camel's usefulness is passed at the tenth parallel. South of that line the camel dies, and on the line he is feeble and of very little value as a beast of burden. Mr. Wiseman remarks that "cheap labor would be available throughout the entire length of the railway." But the testimony of those who know something about the region is that as workmen the inhabitants would be worthless and uncontrollable, and that the labor required could be procured and retained only by force. Surveyors and builders would "have to face not only the indolence, the ignorance and the poverty of barbaric people, but often their bitter hostility." In the neighborhood of the proposed crossing of the Nile, and for 400 or 500 miles along the southern frontier of the Egyptian Soudan, power is held by the successors of the Mahdi, who would make short work of getting rid of a railroad surveying or construction party. In other parts of the zone there are warlike tribes that have established their reputation in battles with troops. For hundreds of miles there is no timber suitable for cross ties, and in some parts of the route, timber could not be used even if it could be found, for the white ants would destroy it.

The entire zone is a region of deadly fevers. One-third of the men in an Egyptian battalion in Darfour died of disease in one year. They were in latitude 13° north, where the general altitude of the country is about 2,000 feet, and the soil is light and the rainfall small. In the swamp regions of the White Nile and Bahr El Ghazal the fevers are far worse than in Darfour, Kordofan or Wadai. Between these extremes lies the line of the proposed railroad. As for the proposed road from Cairo to Fashoda, it is reasonably clear that an army of conquest and occupation would have to go before the surveyors and builders from Wady Halfa southward. The native warriors, whose assistance could have been procured when Sir John Fowler caused surveys to be made for a road to Khartoum, are now hostile, and it would be necessary to overcome them. Since the loss of Hicks' army and the expedition for the relief of Gordon, the world has known how formidable they are and how they can fight.

Neither British capital nor capital from any other country can be obtained for the

construction of the transcontinental road planned by Mr. Wiseman. It would not be possible to build the road for any sum that could be regarded as reasonable for the cost of railway construction, and the road could earn no dividends even upon an investment no larger than is required for track laying on our western prairies. But it may be profitable to build several short roads from the coast—like the road from Mombassa toward the Victoria Nyanza, for example, or a road from Lagos eastward to the Niger—and for military use as well as for trade there will be constructed sooner or later a road from Suakim, on the Red Sea, to Berber, on the Nile. It is folly to say that trade with the inhabitants of Central Africa can support such a railroad as Mr. Wiseman has described. The building of the proposed road would not cause the country to be settled by white men. The roads in our western states and territories were not built with the expectation that the trade with the Indians would support them. But the trade that could be reached by the proposed Central African road would be of no greater value than that which could have been brought to some of our roads years ago by the Indians living in the regions through which they passed.—*New York Times*.

### Genius and Training.

The training of men for work which requires the highest possible nicety of hand is not really training. It is far more the selection, by experiment, of men born with the true touch. For example, we doubt whether the very greatest surgeons—the men whose success depends upon their ability to make sharp steel as sensitive as a finger-tip—perform their hundredth operation better than their first. They have more confidence, no doubt, but the sleight-of-hand is inborn. Nobody can train a medical student into a great oculist. It is only the ordinary man of whom it can be said that practice makes perfect. The man with the special gift is born perfect. But genius is only the mental side of this gift, apart, and if the people whose business is with mind were as honest and as unsophisticated as those who deal with horse-racing or brick-laying, we should not hear anything more about genius being merely the capacity for hard work. To say that the bricklayer with the "knack" is only a bricklayer who takes pains, would be a patent absurdity. It is not less an absurdity, though a less obvious one, to say that a man with a genius for style and literary form is only a man who knows how to take pains. The poet, no doubt, must take pains, but no amount of taking pains will give him the genius of verse.—*London Spectator*.

### Chances of Getting Killed.

In view of the fact that many people stayed at home—or said they did—during the past summer on account of the frequency of railway accidents and the consequent danger of getting killed or injured, and because people naturally think of the number of victims of an accident without figuring out the proportion to the number of persons traveling, the following question becomes pertinent: "If a man takes a ride of the average length, which is almost 24 miles, in a railway train in this country, what is his chance of getting killed?" The *Pittsburgh Times*, which propounds the question, proceeds to answer it as follows, displaying not only an aptitude for figures but a smattering of knowledge of human nature:

According to the interesting report of the interstate commerce commission, just out, it is one chance in 1,491,910. If a young man of 20, jilted by his sweetheart, should determine to commit suicide without sin by getting accidentally killed in a railway accident he might do it. Certainly he might do it. If he were to get on a train as a passenger and ride, ride, ride at the rate of 35½ miles an hour, day and night, every hour of every day and every day of the year, if he had average luck he would eventually get surcease from the gnawing pain at his heart somewhere in the course of passing over 35,542,282 miles, for according to these official figures, one passenger is killed for every 35,542,282 miles that a passenger is carried. According to the same he would be injured in some way eight and three-quarter times, or eight times and a bad scare. His possible journey would have taken him around this weary world and past the place where she went to housekeeping with the other fellow 1,421 times, and would have cost him, at the rate of 3 cents a mile and \$2.50 a night for a sleeping berth, \$1,087,016.48. In this melancholy state of mind he wouldn't care how his shoes looked, and the porter needn't disturb his grief for a daily quarter.

For the benefit of those who consider that the only safe place to stay is at home "down on the farm," it may be added that the classification of risks maintained by most accident insurance companies places farmers either in the same class as trainmen or in the one next to it, and that where the office man who rides forty to fifty miles a day by rail to and from his office pays five dollars, the farmer pays twelve for the same amount of insurance. As insurance tables are figured out from well established statistics, the tendency of the evidence seems to be that even in the worst of times it is safer to travel than to stay at home.—*Railway Age*.

### Curious Railroad Accidents.

In an article on "Train Running for the Confederacy," by Mr. Anderson, published in this issue, a curious accident is mentioned where, in a collision, the body of a box car was thrown forward upon a flat car, and was drawn through in the position it took on the jump.

There are various authentic records of cars jumping out of trains and going down the bank without being missed. Among the records of curious train accidents there are two mentioned by the *Railroad Gazette* as having happened last month, which are well worthy of mention.

A west-bound freight of the Pittsburgh, Fort Wayne & Chicago, on arriving at Alliance, Ohio, was found to have one empty car under which there was only one truck. Investigation brought to light the fact that the truck jumped out on a descending grade, near Garfield, and had sufficient momentum to carry it completely across the adjoining main track and into the ditch. No other damage was done.

This is a stunning argument in favor of the link and pin coupler, as a verticle plane-coupler must inevitably have let the car body down upon the rails.

Another curious accident occurred near Massillon. While descending a grade, the men on the rear cars discovered that the train had parted and went out to set the brakes. The first brakeman had gone only one or two car lengths, when there was a shock which knocked him down and extinguished his lantern. He recovered, however, and was setting another brake, when there was a second shock, the forward portion of the train having been stopped by a train ahead of it, and the two parts running together. Two cars were damaged, and the conductor, in examining his list preparatory to setting them off, found that he was short two cars. They were found about two and a half miles back, standing clear of the main track. These cars also were empty, and it is supposed that they were derailed by a drawbar falling on the track. The momentum of the cars behind them pushed them clear of the track and the connection was broken without any injury to the draft rigging. The night was quite dark, so that the two men on top of the train passed by the unruly cars without noticing them.—*Locomotive Engineering*.

THE Japanese government has in hand plans for the construction of fourteen new railway lines. At present the railway mileage of the empire is about 1,500 miles, of which 994 belong to various companies. It is proposed that these shall be taken over by the state.—*American Engineer*.

### What Is Thunder?

This is one of the disputed questions of the day, and one that has not been investigated as thoroughly as many others, no doubt, because it is not specially important.

The crackle that precedes the main report has attracted some attention recently, and may lead to something.

A thought in this connection was advanced in this column four or five years ago that may be presented again. It was suggested by the crackling that accompanies the conversion of hydrogen and oxygen into water, which, as you know, is done by burning these two gases when mixed in certain proportions.

Is it not possible the crackling heard before a peal of thunder is caused by the conversion of these gases into water by means of an electric flash or blaze? The fact that each sharp peal of thunder is followed by a suddenly increased down-pour of rain goes to prove that something has caused the rapid conversion of gases, or vapors, into water.

The report that follows when sufficient quantities of these gases are united to form a single drop of water may be heard throughout a room of ordinary size. How great would be the report when a sufficient quantity is united to produce a barrel, or several barrels? Might it not equal the "crackle" referred to? Or even the sharp peal of thunder that so quickly follows a blinding flash of lightning?

The London *Electrician* contained an article some time since in which it was said that "notwithstanding the phenomenon of thunder is as old as that of rainfall, and notwithstanding that the science of electricity has drawn to the ranks of its devotees the brightest genius and the most powerful minds of the present century, there are still disputed points in regard to thunder, the one point of universal agreement being that it is caused by discharges of electricity from cloud to cloud, or between the clouds and the earth. In the first place, as regards the distance at which the most violent thunder can be heard, the author of the article under consideration thinks that four miles is the limit.

"A still unexplained phenomenon is the 'crackle' which precedes the main report in lightning discharges." The article under review attributed this to minor local discharges, which always occur, although they can be heard only when the discharge is very near. "To prove that the mechanical force of lightning discharges is much less than that of artillery, it is alleged that glass in windows is never shattered by thunder, whereas this is a frequent result of the firing of cannon. From this and other reasons it is concluded that, after all, thunder 'is a small scale operation, and as much inferior

to the manufactured article as lightning is for all useful purposes to a 30,000 volt rotary current."—*Pittsburgh Commercial-Gazette*.

### Boring to a Depth of 6,560 Feet.

The deepest boring of which we have any knowledge up to the present time is at Parvachowitz, in the district of Ribnik in western Silicia. The depth attained is 6,568 feet, and the diameter of the hole is only 2.75 inches. The work has been temporarily stopped in order to lower especial thermometers, which have been made with great accuracy, into the hole for the purpose of obtaining the temperature at different depths. The boring will then be resumed, and it is hoped that a depth of 8,200 feet will be reached. The method of operation is that the Hammersmann tubes are used, great lengths of which can be operated at once. The first tube has a diameter of 11.8 inches, and is provided at its lower end with a diamond cutting edge which acts as a drill. The pipe is then screwed, as it were, into the ground, and when it has been entered completely a small special mechanism permits the cutting off of the column of *débris* at the base, whence the core which has been formed in the interior of the tube, and which exactly represents the geological formation, is removed. This is then raised to the surface of the ground and the diamond-pointed cutting edge is raised to the surface and a second and longer tube screwed on, having as its outside diameter the inside diameter of the first one, and it is also provided, on its lower extremities, with a new diamond-pointed cutter. This tube is then dropped into the hole, it is stopped by the first boring, and they begin to screw it down as in the case of the first. When the two tubes are thoroughly imbedded in the ground, the first operation is repeated and the core withdrawn, and thus by successively screwing on to the end of the tube one whose external diameter is equal to the internal diameter of the preceding one, the work is carried on.—*Revue Scientifique*.

EVERYTHING is about ready for the beginning of the work upon the Simplon tunnel. The conditions of the contract are that the tunnel, with a single line of rails, shall be ready for traffic in five and one-half years, but it is to be so constructed that it may be widened for a second line in four years more. The cost of the first enterprise is estimated at a little more than £2,000,000. The construction of this road will render the present pass superfluous. The road over this pass is the one which was constructed by Napoleon in the early part of the century at a cost of £720,000.—*American Engineer*.

## GRAND LODGE.



## ASSESSMENT NOTICE FOR FEBRUARY.

OFFICE OF THE GRAND LODGE, B. of L. F.,  
TERRE HAUTE, IND., February 1, 1894.

ASSESSMENT No. 43, \$2.00.

To: *Rectors of Subordinate Lodges:*

**SIES AND BROTHERS:**—You are hereby notified of the death and disability of the following members entitled to all the benefits of the order, viz.:

CLAIM No. 1156. J. A. McMahon, of Two Republics Lodge, No. 413, was killed in a Railway Accident, September 3, 1893.

CLAIM No. 1157. Wm. M. Hall, of Harrisburg Lodge, No. 174, was killed by Gun-shot Wounds, September 20, 1893.

CLAIM No. 1158. Frank Young, of Stone Mountain Lodge, No. 232, was declared totally disabled by Injury to Back and Hip, September 20, 1893.

CLAIM No. 1159. Dennis Collins, of J. J. Manning Lodge, No. 472, died of Peritonitis, September 21, 1893.

CLAIM No. 1160. John W. Bradley, of James T. Watt Lodge, No. 196, was declared totally disabled by Deformity and Impaired Mobility, September 26, 1893.

CLAIM No. 1161. Joseph S. Drake, of Byram Lodge, No. 271, died of Hemorrhages, October 15, 1893.

CLAIM No. 1162. W. H. Smith, of Cherish Lodge, No. 149, was declared totally disabled by Loss of Hands, October 20, 1893.

CLAIM No. 1163. J. W. Buchanan, of Tombigbee Lodge, No. 125, was killed by Boiler Explosion, October 22, 1893.

CLAIM No. 1164. James O. Culhane, of E. C. Fellows Lodge, No. 143, died of Consumption, October 22, 1893.

CLAIM No. 1165. George Alberts, of Ann Arbor Lodge, No. 420, was killed in a Wreck, October 25, 1893.

CLAIM No. 1166. Patrick W. Kenney, of J. J. Manning Lodge, No. 472, died of Congestion of the Brain, October 26, 1893.

CLAIM No. 1167. R. C. Chase, of A. G. Porter Lodge, No. 141, was declared totally disabled by Injury to Skull, November 1, 1893.

CLAIM No. 1168. William Keeshan, of Overland Lodge, No. 123, was declared totally disabled by Catarrh of Eyes, November 2, 1893.

CLAIM No. 1169. George J. Keebler, of J. J. Manning Lodge, No. 472, was killed in a Railway Accident, November 4, 1893.

CLAIM No. 1170. Charles E. Harmon, of New Hope Lodge, No. 37, was killed in a Wreck, November 5, 1893.

CLAIM No. 1171. Charles J. E. Hart, of Eau Claire Lodge, No. 68, was declared totally disabled by Loss of Foot, October 27, 1893.

CLAIM No. 1172. W. I. Davis, of A. R. Cayner Lodge, No. 356, was killed in a Collision, November 8, 1893.

CLAIM No. 1173. Daniel Coughlin, of Granite State Lodge, No. 306, was Run Over and killed, November 9, 1893.

CLAIM No. 1174. Henry A. Martin, of Kit Carson Lodge, No. 257, was declared totally disabled by Atrophy of Eyes, November 10, 1893.

CLAIM No. 1175. John W. Lynch, of Lucky Thought Lodge, No. 232, died of Typhoid Fever, November 11, 1893.

CLAIM No. 1176. J. P. Sondergard, of Border Lodge, No. 32, was declared totally disabled by Loss of Arm, September 12, 1893.

CLAIM No. 1177. S. M. Lyon, of Union Lodge, No. 183, was declared totally disabled by Fracture of Knee Joint, November 14, 1893.

CLAIM No. 1178. Jeremiah J. Leahy, of Enterprise Lodge, No. 75, was declared totally disabled by Loss of Eyesight, November 11, 1893.

CLAIM No. 1179. Z. T. Gordon, of Chestnut Ridge Lodge, No. 310, died from Injuries received in Railway Accident, November 14, 1893.

CLAIM No. 1180. Edward Vankirk, of Adopted Daughter Lodge, No. 3, died of Typhoid Fever, November 20, 1893.

CLAIM No. 1181. James O. Lewis, of Trinity Lodge, No. 83, died of Malarial Fever, November 24, 1893.

CLAIM No. 1182. Charles W. Ryan, of New Hope Lodge, No. 37, was killed in a Railway Accident, November 26, 1893.

CLAIM No. 1183. Harry W. Lender, of New Hope Lodge, No. 37, died of Catarrhal Pneumonia, December 8, 1893.

CLAIM No. 1184. Edward Piatt, of Excelsior Lodge, No. 11, was declared totally disabled by Loss of Hand, November 24, 1893.

CLAIM No. 1185. Henry Dingwall, of Pine City Lodge, No. 81, died of Consumption, November 22, 1893.

CLAIM No. 1186. John Smith, of Industrial Lodge, No. 21, fell from Engine and was killed, July 30, 1893.

CLAIM No. 1187. Frank G. Lyon, of Stillwater Lodge, No. 182, was killed by Blowing Out of Nozzle Tip, August 17, 1893.

CLAIM No. 1188. Thomas Higgins, of Falls City Lodge, No. 103, was killed in a Collision, October 6, 1893.

CLAIM No. 1189. Samuel E. Powell, of Smoky City Lodge, No. 219, was killed in a Collision, October 14, 1893.

CLAIM No. 1190. Thomas McCue, of Custer Lodge, No. 191, died of Consumption, October 23, 1893.

CLAIM No. 1191. Harry D. N. McGregor, of Standard Lodge, No. 158, was declared totally disabled by Stricture of Rectum, October 21, 1893.

CLAIM No. 1192. John D. McCune, of Nottoway Lodge, No. 435, died from Injuries received in a Collision, October 31, 1893.

CLAIM No. 1193. Wm. M. Schaeffer, of Pride of the West Lodge, No. 6, was killed in a Boiler Explosion, November 2, 1893.

CLAIM No. 1194. Joseph R. Bibb, of Hinton Lodge, No. 236, was killed in a Collision, November 8, 1893.

CLAIM No. 1195. Daniel V. Hartman, of Patasco Lodge, No. 432, died of Typhoid Fever, November 8, 1893.

CLAIM No. 1196. William Melone, of Anchor Lodge, No. 64, scalded to death in a Wreck, November 8, 1893.

CLAIM No. 1197. John W. Hall, of Violet Lodge, No. 365, was drowned, November 14, 1893.

CLAIM No. 1198. James Walsh, of Quickstep Lodge, No. 500, was Run Over and killed, November 15, 1893.

CLAIM No. 1199. James Bailey, of Plain City Lodge, No. 238, fell from Engine and was killed, November 17, 1893.

CLAIM No. 1200. Charles W. Moore, of Blooming Lodge, No. 40, died of Typhoid Fever, November 18, 1893.

CLAIM No. 1201. H. G. Mudwilder, of Red Mountain Lodge, No. 329, was killed in a Wreck, November 22, 1893.

CLAIM No. 1202. S. L. Warsham, of Red River Lodge, No. 8, died of Typhoid Fever, November 26, 1893.

CLAIM No. 1203. J. M. Gaines, of Lake Shore Lodge, No. 183, was killed in a Railway Accident, November 27, 1893.

CLAIM No. 1204. Wm. A. Kirk, of Lake Shore Lodge, No. 183, was killed in a Railway Accident, November 27, 1893.

CLAIM No. 1205. James F. Casey, of Riverview Lodge, No. 330, died of Heart Disease, November 30, 1893.

CLAIM No. 1206. R. L. Hamilton, of Hinton Lodge, No. 236, was killed in a Railway Accident, December 4, 1893.

CLAIM No. 1207. Joseph Shinsky, of Spokane Lodge No. 501, was killed in a Collision, December 7, 1893.

CLAIM No. 1208. Perry L. Baumgardner, of Albany City Lodge, No. 220, died of Heart Disease, December 13, 1893.

CLAIM No. 1209. P. F. O'Brien, of Mayflower Lodge, No. 415, died of Peritonitis, December 15, 1893.

CLAIM No. 1210. W. J. Turner, of S. M. Stevens Lodge, No. 150, was killed in a Wreck, December 22, 1893.

CLAIM No. 1211. Jacob O. Bibler, of Emporia Lodge, No. 53, was declared totally disabled by Injury to Arm, December 22, 1893.

CLAIM No. 1212. Fred Lawton, of Mount Sopris

Lodge, No. 503, fell from Engine and was killed, December 30, 1893.

An assessment of Two Dollars (\$2.00) has been levied for the payment of the above claims, and you are required to forward said amount for each member whose name appears on the rolls of membership FEBRUARY 1st, 1894 (also for all members having taken a withdrawal (limited or final) after FEBRUARY 1st, and for all members who died or were totally disabled since that date), said remittance to reach the Grand Lodge not later than FEBRUARY 20th, 1894, as provided by Section 50 of the Constitution. Any lodge failing to make returns as above provided will stand suspended from all the benefits of the order, as per Section 52 of the Constitution. Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. and T.

### Addresses Wanted.

MICHAEL D. CARRIGAN.—When last heard from, about two years ago, he went to Escanaba to fire an engine on some road in Michigan. Any information concerning him will be gratefully received by his anxious mother, Mrs. M. H. Carrigan, 1625 East William street, Decatur, Ill.

WILL HEENAN.—His brother, John Heenan, was lately killed on the Maple Leaf, and the widow is anxious to locate the brother of her deceased husband. Any information regarding his whereabouts will be thankfully received by Julia Heenan, 1507 N. Twelfth street, St. Joseph, Mo.

### The Robinson Monument Fund.

The following subscriptions to the Robinson Monument fund have been received since our last report: Miss Mary Cunningham, Edwardsville, Ill. . . . \$1.00  
Division No. 41, Ladies' Auxiliary to the B. of L. E., Newark, Ohio. . . . . 17.50  
Previously reported . . . . . 967.92

Total . . . . . \$986.42  
Remittances should be directed to the LOCOMOTIVE FIREMEN'S MAGAZINE, Terre Haute, Ind.

It is with pleasure that we note our old friends and patrons, the Matchless Metal Polish Co., whose ad has appeared so long in our MAGAZINE, have won the highest award and medal on their exhibit at the World's Columbian Exposition.

We have personally used this polish, and know that it fulfills all that the manufacturers claim; in fact, it has been a boon to the labor of the fireman, as well as to his wife and handmaid. Their announcement is found elsewhere.

Is another copy will be found the advertisement of Theo. Audel & Co., the New York book publishers, which will be of special interest to engineers of every class. The books advertised are standard publications and would be a valuable acquisition to any mechanical man's library.

### Saving Money.

Mrs. Swiftly.—I'm making all my hats myself to save money.

Mr. Swiftly (much pleased).—Indeed!

Mrs. Swiftly.—Yes; this one I got on only cost me twenty-five cents.

Mr. Swiftly.—Well, I declare!

Mrs. Swiftly.—And I put all the trimming on myself.

Mr. Swiftly.—Where did you get the trimming?

Mrs. Swiftly.—At Treghead's. I got it for eighteen dollars.—*Chicago Record.*

## Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER, )  
TERRE HAUTE, IND., January 1, 1894. )

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund for the month of December, 1893.

## RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	427	1	427	1	427	1	427	1	427
2	428	2	428	2	428	2	428	2	428
3	429	3	429	3	429	3	429	3	429
4	430	4	430	4	430	4	430	4	430
5	431	5	431	5	431	5	431	5	431
6	432	6	432	6	432	6	432	6	432
7	433	7	433	7	433	7	433	7	433
8	434	8	434	8	434	8	434	8	434
9	435	9	435	9	435	9	435	9	435
10	436	10	436	10	436	10	436	10	436
11	437	11	437	11	437	11	437	11	437
12	438	12	438	12	438	12	438	12	438
13	439	13	439	13	439	13	439	13	439
14	440	14	440	14	440	14	440	14	440
15	441	15	441	15	441	15	441	15	441
16	442	16	442	16	442	16	442	16	442
17	443	17	443	17	443	17	443	17	443
18	444	18	444	18	444	18	444	18	444
19	445	19	445	19	445	19	445	19	445
20	446	20	446	20	446	20	446	20	446
21	447	21	447	21	447	21	447	21	447
22	448	22	448	22	448	22	448	22	448
23	449	23	449	23	449	23	449	23	449
24	450	24	450	24	450	24	450	24	450
25	451	25	451	25	451	25	451	25	451
26	452	26	452	26	452	26	452	26	452
27	453	27	453	27	453	27	453	27	453
28	454	28	454	28	454	28	454	28	454
29	455	29	455	29	455	29	455	29	455
30	456	30	456	30	456	30	456	30	456
31	457	31	457	31	457	31	457	31	457
32	458	32	458	32	458	32	458	32	458
33	459	33	459	33	459	33	459	33	459
34	460	34	460	34	460	34	460	34	460
35	461	35	461	35	461	35	461	35	461
36	462	36	462	36	462	36	462	36	462
37	463	37	463	37	463	37	463	37	463
38	464	38	464	38	464	38	464	38	464
39	465	39	465	39	465	39	465	39	465
40	466	40	466	40	466	40	466	40	466
41	467	41	467	41	467	41	467	41	467
42	468	42	468	42	468	42	468	42	468
43	469	43	469	43	469	43	469	43	469
44	470	44	470	44	470	44	470	44	470
45	471	45	471	45	471	45	471	45	471
46	472	46	472	46	472	46	472	46	472
47	473	47	473	47	473	47	473	47	473
48	474	48	474	48	474	48	474	48	474
49	475	49	475	49	475	49	475	49	475
50	476	50	476	50	476	50	476	50	476
51	477	51	477	51	477	51	477	51	477
52	478	52	478	52	478	52	478	52	478
53	479	53	479	53	479	53	479	53	479
54	480	54	480	54	480	54	480	54	480
55	481	55	481	55	481	55	481	55	481
56	482	56	482	56	482	56	482	56	482
57	483	57	483	57	483	57	483	57	483
58	484	58	484	58	484	58	484	58	484
59	485	59	485	59	485	59	485	59	485
60	486	60	486	60	486	60	486	60	486
61	487	61	487	61	487	61	487	61	487
62	488	62	488	62	488	62	488	62	488
63	489	63	489	63	489	63	489	63	489
64	490	64	490	64	490	64	490	64	490
65	491	65	491	65	491	65	491	65	491
66	492	66	492	66	492	66	492	66	492
67	493	67	493	67	493	67	493	67	493
68	494	68	494	68	494	68	494	68	494
69	495	69	495	69	495	69	495	69	495
70	496	70	496	70	496	70	496	70	496
71	497	71	497	71	497	71	497	71	497
72	498	72	498	72	498	72	498	72	498
73	499	73	499	73	499	73	499	73	499
74	500	74	500	74	500	74	500	74	500
75	501	75	501	75	501	75	501	75	501
76	502	76	502	76	502	76	502	76	502
77	503	77	503	77	503	77	503	77	503
78	504	78	504	78	504	78	504	78	504
79	505	79	505	79	505	79	505	79	505
80	506	80	506	80	506	80	506	80	506
81	507	81	507	81	507	81	507	81	507
82	508	82	508	82	508	82	508	82	508
83	509	83	509	83	509	83	509	83	509
84	510	84	510	84	510	84	510	84	510
85	511	85	511	85	511	85	511	85	511
86	512	86	512	86	512	86	512	86	512
87	513	87	513	87	513	87	513	87	513
88	514	88	514	88	514	88	514	88	514
89	515	89	515	89	515	89	515	89	515
90	516	90	516	90	516	90	516	90	516
91	517	91	517	91	517	91	517	91	517
92	518	92	518	92	518	92	518	92	518
93	519	93	519	93	519	93	519	93	519
94	520	94	520	94	520	94	520	94	520
95	521	95	521	95	521	95	521	95	521
96	522	96	522	96	522	96	522	96	522
97	523	97	523	97	523	97	523	97	523
98	524	98	524	98	524	98	524	98	524
99	525	99	525	99	525	99	525	99	525
100	526	100	526	100	526	100	526	100	526

## RECEIPTS—Continued.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
427	\$66	441	\$70	455	\$42	469	\$42	483	\$60
428	62	442	78	456	64	470	76	484	497
429	60	443	82	457	52	471	60	485	498
430	62	444	146	458	50	472	191	486	499
431	26	445	50	459	62	473	81	487	500
432	156	446	124	460	61	474	50	488	501
433	78	447	56	461	56	475	112	489	502
434	176	448	114	462	120	476	44	490	503
435	46	449	81	463	98	477	26	491	504
436	46	450	108	464	38	478	492	492	505
437	30	451	34	465	56	479	493	493	506
438	42	452	72	466	152	480	494	494	507
439	80	453	467	461	381	481	495	495	508
440	88	454	114	468	46	482	496	496	509

Balance on hand December 1, 1893 . . . . . \$34,619 75  
Received during month . . . . . 54,628 00

Total . . . . . \$89,247 75

## DISBURSEMENTS.

By claims 1156, 1157, 1158, 1159, 1160, 1161,  
1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170,  
1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179,  
1180, 1181, 1182, 1183, 1184, 1185 . . . . . \$45,000 00

Balance on hand January 1, 1894 . . . . . 4,247 75

Respectfully submitted,  
F. W. ARNOLD, G. S. and T.

THE world still has room for an increased amount of railway building, as an examination of the map will show. At the recent annual meeting of the Junior Engineering Society of London the president, an eminent engineer, gave some suggestive figures in this direction. He pointed out that within the past forty years the capital of British railway companies had increased from 248 millions sterling to 919 millions, or 270 per cent., and the number of passengers from 85 millions to 845 millions, or 900 per cent., while the mileage had only increased 4,500 miles, or 29 per cent. In the meantime the population had increased from 27 millions to 38 millions, a difference of 11 millions, or 37 per cent. In their great Empire of India they had at present but some 17,500 miles of railway; in South Africa only about 3,000 miles; in Australia, New Zealand, and Tasmania, about 13,000 miles; and in Canada, 14,000 miles. It was obvious from such figures that only the fringe of railway development had yet been touched in these huge countries, while in the vast fields of China and the remainder of Africa the problem had not even been reached. The speaker might have drawn similar conclusions in regard to the American continent, north, central and south, while even in the United States, extraordinary as has been its railway development, the map shows room for additional railways to the extent of tens of thousands of miles. Railway building is still in its infancy, and its wonderful work of development will go on in generations yet to come.—*Railway Age*.

## GRAND LODGE.

- F. P. SARGENT . . . . . Grand Master  
Terre Haute, Indiana.
- J. J. HANNAHAN . . . . . Vice Grand Master  
5949 Princeton ave., Englewood, Ill.
- FRANK W. ARNOLD . . . . . Grand Secretary and Treasurer  
Terre Haute, Indiana.

## BOARD OF GRAND TRUSTEES.

- WM. F. HYNES . . . . . Chairman  
935 Eleventh St., Denver Col.
- CHAS. W. MAIER . . . . . Secretary  
1714 E. Clark ave, Parsons, Kan.
- ALEX. H. SUTTON . . . . . 975 N. Water st., Decatur, Ill

## GRAND EXECUTIVE BOARD.

- EUGENE A. BALL . . . . . Chairman  
Stratford, Ontario, Box 123.
- T. P. O'ROURKE . . . . . Secretary  
Pocatello, Idaho.
- HENRY WALTON, 3839 Lancaster ave,  
West Philadelphia, Pa
- FRED. KEELER, . . . . . 1503 Brooks St., Houston, Tex
- E. H. BROWN . . . . . 119 So. Green St., Chicago, Ill

## SUBORDINATE LODGES.

1. **DEER PARK; Port Jervis, N. Y.**  
Meets in Engineers' Hall, corner Ball and Pike  
sts. every Wednesday.  
G. G. Carmer, 151 W. Main st. . . . . Master  
F. B. Bishop, 40 Broome st. . . . . Secretary  
C. J. Hunt, 22 Sussex st. . . . . Collector  
F. H. Bogardus, 40 W Main st . . . . . Receiver  
J. T. Duffey, 52 W. Main st . . . . . Magazine Agent
2. **SPARTAN; Monaca, Ind.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays.  
Clint Williams . . . . . Master  
Frank Fahnestock . . . . . Secretary  
Clint Williams . . . . . Collector  
E. J. Shields . . . . . Receiver  
A. M. Holmes . . . . . Magazine Agent
3. **ADOPTED DAUGHTER; Jersey City, N. J.**  
Meets in Fishers Hall, cor. Erie st. and Newark  
ave., 2d and 4th Sundays.  
T. W. Venner, 507 Grove st. . . . . Master  
E. V. Coar, 286 Monmouth st . . . . . Secretary  
J. B. Sweet, 125 Academy st . . . . . Collector  
E. M. McMahon, 58 Gregory st . . . . . Receiver  
F. G. Hodges, 117 Glenwood ave . . . . . Mag. Agent
4. **GREAT EASTERN; Portland, Maine.**  
Meets in B. of L. E. Hall, cor Temple and Cong-  
ress sts., 1st and 3d Sundays.  
C. E. Creamer, 3 Briggs st . . . . . Master  
J. J. Bennett, 9 Briggs st . . . . . Secretary  
J. S. Lowell, G.T.R.R. Rd. House . . . . . Collector  
C. E. Creamer, 3 Briggs st . . . . . Receiver  
W. F. Coffin, 1019 Congress st . . . . . Magazine Agent
5. **CHARITY; St. Thomas, Out.**  
Meets in Conductors' Hall every Tuesday at 2:30  
P. M.  
Robt. Forster, Box 1273 . . . . . Master  
Ell Cowles, Box 1273 . . . . . Secretary  
P. D. McCarthy, Box 1273 . . . . . Collector  
H. H. Tedford, Box 1273 . . . . . Receiver  
H. C. Rurich, Box 1273 . . . . . Magazine Agent
6. **PRIDE OF THE WEST; DeSoto, Mo.**  
Meets in K. P. Hall, cor. Second and Boyd sts.,  
every Monday at 2 P. M.  
Jno. McBride . . . . . Master  
P. N. Pile, Box 41 . . . . . Secretary  
Bertrand Buzzell . . . . . Collector  
F. B. Boyett . . . . . Receiver  
J. C. Vandvke . . . . . Magazine Agent
7. **POTOMAC; Washington, D. C.**  
Meets in McCauley's Hall, 2d and 4th Sundays  
R. M. Smith, 129 Carol st. S. E. . . . . Master  
Jeremiah Reagan, 613 6th St. S. W. . . . . Secretary  
N. H. Roberts, 1238 1/2 St. S. E. . . . . Collector  
H. A. Newman, N. E. cor. 4 1/2 and G.  
sts. S. W. . . . . Receiver  
L. E. Denny, 466 1st S. W. . . . . Magazine Agent

8. **RED RIVER; Denison, Tex.**  
Meets in I. O. O. F. Hall every Saturday at 8 P.  
M.  
C. J. Turner . . . . . Master  
H. P. French, 209 Austin ave. . . . . Secretary  
T. J. Dryer, 709 W Shepard st . . . . . Collector  
L. S. Cox, 210 E Munson st . . . . . Receiver  
W. B. Stafford, L. Box 292 . . . . . Magazine Agent
9. **FRANKLIN; Columbus, Ohio.**  
Meets in L. W. C. Div. B. of L. E. Hall, 80 1/2 N.  
High st., alternate Mondays at 8 P. M.  
K. G. Hagg, 160 1/2 N High st . . . . . Master  
Melvin Berlin, 435 Galloway ave . . . . . Secretary  
P. I. Singleton, 48 Grove st . . . . . Collector  
J. F. McNamee, 1050 Atcheson st . . . . . Receiver  
R. G. Bradley, 1115 Atchison st . . . . . Mag. Agent
10. **FOREST CITY; Cleveland, Ohio.**  
Meets at 182 Ontario st, 1st and 3d Sundays at  
1:30 P. M.  
J. F. Bennett, 21 Dyke st. . . . . Master  
S. R. Tate, 79 Professor st. . . . . Secretary  
A. G. Laubscher, West Cleveland . . . . . Collector  
T. P. Curtis, 710 Lorain st . . . . . Receiver  
T. J. Dicks, 68 Alexander ave . . . . . Magazine Agent
11. **EXCELSIOR; Phillipsburg, N. J.**  
Meets in Gwinner's Hall, 2d and 4th Sundays.  
A. S. Cole, 313 Chambers st. . . . . Master  
David Gorwas, Summit ave. . . . . Secretary  
C. J. Herbert, 827 Main st. . . . . Collector  
J. W. Sinclair, L. Box 96 . . . . . Receiver  
A. M. Vanatta . . . . . Magazine Agent
12. **BUFFALO; Buffalo, N. Y.**  
Meets in Firemen's Hall, 198 Seneca st, every  
Tuesday evening.  
G. S. Fladung, 111 Colist. . . . . Master  
F. J. Brennan, 175 S. Division st . . . . . Secretary  
J. J. Knauff . . . . . Collector  
P. J. McNamara, 70 Michigan st . . . . . Receiver  
P. M. Cleary, 139 N. Ogden st . . . . . Magazine Agent
13. **WASHINGTON; Jersey City, N. J.**  
Meets in Masonic Hall, cor. Pacific ave and Ma-  
ple st, every 3d Sunday at 10:30 A. M.  
T. J. Carroll, 132 Pacific ave . . . . . Master  
J. C. Ballenger, 25 W 8th st, Bayonne . . . . . Secretary  
G. S. Quick, 156 Pacific ave., Bayonne, Collector  
W. J. Lewis, 401 1/2 Communipaw ave . . . . . Receiver  
G. R. Rowland, 224 Franklin st, Elizabeth,  
N. J. . . . . Magazine Agent
14. **EUREKA; Indianapolis, Ind.**  
Meets in Griffith Block, 34 W. Washington st,  
every Tuesday at 8 P. M.  
Henry Zink, 410 S. Illinois st . . . . . Master  
G. P. Kern, 57 E. Morris st . . . . . Secretary  
E. J. Kline, 631 N. West st . . . . . Collector  
W. J. Hugo, 45 Ruckle st . . . . . Receiver  
A. H. Reynolds, 81 Gillard ave. Magazine Agent
15. **ST. LAWRENCE; Montreal, Canada.**  
Meets in St. Charles Club Hall 1st and 3rd Tues-  
day.  
Chas. McCauley, 77 Mullin st., Pt. St.  
Charles . . . . . Master  
Robt. Williamson, 119 Lebeo st., Pt. St.  
Charles . . . . . Secretary  
Jas. Murphy, 63 Richmond st., Pt. St.  
Charles . . . . . Collector  
Thos. Wilson, 238 Magdalen st. . . . . Receiver  
J. G. Roxborough, 91 Conway st, Pt St.  
Charles . . . . . Magazine Agent
16. **VIGO; Terre Haute, Ind.**  
Meets in Brotherhood Hall, S. E. cor. Wabash  
ave. and 7th st., 2d and 4th Wednesdays at 7:30  
P. M.  
E. H. Brannan . . . . . Master  
J. F. O'Reilly, 621 N. 5th st . . . . . Secretary  
W. J. Butler, 402 N. 12th st . . . . . Collector  
C. A. Bennett, 1004 N. 9th st . . . . . Receiver  
P. H. Smith, 339 N 12th st . . . . . Magazine Agent
17. **PINE RIDGE; Chadron, Neb.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays.  
H. O. Smith, Box 501 . . . . . Master  
J. E. Platner . . . . . Secretary  
H. M. Cram . . . . . Collector  
H. O. Smith, Box 501 . . . . . Receiver  
J. A. Powers . . . . . Magazine Agent
18. **WEST END; Slater, Mo.**  
Meets in K. of P. Hall every Saturday evening.  
F. G. Klein . . . . . Master  
Jno. Reid, Box 134 . . . . . Secretary  
W. W. Golladay . . . . . Collector  
J. J. Day . . . . . Receiver  
H. W. Redman . . . . . Magazine Agent



**19. TRUCKEE; Wadsworth, Nevada.**

Meets in B. of L. E. and B. of L. F. Hall every Friday at 7 P. M.  
 Jno Mirander . . . . . Master  
 G. W. Lindsay . . . . . Secretary  
 W. F. Brown . . . . . Collector  
 F. R. Fitch . . . . . Receiver  
 W. H. Osborn . . . . . Magazine Agent

**20. STUART; Stuart, Iowa.**

Meets in Engineer's Hall every Tuesday at 2:30 P. M.  
 J. W. Taylor, Box 172 . . . . . Master  
 O. R. Conyers . . . . . Secretary  
 Gratton Z. nor, L. Box 17 . . . . . Collector  
 J. L. Williams . . . . . Receiver  
 R. B. Hash, Box 391 . . . . . Magazine Agent

**21. INDUSTRIAL; St. Louis, Mo.**

Meets in Haylin's Theatre, S. E. cor. 6th and Walnut sts., 2d and 4th Fridays.  
 W. G. Canfield, 1422 Clark ave . . . . . Master  
 T. B. Victor, 1109 Morrison ave . . . . . Secretary  
 Louis Volker, 1098 Park ave . . . . . Collector  
 W. A. Murphy, 1330 La Salle st . . . . . Receiver  
 . . . . . Magazine Agent

**22. CENTRAL; Urbana, Ill.**

Meets in I. O. O. F. Hall 2d and 4th Sundays.  
 F. M. Call . . . . . Master  
 W. H. Bussey, Box 61 . . . . . Secretary  
 W. H. Scroggin, Box 301 . . . . . Collector  
 F. M. Call . . . . . Receiver  
 W. F. Lewis, Box 324 . . . . . Magazine Agent

**23. PHOENIX; Brookfield, Mo.**

Meets in I. O. O. F. Hall, 1st and 3d Wednesdays at 7:30 P. M.  
 Joshua Proctor, Box 60 . . . . . Master  
 A. S. Lucas, Box 608 . . . . . Secretary  
 H. L. Mansfield . . . . . Collector  
 A. S. Lucas, Box 608 . . . . . Receiver  
 J. F. Holland . . . . . Magazine Agent

**24. GREAT WESTERN; Parsons, Kan.**

Meets in Brotherhood Hall, Forest ave, every Wednesday at 1:30 P. M.  
 J. P. Forbes . . . . . Master  
 Bryant Lanham . . . . . Secretary  
 Henry Lichsky, 2303 Crawford ave . . . . . Collector  
 J. H. Galvin . . . . . Receiver  
 Wm. Milne, 2224 W. Washington ave. . . . . Magazine Agent

**25. CONNECTING LINK; Boone, Iowa.**

Meets in Red Men's Hall, cor. 7th and Story sts., 1st and 3d Sundays at 2 P. M.  
 B. H. Smith, Box 311 . . . . . Master  
 M. N. Crane, L. Box 775 . . . . . Secretary  
 M. N. Crane, L. Box 775 . . . . . Collector  
 A. N. Sourwine . . . . . Receiver  
 C. W. Roach . . . . . Magazine Agent

**26. ALPHA; Baraboo, Wis.**

Meets in B. of L. E. Hall, 2d and 4th Mondays.  
 Henry Wettstein . . . . . Master  
 Fred Van Leshout, Box 895 . . . . . Secretary  
 W. H. Pobjoy . . . . . Collector  
 Fred Van Leshout, Box 895 . . . . . Receiver  
 Arthur Argyle . . . . . Magazine Agent

**27. HAWKEYE; Cedar Rapids, Iowa.**

Meets in B. of L. F. Hall, 9 2d st., 2d Sunday at 2:30 P. M., and 4th Monday at 7 P. M.  
 C. H. Wheeler . . . . . Master  
 F. A. Holson . . . . . Secretary  
 A. H. McKenzie, 174 Bave, E . . . . . Collector  
 J. L. Jennings, 351 B. ave. W . . . . . Receiver  
 C. L. Clark B.C.R. & N. Rd. H. se Magazine Agent

**28. KILBUCK; North Platte, Neb.**

Meets in First National Bank Hall, cor. 5th and Spruce sts., every Sunday at 1:30 P. M.  
 C. R. DeMott . . . . . Master  
 S. H. Donchower, L. Box 402 . . . . . Secretary  
 T. A. Duke, Box 173 . . . . . Collector  
 W. E. Jackson . . . . . Receiver  
 T. E. Morris, n. Box 221 . . . . . Magazine Agent

**29. CENNA GORDON; Mason City, Iowa.**

Meets in Odd Fellows' Hall, Main st., 1st Monday at 7:30 P. M., and 3d Sunday at 2:30 P. M.  
 W. R. Rouse, 508 E. Huntley st . . . . . Master  
 Max Newbowers, 410 E. Miller st . . . . . Secretary  
 G. M. Buck . . . . . Collector  
 Lewis Leitner . . . . . Receiver  
 Max Newbowers, 410 E. Miller st . . . . . Mag. Agent

**30. CEDAR VALLEY; Waterloo, Iowa.**

Meets in Select Knights' Hall, Sycamore and 4th sts., 1st and 3d Sundays at 2 P. M.  
 H. A. Foley . . . . . Master  
 R. A. Carson, Box 1154 . . . . . Secretary  
 H. B. Doxey . . . . . Collector  
 R. A. Carson, Box 1154 . . . . . Receiver  
 M. F. Whitney . . . . . Magazine Agent

**31. E. R. CENTRE; Atchison, Kansas.**

Meets in Woodman's Hall, cor. 6th and Santa Fe sts., 2d and 4th Sundays at 2 P. M.  
 F. A. Short, 1417 Atchison st. . . . . Master  
 Jno. O'Connor, 1428 Santa Fe st . . . . . Secretary  
 Edwin McKeen, 1531 Commercial st . . . . . Collector  
 Jno. O'Connor, 1428 Santa Fe st . . . . . Receiver  
 F. A. Short, 1417 Atchison st. . . . . Magazine Agent

**32. BORDER; Ellis, Kansas.**

Meets in K. of P. Hall every Sunday at 3 P. M.  
 Gustave Ebeling, Box 213 . . . . . Master  
 G. S. Leisenring, L. Box 353 . . . . . Secretary  
 W. M. Griesel, L. Box 135 . . . . . Collector  
 G. S. Leisenring, L. Box 353 . . . . . Receiver  
 J. C. Barnes, Box 218 . . . . . Magazine Agent

**33. SUCCESS; Trenton, Mo.**

Meets in K. P. Hall 1st and 3d Monday afternoons and 2d and 4th Monday evenings.  
 W. M. Goode . . . . . Master  
 G. N. Liston, Box 506 . . . . . Secretary  
 G. N. Liston, Box 506 . . . . . Collector  
 W. C. Gallup, L. Box 34 . . . . . Receiver  
 C. H. Torpey . . . . . Magazine Agent

**34. CLINTON; Clinton, Iowa.**

Meets in Engineers' Hall, 1st and 3d Sundays at 2:30 P. M.  
 P. J. Coffey, 919 3d st . . . . . Master  
 C. E. Potter, 848 Sunnyside ave . . . . . Secretary  
 W. N. Smith, 425 8th ave . . . . . Collector  
 P. J. Coffey, 919 3d st . . . . . Receiver  
 Parker Lillis, 529 9th ave . . . . . Magazine Agent

**35. AMHOY; Amboy, Ill.**

Meets in Engineers' Hall 1st and 3d Monday evenings.  
 J. D. Mahoney . . . . . Master  
 J. B. Esou, Box 457 . . . . . Secretary  
 C. H. Perry . . . . . Collector  
 J. H. Dick . . . . . Receiver  
 Edw. Underwood . . . . . Magazine Agent

**36. TIPPECANOE; Lafayette, Ind.**

Meets in K. P. Hall, Fifth and Columbia sts., at 2 P. M., Sundays.  
 Chas. Ernst, 164 Salem st . . . . . Master  
 T. A. Vaughan, 131 Alabama st . . . . . Secretary  
 Chas. Ernst, 164 Salem st . . . . . Collector  
 W. R. Johnson, 110 S. 4th st . . . . . Receiver  
 Jno. Morrow, L. E. & W. R.R. . . . . Magazine Agent

**37. NEW HOPE; Centralla, Ill.**

Meets in Engineers' Hall, every Wednesday at 7:30 P. M.  
 A. J. Randall, Box 238 . . . . . Master  
 Ferdinand Bauer, Box 206 . . . . . Secretary  
 E. S. Adams, Box 311 . . . . . Collector  
 W. R. Pixley, Box 518 . . . . . Receiver  
 D. A. Smith . . . . . Magazine Agent

**38. AVON; Stratford, Ont.**

Meets in Forrester's Hall 1st and 3d Sundays.  
 W. H. Whitechurch, Box 318 . . . . . Master  
 Jos. Gant, Box 318 . . . . . Secretary  
 W. H. Childley, Box 318 . . . . . Collector  
 Robt. McIntosh, Box 318 . . . . . Receiver  
 Wm. Stanford, Box 318 . . . . . Magazine Agent

**39. TWIN CITY; Rock Island, Ill.**

Meets in Engineers' Hall, 2d Sunday and 4th Monday.  
 E. J. Mooney, 26th and Vine sts. . . . . Master  
 Daniel Maroney, 257 8th ave . . . . . Secretary  
 G. B. Dodge, 9th ave. and 30th st. . . . . Collector  
 J. P. Dolly, 6th ave. and 25th st. . . . . Receiver  
 Wm. McElrath, Vine st., bet. 25th and 26th . . . . . Mag. Agent

**40. BLOOMING; Bloomington, Ill.**

Meets in Engineers' Hall every Tuesdays at 7:30 P. M.  
 W. F. Costigan, 714 O'Hara st . . . . . Master  
 Chris Baum, 1108 Western ave . . . . . Secretary  
 Chris Baum, 1108 Western ave . . . . . Collector  
 R. J. McDonald, 712 W. Walnut st . . . . . Receiver  
 F. E. DuBois, 509 W. Chestnut st . . . . . Mag. Agent

**41. ONWARD; Dickinson, N. Dakota.**

Meets in Odd Fellows' Hall, every Thursday at 8:00 P. M.  
 H. F. R-pke, Box 89 . . . . . Master  
 W. J. Brecken, Jr. . . . . Secretary  
 J. R. Morrison . . . . . Collector  
 Brooks Goodall . . . . . Receiver  
 P. J. Needham . . . . . Magazine Agent

**42. ELMO; Madison, Wis.**

Meets in Sharpe's Hall, Keyes' Block, Mifflin st., 2d and 4th Sundays.  
 C. M. Slightam, 341 W. Wilson st . . . . . Master  
 W. J. Parsons, 405 W. Gorham st . . . . . Secretary  
 Jno. Harrington, 520 W. Main st . . . . . Collector  
 S. E. Alvord, 118 1/2th st., Milwaukee . . . . . Receiver  
 S. E. Alvord, 118 1/2th st., Milwaukee . . . . . Mag. Agent

- 43. ST. JOSEPH; St. Joseph, Mo.**  
Meets in Brockaw's Hall, Eighth and Locust sts, 2d and 4th Thursdays.  
J. E. Shortle, 817 S. 11th st. . . . . Master  
W. E. Sullivan, 2219 So. 6th st. . . . . Secretary  
J. T. Downs, 709 S. 8th st. . . . . Collector  
Jos. Kane, 805 S. 11th st. . . . . Receiver  
E. S. Lynn, 15th and Sacramento sts. Mag. Agent
- 44. F. W. ARNOLD; East St. Louis, Ill.**  
Meets in Geary's Hall, 124 Main st, 2d and 4th Saturdays, at 7:30 P. M.  
R. H. Stevenson, 14 S. 4th st. . . . . Master  
W. W. Gillis, 739 Collinsville ave. . . . . Secretary  
L. G. Denbach, 1908 E. Grand ave., St. Louis, Mo. . . . . Collector  
T. M. Leonard, 310 Market ave. . . . . Receiver  
W. J. Weick, 402 Victor st. St. Louis, Mo. . . . . Magazine Agent
- 45. ROSE CITY; Little Rock, Ark.**  
Meets in O. R. C. Hall, corner Markham and Chester sts., 1st and 3d Sundays at 2:30 P. M., and 2d and 4th Sundays at 7:30 P. M.  
Jno. O'Malley, 1122 North st. . . . . Master  
J. W. McKay, 108 Izard st. . . . . Secretary  
Mathias Laux, L. Box 2 Union Depot. Collector  
E. W. Mills, 1419 W. 5th st. . . . . Receiver  
Benj. Nolan, 1303 Lincoln ave. . . . . Magazine Agent
- 46. CAPITOL; Springfield, Ill.**  
Meets in Engineers' Hall, 5th st., bet. Monroe and Adams, 1st and 3d Sundays at 2 P. M.  
G. W. Price, 9th and Cass sts. . . . . Master  
A. P. Marsh, 1216 E. Capital ave. . . . . Secretary  
C. F. Sells, 1415 S. 9th st. . . . . Collector  
W. E. Hall, 1604 S. 10th st. . . . . Receiver  
E. A. Watkins, 936 S. 13th st. . . . . Magazine Agent
- 47. TRIUMPHANT; Chicago, Ill.**  
Meets in Prosperity Hall, N. E. cor. State and 18th sts, 1st Monday at 8 P. M. and 3d Sunday at 2 P. M.  
W. A. Leonard, 1731 Wabash ave. . . . . Master  
J. W. McIntosh, 9143 Ontario ave., So. Chicago . . . . . Secretary  
F. L. Schrader, 1641 Wabash ave. . . . . Collector  
Jno. Glover, 1558 Wabash ave. . . . . Receiver  
W. H. Ryan, 1351 State st. . . . . Magazine Agent
- 48. W. F. HYNEN; Peoria, Ill.**  
Meets in K. P. Hall, Observatory Building, 2d and 4th Saturdays at 8 P. M.  
J. D. Potter, 623 Howett st. . . . . Master  
W. A. McMillan, 206 State st. . . . . Secretary  
W. A. McMillan, 206 State st. . . . . Collector  
D. N. Watt, 617 1st st. . . . . Receiver  
F. P. Railsback, 400 Lincoln ave. . . . . Mag. Agent
- 49. J. M. RAYMOND; Decatur, Ill.**  
Meets in Engineers' Hall, 2d and 4th Sundays at 2 P. M.  
Thos. Nash, 929 E. North st. . . . . Master  
J. F. Doster, 1145 E. North st. . . . . Secretary  
J. B. Lonnon, 1067 N. Clayton st. . . . . Collector  
A. H. Sutton, 975 N. Water st. . . . . Receiver  
F. W. Marsh, 638 E. Eldorado st. . . . . Mag. Agent
- 50. GARDEN CITY; Chicago, Ill.**  
Meets in Brown's Hall, 47th and State sts, 1st Saturday evening and 3d Sunday afternoon.  
Frank Hannahan, 1089 Dearborn st. . . . . Master  
W. E. Briden, 425 Atlantic st. . . . . Secretary  
C. D. Dickerman, Blue Island . . . . . Collector  
J. H. Stephens, 5051 Dearborn st. . . . . Receiver  
J. T. Lee, 4404 Armour ave. . . . . Magazine Agent
- 51. FRISCO; North Springfield, Mo.**  
Meets in Engineers' and Firemen's Hall, Commercial st., every Wednesday at 2:30 P. M.  
F. E. Gano, 1934 N. Roberson ave. . . . . Master  
G. C. Reddick, 1602 Florence st. . . . . Secretary  
W. H. Hulse, 1153 Thomas st. . . . . Collector  
H. F. Hill, 1104 Blaine st. . . . . Receiver  
S. C. Marcroft, 1307 Lyon st. Station A. Springfield . . . . . Magazine Agent
- 52. GOOD WILL; Logansport, Ind.**  
Meets in Firemen's Hall, N. E. cor. Fourth and Market sts., 1st and 3d Sundays.  
J. J. Fitzgerald, Washington st. . . . . Master  
F. P. Jackson, 631 Lyndon ave. . . . . Secretary  
Jno. Rombolt, 106 Osage st. . . . . Collector  
F. P. Beam, 255 Miami st. . . . . Receiver  
F. P. Jackson, 631 Lyndon ave. . . . . Magazine Agent
- 53. EMPORIA; Emporia, Kansas.**  
Meets in Federation Hall, cor. 3d ave and West sts., 1st and 3d Mondays at 1:30 P. M.  
F. E. Maier, 336 West st. . . . . Master  
O. T. Pearce, 332 Constitution st. . . . . Secretary  
I. M. Hadley, 332 Constitution st. . . . . Collector  
S. A. Doty, 302 West st. . . . . Receiver  
E. S. Pearce, 332 Constitution st. . . . . Magazine Agent
- 54. ANCHOR; Moberly, Mo.**  
Meets in Engineers' Hall, cor 5th and Reed sts., every Tuesday evening.  
Frank Fitzpatrick, 333 N. Clark st. . . . . Master  
Eugene Shedd, L. Box 1442 . . . . . Secretary  
Max Owen, 438 E. Rollins st. . . . . Collector  
G. N. Cornell, 311 Hagood st. . . . . Receiver  
J. J. Cain, 334 N. Williams st. . . . . Magazine Agent
- 55. BLUFF CITY; Memphis, Tenn.**  
Meets in K. P. Hall, 1st and 3d Monday evenings.  
P. M. Ford, 93 Alabama st. . . . . Master  
L. J. Lucke, 237 Greenlaw st. . . . . Secretary  
Edw. Pacey, L & N R R shops. . . . . Collector  
L. J. Lucke, 237 Greenlaw st. . . . . Receiver  
Michael Cady, 510 Bender st. . . . . Magazine Agent
- 56. BANNER; Stanberry, Mo.**  
Meets in B. of L. E. Hall, every Saturday evening.  
T. B. Cambron . . . . . Master  
Thos. Sanford, Box 44 . . . . . Secretary  
Nealy Stamper . . . . . Collector  
T. B. Cambron . . . . . Receiver  
J. S. McLaughlin . . . . . Magazine Agent
- 57. BOSTON; Boston, Mass.**  
Meets in New England Hall, Wells Memorial Building, 987 Washington st., 2d and 4th Sundays at 10:30 A. M.  
J. E. Gorham, South Braintree . . . . . Master  
L. M. Howard, 45 Everett st., Jamaica Plain . . . . . Secretary  
J. E. Gorham, South Braintree . . . . . Collector  
A. A. Fuller, 19 Mechanic st. . . . . Receiver  
G. W. Dunlap, Cooks Ct., Mattapan . . . . . Mag. Agent
- 58. SACRAMENTO; Rocklin, Cal.**  
Meets in Masonic Hall, every Monday and Thursday.  
J. H. Penney . . . . . Master  
W. B. Morton, Box 2 . . . . . Secretary  
A. R. Walther . . . . . Collector  
A. E. Harter . . . . . Receiver  
H. W. Noethig, Box 2 . . . . . Magazine Agent
- 59. ROYAL GORGE; Pueblo, Colo.**  
Meets in B. of L. F. Hall, cor. D st. and Union ave., every Monday at 7:30 P. M.  
G. W. Detamore, 12 Terrace View . . . . . Master  
P. B. Bradford, 37 Block X . . . . . Secretary  
C. E. Blackburn, 29 Block O . . . . . Collector  
H. R. Smith, 29 Block O . . . . . Receiver  
Wm. Boone, 12 Terrace View . . . . . Magazine Agent
- 60. UNITED; Philadelphia, Pa.**  
Meets in Dover Hall, 2204 Marshall st., 1st and 3d Saturday evening.  
W. J. Rogers, 2133 N. 10th st. . . . . Master  
J. H. Mohr, 2032 Fawn st. . . . . Secretary  
Jas. Fetter, 3130 York Road . . . . . Collector  
B. F. Pettit, 1727 N. 9th st. . . . . Receiver  
B. F. Pettit, 1727 N. 9th st. . . . . Magazine Agent
- 61. MINNEHABA; St. Paul, Minn.**  
Meets in Druid's Hall, cor. Seventh and Jackson sts., 2d and 4th Sundays at 2 P. M.  
J. F. Driscoll, 180 Penna ave. . . . . Master  
F. W. Ferguson, 1029 Front st. . . . . Secretary  
J. V. Piper, 107 Sycamore st. . . . . Collector  
T. T. Hart, 709 Tuscarora ave. . . . . Receiver  
Jos. Kellow, 605 Mississippi st. . . . . Magazine Agent
- 62. VANBERGEN; Carbondale, Pa.**  
Meets in Odd Fellows' Hall, 2d and 4th Sundays at 2 P. M.  
E. F. Atkinson, 122 Belmont st. . . . . Master  
G. B. Perry, 83 Park st. . . . . Secretary  
J. E. McCawley, 30 River st. . . . . Collector  
W. H. Brokenshire, 51 Garfield ave. . . . . Receiver  
G. P. Berry, St. Park st. . . . . Magazine Agent
- 63. HERCULES; Danville, Ill.**  
Meets in K. of H. Hall, over N. E. cor. Main and Walnut sts., 1st and 3d Sundays at 2:30 P. M.  
W. J. Harter, 720 Wellington st. . . . . Master  
E. E. Partlow, Box 927 . . . . . Secretary  
Fred Krauel . . . . . Collector  
W. J. Harter, 720 Wellington st. . . . . Receiver  
F. J. Lorenz, 421 Short st. . . . . Magazine Agent
- 64. SIOUX; Sioux City, Iowa.**  
Meets in Lyons Hall, 418 Pearl st. 2d and 4th Sundays at 2:30 P. M.  
J. N. Barber, 609 Lafayette st. . . . . Master  
T. F. Dolan, 2013 3d st. . . . . Secretary  
F. J. Anderson, 311 Wall st. . . . . Collector  
T. F. Dolan, 2013 3d st. . . . . Receiver  
M. J. Mangan, 1516 E 7th st. . . . . Magazine Agent

- 62. PORT RIDGELY; Waseca, Minn.**  
Meets in Engineers' Hall, 1st and 3d Sundays.  
Wm. Carroll . . . . . Master  
E. R. Holbrook . . . . . Secretary  
Ira Blowers . . . . . Collector  
Jas. Hockenbuhl . . . . . Receiver  
R. G. Pace, Tracy . . . . . Magazine Agent
- 63. CHALLENGE; Belleville, Ontario.**  
Meets in B. of L. E. Hall, Station st., 2d and 4th Sundays.  
Thos. Marshall, Jr., Belleville Station . . . Master  
Wm. Andrews, Belleville Station . . . Secretary  
M. A. Bonisteel, Belleville Station . . . Collector  
W. J. Logue, Belleville Station . . . Receiver  
J. W. Barlow, G. T. Ry. P. O. . . Magazine Agent
- 64. DOMINION; Toronto, Canada.**  
Meets in I.O.O.F. Hall, cor. Queen st and Spadine ave, 2d and 4th Sundays at 2:30 P. M.  
Jno Lee, 21 Robinson st . . . . . Master  
L. K. Belyea, 546 Front st W . . . . . Secretary  
Philip Richardson, 30 Stafford st . . . Collector  
Jas. Pratt, 172 Huron st . . . . . Receiver  
Frederick Fox, 342 Adelaide st, W. . . Magazine Agent
- 65. KAU CLAIRE; Altoona, Wis.**  
Meets in Fireman's Hall, 2d and 4th Sundays.  
J. F. Pcell . . . . . Master  
Wm. McLyman . . . . . Secretary  
Jno Morgan . . . . . Collector  
Stanley Ives . . . . . Receiver  
Wm. McLyman . . . . . Magazine Agent
- 66. ISLAND CITY; Brockville, Ontario.**  
Meets in Merrill's Hall every Tuesday at 7:30 P. M.  
W. J. Dowell, Box 183 . . . . . Master  
Chas. Brownlow . . . . . Secretary  
Alexander Wood . . . . . Collector  
W. J. Dowell, Box 183 . . . . . Receiver  
J. B. Hislop, Box 620 . . . . . Magazine Agent
- 70. LONE STAR; Longview, Texas.**  
Meets in K. of P. Hall every Saturday at 7:30 P. M.  
Harry Finnegan, Box 141 . . . . . Master  
Drura Vandewater, Box 203 . . . . . Secretary  
L. D. Oden, Box 203 . . . . . Collector  
Harry Finnegan, Box 141 . . . . . Receiver  
Jno. Fogarty . . . . . Magazine Agent
- 71. SUSQUEHANNA; Oneonta, N. Y.**  
Meets in Odd Fellows' Hall 2d and 4th Mondays at 7:30 P. M.  
F. A. Yorke, 178 Main st . . . . . Master  
W. P. Emery, 66½ Delta st . . . . . Secretary  
J. N. Stone, 4 Fairview st . . . . . Collector  
Jas. Walters, 9 Baker st . . . . . Receiver  
Jas. Walters, 9 Baker st . . . . . Magazine Agent
- 72. WELCOME; Camden, N. J.**  
Meets 2d and Taylor ave., 2d and 4th Sundays  
F. A. Potts, 643 Clinton st. . . . . Master  
Jno Colton, 412 S. 6th st . . . . . Secretary  
G. W. Tash, 529 S. 8d st . . . . . Collector  
Jno Colton, 412 S. 6th st . . . . . Receiver  
G. W. Tash, 529 S. 8d st . . . . . Magazine Agent
- 73. BAY STATE; Worcester, Mass.**  
Meets at Commonwealth Hall, 566 Main st., 2d and 4th Sundays at 1 P. M.  
L. D. Chaffin, 107 Grafton st . . . . . Master  
Thos. Loynd, 8 Glenwood st . . . . . Secretary  
A. N. Hoyt, 2 Davis Court . . . . . Collector  
Thos. Loynd, 8 Glenwood st . . . . . Receiver  
F. W. Chase, 30 Hammond st . . . . . Magazine Agent
- 74. KANSAS CITY; Argentine, Kan.**  
Meets in Noke Opera House, Silver ave., bet. 1st and 2d sts., 2d and 4th Sundays at 2 P. M.  
Henry Best . . . . . Master  
R. W. Bidwell . . . . . Secretary  
Anton Vogel . . . . . Collector  
F. Dewey . . . . . Receiver  
Thos. Donohue, Box 421 . . . . . Magazine Agent
- 76. ENTERPRISE; Philadelphia, Pa.**  
Meets in Rodgers' Hall, 4113 Lancaster ave., alternate Sunday afternoons.  
W. S. Whitman, 208 Belmont ave., West Philadelphia . . . . . Master  
J. L. Strouse, 3305 Rockland st., West Philadelphia . . . . . Secretary  
D. S. Moore, 3836 Reno st., West Philadelphia . . . . . Collector  
J. S. Hemphill, 763 N. 38th st, West Philadelphia . . . . . Receiver  
D. S. Moore, 3836 Reno st., West Philadelphia . . . . . Magazine Agent
- 76. NEW ERA; Willmar, Minn.**  
Meets in I. O. O. F. Hall 1st and 3d Sundays.  
W. E. McLaughlin . . . . . Master  
Albert Baldwin . . . . . Secretary  
Nels Larson . . . . . Collector  
Gunder Osmundson, Box 454 . . . . . Receiver  
Alfred Larsen, Box 34 . . . . . Magazine Agent
- 77. ROCKY MOUNTAIN; Denver, Colo.**  
Meets at 3804 Market st., every Thursday at 7:30 P. M.  
F. H. Lehman, 3931 Franklin st . . . . . Master  
W. F. Brundage, 1216 Larimer st . . . . . Secretary  
S. L. Kanaga, 3362 Market st . . . . . Collector  
W. F. Brundage, 1216 Larimer st . . . . . Receiver  
S. L. Kanaga, 3362 Market st . . . . . Magazine Agent
- 78. GOLDEN EAGLE; Sedalia, Mo.**  
Meets in Hart's Hall, E. 3d st., every Tuesday at 7:30 P. M.  
Sam'l Bowser, 1113 E. 5th st . . . . . Master  
L. B. Alspach, 1307 E. 4th st . . . . . Secretary  
Sam'l Bowser, 1113 E. 5th st . . . . . Collector  
W. O. Webster, 1206 E. 3d st . . . . . Receiver  
J. P. Baty, 1700 E. 4th st . . . . . Magazine Agent
- 79. J. M. DODGE; Boodhouse, Ill.**  
Meets in K. of P. Hall, Worcester Building, every Monday at 2:00 P. M.  
C. A. Sheppard . . . . . Master  
C. A. Hannaford, Box 347 . . . . . Secretary  
Albert Banks . . . . . Collector  
Dan'l Stultz . . . . . Receiver  
Alonso Griffin, Box 366 . . . . . Magazine Agent
- 80. SELF HELP; Aurora, Ill.**  
Meets in B. of L. E. and F. Hall, 19 Broadway, every 2d Sunday.  
J. S. Slick, 462 Sexton st . . . . . Master  
W. H. Roe, 280 S Broadway . . . . . Secretary  
C. H. Kelley, 444 2d ave . . . . . Collector  
C. O. Spencer, 706 S. Lake st . . . . . Receiver  
W. H. Roe, 280 S. Broadway . . . . . Magazine Agent
- 81. PINE CITY; Staples, Minn.**  
Meets in Miller's Hall, 2d and 4th Sundays.  
Jas. Riley . . . . . Master  
P. F. McDonnell, Box 47 . . . . . Secretary  
Jacob Everhart . . . . . Collector  
G. H. Littlemore, Box 181 . . . . . Receiver  
Jas. Mackey, Box 223 . . . . . Magazine Agent
- 82. NORTHWESTERN; Minneapolis, Minn.**  
Meets in Lodge Parlors 1st and 3d Sunday afternoons.  
E. B. Mayo, 905 Fremont ave. N . . . . . Master  
W. E. Richmond, 820 N. Girard ave . . . . . Secretary  
E. B. Mayo, 905 Fremont ave N . . . . . Collector  
W. E. Richmond, 820 N. Girard ave . . . . . Receiver  
Thos. Scanlon, 1015 3rd st N . . . . . Magazine Agent
- 83. TRINITY; Fort Worth, Texas.**  
Meets in B. of L. F. Hall, So. Rusk st., every Wednesday at 4 P. M.  
S. M. Dunaway, 1014 W. Dagget ave . . . . . Master  
Jacob Weeman, cor. Calhoun and Elizabeth sts. . . . . Secretary  
Finus La Rue, 821½ E. 14th st . . . . . Collector  
I. M. Dean, 801 Crawford st . . . . . Receiver  
Berk Michael, 201 Louisiana ave . . . . . Mag. Agent
- 84. CALHOUN; Battle Creek, Mich.**  
Meets in B. of L. E. Hall, 2d and 4th Sunday afternoons and 1st Monday evening.  
E. A. Ratcliff, 111 Green st . . . . . Master  
W. P. Roberts, 141 Hart st . . . . . Secretary  
D. L. Munsell, 76 Mary st . . . . . Collector  
Jno. Tighe, 79 Hart st . . . . . Receiver  
E. J. Roach, 36 Lansing ave . . . . . Magazine Agent
- 85. FARGO; Fargo, N. Dakota.**  
Meets 2d and 4th Monday evenings.  
Paul Boley, 15 9th st So . . . . . Master  
C. H. Shepperd, 1540 Front st . . . . . Secretary  
Silas Zwright, Arlington Hotel . . . . . Collector  
L. G. Snyder, cor. 16th st. and 1st av. S. Receiver  
N. A. Nelson, 1421 3d ave. N . . . . . Magazine Agent
- 86. BLACK HILLS; Laramie, Wyoming.**  
Meets in G. A. R. Hall, cor. 2d and Garfield sts., every Friday evening.  
Thos. Lynott, Box 111 . . . . . Master  
W. N. Roth, 806 3d st . . . . . Secretary  
W. P. Davis . . . . . Collector  
Edw. McBroom, 712 5th st . . . . . Receiver  
C. A. Anderson, Box 54 . . . . . Magazine Agent

**87. SUMMIT; Rawlins, Wyoming.**

Meets in I.O.O.F. Hall 1st and 8d Thursdays.  
 J. O. Quinn . . . . . Master  
 Henry O'Donnell . . . . . Secretary  
 Jas. Weightman . . . . . Collector  
 G. W. McNair . . . . . Receiver  
 P. H. Daley . . . . . Magazine Agent

**88. MORNING STAR; Evanston, Wyoming.**

Meets in K. P. Hall, every Saturday at 2 P. M.  
 H. J. Cramer, L. Box 2 . . . . . Master  
 T. H. Hollingworth, L. Box 212 . . . . . Secretary  
 Amenzio Graves, Box 156 . . . . . Collector  
 J. J. Harrop, L. Box 48 . . . . . Receiver  
 C. T. Fisher . . . . . Magazine Agent

**89. CHELSEA; Selma, Ala.**

Meets in Elks Hall, cor. Broad and Alabama sts. Thursday evenings.  
 E. L. Cranford, 321 Selma and St. Ann sts. . . . . Master  
 P. C. Tynan, 129 Water st. . . . . Secretary  
 R. O. Harris, 310 Alabama st. . . . . Collector  
 E. L. Cranford, 321 Selma and St. Ann sts. . . . . Receiver  
 P. C. Tynan, 129 Water st. . . . . Magazine Agent

**90. SAN DIEGO; Los Angeles, Cal.**

Meets in McDonald's Hall, 127 N. Main st, alternate Saturdays at 7:30 P. M.  
 Wm. Fleming, 417 Amelia st. . . . . Master  
 J. H. Hayes, 23 E. 3d st. . . . . Secretary  
 C. E. Rhodes, 220 N. Cummings st., Boyle Heights . . . . . Collector  
 R. T. Higgins, 808 E. 3d st. . . . . Receiver  
 R. O. Quackenbush, 1821 E. 3d st. . . . . Magazine Agent

**91. GOLDEN GATE; San Francisco, Cal.**

Meets in Champion Hall, corner Valencia and 16th sts every Monday at 8 P. M.  
 C. E. Bradley, 249 Washington st., San Jose . . . . . Master  
 Nelson Bar on, 111 16th st. . . . . Secretary  
 Nelson Barton, 111 16th st. . . . . Collector  
 W. S. Johnson, 22 Shotwell st. . . . . Receiver  
 W. M. Flack, 2009 Folsom st. . . . . Magazine Agent

**92. FRONTIER CITY; Oswego, N. Y.**

Meets in Jefferson Hall, 2d and 4th Sundays.  
 Frank Welch, 211 W. 8th st. . . . . Master  
 J. E. Dowd, 59 W. 9th and Utica sts. . . . . Secretary  
 Jas. Whalen, 290 W. 7th st. . . . . Collector  
 Jas. Whalen, 290 W. 7th st. . . . . Receiver  
 Jno. Cole, 111 W. Liberty st. . . . . Magazine Agent

**93. RATE CITY; Keokuk, Iowa.**

Meets in Engineer's Hall, 22 So. Third st. 2d and 4th Sundays at 7:30 P. M.  
 Andrew Malum, Walsh . . . . . Master  
 Jno. Stanley, Box 18, Walsh . . . . . Secretary  
 Laurence Walsh, Walsh . . . . . Collector  
 Henry Montgomery, 222 Exchange st. . . . . Receiver  
 Jno. Stanley, Box 19, Walsh . . . . . Magazine Agent

**94. CACTUS; Tucson, Arizona.**

Meets in Masonic Hall every Monday at 1:30 P. M.  
 H. F. Michels, Box 504 . . . . . Master  
 R. W. Anderson . . . . . Secretary  
 H. H. Dockham, Box 504 . . . . . Collector  
 F. G. Church, Box 504 . . . . . Receiver  
 F. W. Barnett, Box 504 . . . . . Magazine Agent

**95. CHICAGO; Chicago, Ill.**

Meets in Concordia Hall, 237 Milwaukee ave., 2d Tuesday at 7:30 P. M. and 4th Sunday at 9 A. M.  
 Edw. Sawyer, 213 W. Indiana st. . . . . Master  
 L. H. Evans, 456 W. Adams st. . . . . Secretary  
 E. O. Moody, Chicago ave. and Halsted st. . . . . Collector  
 D. M. Leavitt, 70 Central Park ave. . . . . Receiver  
 J. J. Keveny, 174 N. Halsted st. . . . . Magazine Agent

**96. ALEXIA; Wellsville, Ohio.**

Meets in Engineers' Hall, Main st, 1st and 3d Sundays.  
 A. S. Askew, Box 695 . . . . . Master  
 Chas. Muley, Box 310 . . . . . Secretary  
 Chas. Muley, Box 310 . . . . . Collector  
 C. H. Kelly . . . . . Receiver  
 L. P. Satow . . . . . Magazine Agent

**97. ORANGE GROVE; Los Angeles, Cal.**

Meets in B. of L. F. Hall, cor. Leroy and New Main sts., every Friday at 8 P. M.  
 C. M. Warner, 129 Sotello st. . . . . Master  
 H. C. Forsyth, 122 E. R. st. . . . . Secretary  
 A. A. Elliott . . . . . Collector  
 H. F. Bell, 302 Buena Vista st. . . . . Receiver  
 J. A. Fenton, 1149 San Fernando st. . . . . Magazine Agent

**98. PERSERVERANCE; Terrace, Utah.**

Meets in Engineers' Hall every Wednesday evening.  
 J. H. Taylor . . . . . Master  
 R. P. Moffett, Box 24 . . . . . Secretary  
 F. J. Berrvessa . . . . . Collector  
 R. P. Moffett, Box 24 . . . . . Receiver  
 T. I. Moghner . . . . . Magazine Agent

**99. ROCHESTER; Rochester, N. Y.**

Meets in R. of L. E. Hall, over 88 State st., 1st and 3d Tuesday evenings.  
 E. E. Pruynt, 41 First ave. . . . . Master  
 W. P. Couch, 24 Thompson ave. . . . . Secretary  
 G. N. Kingsley, 71 Hayward ave. . . . . Collector  
 G. N. Kingsley, 71 Hayward ave. . . . . Receiver  
 H. H. Meyers, 211 N. Goodman st. . . . . Mag. Agent

**100. ADAIR; Bowling Green, Ky.**

Meets in Wright's Hall cor. Main and Adams sts. every Monday at 2:30 P. M.  
 S. P. Price, 437 Church st. . . . . Master  
 T. H. Glenn, 220 10th st. . . . . Secretary  
 W. D. Perry, 232 6th st. . . . . Collector  
 Harold Porter, 1149 Adams st. . . . . Receiver  
 J. D. Joesse, 122 Woodford st. . . . . Magazine Agent

**101. ADMIRATION; Buffalo, N. Y.**

Meets in Burgard's Hall, East Buffalo, every Thursday at 8 P. M.  
 Edw. Cooke, 103 Summer ave., E. Buffalo . . . . . Master  
 Robt. Fowler, 182 May st. E. Buffalo . . . . . Secretary  
 Frank McKnight, 108 Fay st., E. Buffalo . . . . . Collector  
 J. G. Smith, 69 1/2 St. Joseph ave., E. Buffalo, . . . . . Receiver

G. A. Smith, 112 Wex ave., E. Buffalo, Mag. Agent

**102. CONFIDENCE; West Des Moines, Iowa.**

Meets in Flynn's Hall, cor. 7th and Locust sts., Des Moines, alternate Sundays.  
 C. M. Krull, 1019 E. Center st., Des Moines, . . . . . Master  
 Wm. Beese, 1457 E. Court ave., Des Moines . . . . . Secretary

Albert Brown, 802 E. Elm st., East Des Moines . . . . . Collector

A. W. Conner, 503 8th st., Des Moines . . . . . Receiver

Jos. Kriessinger, Jr., 1005 E. Maple st., Des Moines . . . . . Magazine Agent

**103. FALLS CITY; Louisville, Ky.**

Meets in Colgan's Hall, cor. 10th and Walnut sts., every Thursday.  
 Fred St. John, Y.M.C.A., 1023 W. Broadway, . . . . . Master

Patrick Filburn, 1415 W. Broadway . . . . . Secretary

Gottlieb Kunding, 1125 12th st. . . . . Collector

Patrick Filburn, 1415 W. Broadway . . . . . Receiver

Henry Blum, Scottsburg, Ind. . . . . Magazine Agent

**104. "OLD KENTUCKY;" Ludlow, Ky.**

Meets in Odd Fellows Hall, 1st and 3d Fridays at 7:30 P. M.

H. E. Jordan . . . . . Master

L. A. Polliquin, Jr., Box 197 . . . . . Secretary

Chas. Helmburger, Box 151 . . . . . Collector

E. A. Fleming, Box 82 . . . . . Receiver

Michael Conney, Jr., W. Covington . . . . . Magazine Agent

**105. PROGRESS; Chillicothe, Ill.**

Meets in Dougherty's Hall, 1st and 3d Mondays and 2d and 4th Tuesdays at 8 P. M.

S. P. Bourne, N. Chillicothe . . . . . Master

A. G. Gillen, N. Chillicothe . . . . . Secretary

S. P. Bourne, N. Chillicothe . . . . . Collector

Fred Cornell, N. Chillicothe . . . . . Receiver

R. E. Lawrence, N. Chillicothe, Magazine Agent

**106. KEY CITY; Dubuque, Iowa.**

Meets in Doff's Hall, 19th and Jackson sts., 3d and 4th Sundays.

C. E. Redmond, cor. 15th and Clay sts. . . . . Master

Martin Boleyn, C. M. & St. P. shops . . . . . Secretary

Sam Schamer, Box 16 E. Dubuque . . . . . Collector

O. B. Ridgway, 1615 Elm st. . . . . Receiver

A. R. Graham, 418 Rhomburg ave, Magazine Agent

**107. ECLIPSE; Gallon, Ohio.**

Meets in R. of R. T. Hall, every Wednesday evening.

P. D. Grogg, Box 677 . . . . . Master

C. G. Douglas, Box 641 . . . . . Secretary

W. A. Townsend . . . . . Collector

H. C. Greenolds, Box 55 . . . . . Receiver

E. P. McSinger, Box 156 . . . . . Magazine Agent

**108. PIONEER; Chama, New Mexico.**

Meets in Pioneer Hall, 1st and 3d Thursdays at 7 P. M.

J. C. Basher, Box 40 . . . . . Master

J. W. Hopper, L. Box 7 . . . . . Secretary

Jno. Reddington . . . . . Collector

J. M. Hayden . . . . . Receiver

V. H. Canfield . . . . . Magazine Agent

**100. PEACE; St. Louis, Mo.**

Meets in Summit Hall, Ewing ave and Market  
sts., 2d and 4th Mondays at 7:30 P. M.  
Jno. Woods, 7516 O'Reilly ave, So. St.  
Louis  
W. E. Spink, 508 S. Ewing ave. . . . . Secretary  
W. J. Pourcellie, 2949 Clark ave. . . . . Collector  
G. A. La Bee, 2921 Caroline st. . . . . Receiver  
G. H. Baird, 3009 Rutger st. . . . . Magazine Agent

**110. OLD GUARD; Bucyrus, Ohio.**

Meets in Engineers' Hall 2d and 4th Sundays.  
Wm. Fitzmaurice, 633 E. Rensslear st. . . . . Master  
A. A. Huson, 623 E. Rensslear st. . . . . Secretary  
G. L. Hutchison, 665 E. Rensslear st. . . . . Collector  
T. E. Lowry, 341 cor. Wiley and Charles  
Rls. . . . . Receiver  
B. A. Huson, 623 Rensslear st. . . . . Magazine Agent

**111. BEACON; Mattoon, Ill.**

Meets in K. of L. Hall, Sundays at 1:30 P. M.  
W. H. Morris, 87 Prairie ave. . . . . Master  
W. P. Fitzgerald, 102 E. Broadway . . . . . Secretary  
S. E. Callahan, 69 Champaign st. . . . . Collector  
A. E. Marshall, 74 Richmond st. . . . . Receiver  
Lee Sommer . . . . . Magazine Agent

**112. EVENING STAR; Howell Sta., Evansville, Ind.**

Meets in Wesson's Hall, 2d and 4th Sundays at  
1:30 P. M.  
W. R. Crowder . . . . . Master  
G. T. Colvin . . . . . Secretary  
M. J. Riethmann . . . . . Collector  
J. C. Foster, 507 N. 6th st., East St.  
Louis, Ill. . . . . Receiver  
L. A. Jacobs, 500 N. 3d st., E. St. Louis, Ill. . . . . Magazine Agent

**113. CLARK-KIMBALL; Pocatello, Idaho.**

Meets in Masonic Hall every Monday at 7:30 P. M.  
Peter Durham . . . . . Master  
J. F. Holloway, Box 165 . . . . . Secretary  
W. H. Zeiler, Box 162 . . . . . Collector  
S. G. Doane . . . . . Receiver  
W. H. Zeiler, Box 162 . . . . . Magazine Agent

**114. BLACK HAWK; Keithsburg, Ill.**

Meets in Mason Hall, 4th and Washington sts.,  
1st and 3d Sundays.  
Dan'l Hammond . . . . . Master  
Kilworth Newell, L. Box 39 . . . . . Secretary  
Kilworth Newell, L. Box 39 . . . . . Collector  
W. E. Burch . . . . . Receiver  
F. K. Cole . . . . . Magazine Agent

**115. GULF CITY; Galveston, Texas.**

Meets in Legion of Honor Hall, 3d floor, 22 Me-  
chanic st., n. w. cor., 1st and 3d Wednesdays.  
H. L. Briggs, 8th and Mechanic st. . . . . Master  
E. W. Boddeker, 910 ave 1 . . . . . Secretary  
C. H. Hawkins, 87th st and Ave H . . . . . Collector  
Fred. Oehlert, ave N. bet. 31st and 32d  
sts. . . . . Receiver  
F. W. Boddeker, 910 ave. 1 . . . . . Magazine Agent

**116. ST. CLAIR; Fort Gratiot, Mich.**

Meets in Engineers' Hall 1st and 3d Sundays at  
1:30 P. M.  
Jno. Gould . . . . . Master  
C. G. Miller, Box 197 . . . . . Secretary  
E. S. Wilson . . . . . Collector  
E. G. Hubbard, Box 127 . . . . . Receiver  
C. E. Topp . . . . . Magazine Agent

**117. BEAVER; London, Ontario.**

Meets in K. P. Hall, cor. Dundas and Clarence  
sts., 2d and 4th Sundays.  
Geo. Thody, 724 King st. . . . . Master  
G. C. Brown, 516 King st. . . . . Secretary  
H. G. McHarg, 579 Horton st. . . . . Collector  
Wm. Kermath, 402 South st. . . . . Receiver  
Wm. Kermath, 402 South st. . . . . Magazine Agent

**118. STAR OF THE EAST; Richmond, Quebec.**

Meets in McMorine's Hall, Main st., 1st and 3d  
Sundays at 2 P. M.  
G. A. Tre. Melbourne . . . . . Master  
J. E. Linaben, Richmond Station . . . . . Secretary  
G. A. Pearson . . . . . Collector  
Jno. Kelly . . . . . Receiver  
Wm. Fletcher, Box 113, Richmond Station . . . . . Magazine Agent

**119. COLONIAL; River du Loup, Quebec.**

Meets in English School, River du Loup Sta-  
tion, 2d and 4th Sundays.  
Timothy Birule, River du Loup Station, Master  
L. D. Poulin, River du Loup Station, Secretary  
L. D. Poulin, River du Loup Station, Collector  
C. J. Levesque, River du Loup Station, Receiver  
Felix Gagnon, River du Loup Station, Magazine Agent

**120. FORTUNE; Syracuse, N. Y.**

Meets in B. of L. E. Hall, cor. Seymore and Os-  
wego sts., Wednesdays at 7:30 P. M.  
Wm. Houston, 107 Oswego st. . . . . Master  
Jno. Martin, 465 Shonnard st. . . . . Secretary  
L. G. Roushon, 101 Bertha Place . . . . . Collector  
Isaac Gilbo, 138 Richmond ave . . . . . Receiver  
Jno. Martin, 465 Shonnard st. . . . . Magazine Agent

**121. FELLOWSHIP; Corning, N. Y.**

Meets in Engineers' Hall, Grippin Block, Market  
st., 1st and 3d Sundays at 3 P. M.  
C. S. Wilson, Wall st. . . . . Master  
J. L. Krebs, 22 W. 4th st. . . . . Secretary  
J. L. Krebs, 22 W. 4th st. . . . . Collector  
R. F. Everts, 87 Mill st. . . . . Receiver  
W. L. Carson, 321 E. Market st. . . . . Magazine Agent

**122. FEDERATION; Panama, Ill.**

Meets in I. O. O. F. Hall 2nd and 4th Sundays.  
Wm. Wolf . . . . . Master  
W. E. Gray, L. Box 306 . . . . . Secretary  
Wm. Wolf . . . . . Collector  
W. E. Gray, L. Box 306 . . . . . Receiver  
Wm. Cruthers . . . . . Magazine Agent

**123. OVERLAND; Omaha, Neb.**

Meets in Redman's Hall, 1623 Farnham st., 2d  
and 4th Wednesday at 8 P. M.  
G. W. Carr, 1014 S. 11th st. . . . . Master  
B. H. Winkelman, care Clothier House, Co-  
lumbus . . . . . Secretary  
C. H. Forster, 1540 S. 17th st. . . . . Collector  
Jno. Nilsson, 1018 S. 11th st. . . . . Receiver  
B. H. Winkelman, care Clothier House,  
C. Columbus . . . . . Magazine Agent

**124. PILGRIM; Perry, Iowa.**

Meets in Red Men's Hall, 2d and 4th Monday  
evenings at 7:30 P. M.  
W. B. Howe, Box 153 . . . . . Master  
W. H. Gilroy, Box 339 . . . . . Secretary  
J. E. Banyard, Box 267 . . . . . Collector  
Oscar Woods . . . . . Receiver  
W. F. Bower, Box 104 . . . . . Magazine Agent

**125. GUIDE; Marshalltown, Iowa.**

Meets in I. O. O. F. Hall, 126 E. Main st., 2d and  
4th Monday afternoons.  
S. S. Swanson, 111 S. 3d ave . . . . . Master  
G. A. Dopp, 107 1/2 S. 2d ave . . . . . Secretary  
J. N. Hunt, 206 W. Railroad st. . . . . Collector  
S. S. Swanson, 111 S. 3d ave . . . . . Receiver  
W. A. Holmes, 207 W. Boone st. . . . . Magazine Agent

**126. COMET; Austin, Minn.**

Meets in B. of L. E. Hall, 1st and 3d Mondays and  
2d and 4th Sundays.  
J. D. Sharrah . . . . . Master  
Wm. Ryan . . . . . Secretary  
J. C. Erickson . . . . . Collector  
W. H. Teeter . . . . . Receiver  
J. C. Erickson . . . . . Magazine Agent

**127. NORTHERN LIGHT; Winnipeg, Manitoba.**

Meets in K. P. Hall, Clement Block, Main st.,  
1st Tuesdays and 3d Wednesdays.  
H. A. English, 521 Rose st. . . . . Master  
Paul Elcombe, 571 7th ave N. . . . . Secretary  
Harry Wisse, 636 McWilliams st. . . . . Collector  
E. M. Sawyer, 625 7th ave. N. . . . . Receiver  
C. H. H. Godwin, 196 Logan ave . . . . . Mag. Agent

**128. LANDMARK; Glendive, Montana.**

Meets in Masonic Hall, every Tuesday evening.  
B. P. Johnson . . . . . Master  
S. N. Van Blaricom . . . . . Secretary  
W. B. Cavender . . . . . Collector  
Jas. McKenzie, Forsyth . . . . . Receiver  
T. G. Sorenson, Forsyth . . . . . Magazine Agent

**129. MINERAL KING; Escanaba, Mich.**

Meets in I. O. O. F. Hall, 2d and 4th Sundays at  
2 P. M.  
Coleman Nee . . . . . Master  
C. J. Dady, Box 452 . . . . . Secretary  
M. A. Berrigan, 819 Ludington st. . . . . Collector  
H. C. Gibbs, 425 Campbell st. . . . . Receiver  
E. A. Young, 519 Sarah st. . . . . Magazine Agent

**130. GUIDING STAR; Milwaukee, Wis.**

Meets in Firemen's Hall, Lake and Reed sts. 2d  
and 4th Sundays.  
C. S. McAuliffe, 3116 Mt. Vernon ave . . . . . Master  
F. J. Kline, 225 Greenbush st. . . . . Secretary  
J. E. Roberts, 34 34th st. . . . . Collector  
J. E. Roberts, 34 34th st. . . . . Receiver  
P. J. Yrick, 673 National ave . . . . . Magazine Agent

**131. GOLDEN RULE; Stevens Point, Wis.**

Meets in Adams' Hall, 2d and 4th Sundays at  
2:30 P. M.  
T. E. McPhail, 402 Center st. . . . . Master  
F. A. Rodgers, 217 Dixon st. . . . . Secretary  
E. J. O'Brien . . . . . Collector  
T. E. McPhail, 402 Center st. . . . . Receiver  
F. C. Holman, 418 Dixon st. . . . . Magazine Agent

- 182. MARVIN HUGHITT; Eagle Grove, Iowa.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2:30 P. M.  
O. F. Schoonover . . . . . Master  
F. E. Packard, Box 102 . . . . . Secretary  
Nelson Marshall . . . . . Collector  
J. H. Howell . . . . . Receiver  
W. J. Robinson . . . . . Magazine Agent
- 183. SPRAGUE; Sprague, Wash.**  
Meets in E. of L. F. Hall every Monday at 1:30 P. M.  
J. S. Burns . . . . . Master  
C. W. Shunk . . . . . Secretary  
W. K. Stormont . . . . . Collector  
J. S. Burns . . . . . Receiver  
W. K. Stormont . . . . . Magazine Agent
- 184. EASTMAN; Farnham, Quebec.**  
Meets in I. O. O. F. Hall every Sunday at 8 P. M.  
Wm Watts . . . . . Master  
E. J. McConomy . . . . . Secretary  
Chas. McGuire . . . . . Collector  
E. W. Gibson . . . . . Receiver  
J. E. Blackburn . . . . . Magazine Agent
- 185. NEW YEAB; El Paso, Texas.**  
Meets in Myer's Opera House, every Tuesday at 7:30 P. M.  
J. C. Simino, Box 256 . . . . . Master  
Jno. Connell, Box 108 . . . . . Secretary  
J. T. McManus, Box 108 . . . . . Collector  
O. W. Bernard, Box 108 . . . . . Receiver  
M. E. Welsh, 405 Texas st . . . . . Magazine Agent
- 186. J. SCOTT; Lindsay, Ontario.**  
Meets in S. O. E. Hall alternate Sundays at 2:30 P. M.  
Wm. Dolby, Box 516 . . . . . Master  
Geo. Moore, Box 516 . . . . . Secretary  
W. H. Drummond, Box 516 . . . . . Collector  
Geo. Moore, Box 516 . . . . . Receiver  
Sam'l. Harris . . . . . Magazine Agent
- 187. PROTECTION; Eldon, Iowa.**  
Meets in K. of P. Hall 2d Sunday and 4th Monday at 2:30 P. M.  
Wm. Taylor . . . . . Master  
E. H. Finney, Box 422 . . . . . Secretary  
J. L. Chinn . . . . . Collector  
G. W. Trott . . . . . Receiver  
E. C. Wright . . . . . Magazine Agent
- 188. UNION; Freeport, Ill.**  
Meets in A. O. U. W. Hall, 2d and 4th Sundays.  
W. T. Vifond . . . . . Master  
E. J. Scanlan, 209 Van Buren st . . . . . Secretary  
E. C. Stevenson, 13 Wenneshrick st . . . . . Collector  
F. J. Scanlan, 209 Van Buren st . . . . . Receiver  
F. B. Taylor, 151 Spring st . . . . . Magazine Agent
- 189. MT. WHITNEY; Sumner, Cal.**  
Meets in Druids' Hall every Saturday at 2 P. M.  
C. A. Devins . . . . . Master  
W. H. Cleveland . . . . . Secretary  
Milton Nicholson . . . . . Collector  
F. A. Crosby . . . . . Receiver  
Milton Nicholson . . . . . Magazine Agent
- 190. MOUNT OURAY; Salida, Colo.**  
Meets in Odd Fellows' Hall, every Monday at 7:30 P. M.  
N. A. Worden, Box 599 . . . . . Master  
C. W. Woody . . . . . Secretary  
E. J. Templeton, Box 599 . . . . . Collector  
M. M. Smith, Box 599 . . . . . Receiver  
B. A. Campbell, Box 125 . . . . . Magazine Agent
- 191. A. G. PORTER; Fort Wayne, Ind.**  
Meets in B. of L. F. Hall, 79 and 81 Calhoun st., every Monday at 7:30 P. M.  
M. G. Walker, 278 E. Jefferson st . . . . . Master  
P. H. Ryan, 210 Lafayette st . . . . . Secretary  
Wm. O'Connell, 97 E. Jefferson st . . . . . Collector  
F. M. Enslin, 139 Fairfield ave. . . . . Receiver  
U. G. Rhodes, 131 Holman st . . . . . Mag. Agent
- 192. SAFETY; Toledo, Ohio.**  
Meets in Emory Hall, Broadway, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.  
C. E. Starkey, 918 Broadway . . . . . Master  
Geo. Bittman, 634 S. St. Clair st . . . . . Secretary  
C. E. Starkey, 918 Broadway . . . . . Collector  
Geo. Bittman, 634 S. St. Clair st . . . . . Receiver  
G. E. Cole, 126 Jarvis st . . . . . Magazine Agent
- 193. E. C. FELLOWS; West Oakland, Cal.**  
Meets in Bartlett Hall every Wednesday evening.  
J. H. Follrath, 1361 E. 11th st, E Oakland, Master  
T. J. Roberts, 1763 5th st . . . . . Secretary  
W. J. Edwards, 1235 7th st . . . . . Collector  
T. J. Roberts, 1763 5th st . . . . . Receiver  
C. B. Danielson, 1787 7th st . . . . . Magazine Agent
- 194. DECORATION Chicago, Ill.**  
Meets in Schoen's Hall, Ogden ave. and 12th st., 1st Sunday afternoons and 2d and 4th Thursday evenings.  
Martin Murphy, 466 Hastings st . . . . . Master  
Frank Neely, 470 Campbell ave . . . . . Secretary  
Frank Lump, 834 Hastings st . . . . . Collector  
F. E. Neely, 470 Campbell ave . . . . . Receiver  
H. C. Fromm, 521 W. 18th st . . . . . Magazine Agent
- 195. DAVY CROCKETT; San Antonio, Texas.**  
Meets in Jones' Hall, 710 Austin st., every Tuesday at 7:30 P. M.  
J. R. Norton, 1225 ave. D . . . . . Master  
G. A. Cook, 409 Sherman st . . . . . Secretary  
F. C. Bixby, 715 Chestnut st . . . . . Collector  
G. A. Cook, 409 Sherman st . . . . . Receiver  
S. C. Ramsey, 923 ave. B . . . . . Magazine Agent
- 196. BAYOU CITY; Houston, Texas.**  
Meets in Bell's Hall, Liberty ave, Fifth Ward, every Monday at 2:30 P. M.  
J. C. Cole, 1805 Hardy st . . . . . Master  
J. G. Mulvey, 1503 Brooks st . . . . . Secretary  
Wm. Whiting . . . . . Collector  
D. M. Moody, 1512 Hardy st . . . . . Receiver  
J. H. Nie, 1503 Brooks st . . . . . Magazine Agent
- 197. MIDLAND; Temple, Texas.**  
Meets in B. of R. T. Hall every Thursday at 8 P. M.  
Arthur Haines, L Box 105 . . . . . Master  
H. C. Pitts, L. Box 105 . . . . . Secretary  
W. T. McGinnis, L Box 306 . . . . . Collector  
T. H. Boyd, L. Box 105 . . . . . Receiver  
B. P. Wellborn . . . . . Magazine Agent
- 198. SUNNY SOUTH; Tyler, Texas.**  
Meets in Engineers' Hall every Thursday at 7:30 P. M.  
J. T. Peyton, 902 N. Fannie ave . . . . . Master  
W. J. Lankford, Box 132 . . . . . Secretary  
W. H. McKorkle, 1001 North and B. sts., Collector  
Daniel Fogarty, 524 Valentine st . . . . . Receiver  
W. T. Phillips, 922 N. Fannie ave . . . . . Mag. Agent
- 199. JUST IN TIME; New York, N. Y.**  
Meets in Horton Hall, 110 E. 125th st., 2d and 4th Thursdays at 8 P. M.  
A. H. Hawley, 88 W. 134th st . . . . . Master  
S. D. Lappine, 172 E. 118 st . . . . . Secretary  
P. J. Gahagan, 317 W. 145th st . . . . . Collector  
R. T. Roscoe, 944 E. 176th st . . . . . Receiver  
J. F. MacVeigh, 350 W. 17th st . . . . . Magazine Agent
- 200. S. M. STEVENS; Marquette, Mich.**  
Meets in L. Huillier's Hall, 1st and 3d Sundays.  
J. W. Watt, 347 Fisher st . . . . . Master  
J. B. Crowley, 127 Fisher st . . . . . Secretary  
N. W. Thomas, 412 W. Washington st . . . . . Collector  
G. McK. Gibson, 212 Division st . . . . . Receiver  
W. S. Cooke, W Bridge st . . . . . Magazine Agent
- 201. MAPLE LEAF; Hamilton, Ontario.**  
Meets in Macabees Hall, Hughson st, 1st and 3d Sundays.  
Chas. Morgan, 30 Barton st . . . . . Master  
C. E. Southerst, 44 Florence st . . . . . Secretary  
Chas. Evans, 432 Locke st N . . . . . Collector  
J. D. Mills, 32 Inchbury st . . . . . Receiver  
Wm. Perkins, 304 Catherine st N . . . . . Mag. Agent
- 202. NORTH POLE; West Bay City, Mich.**  
Meets in New K. P. Hall, 1st and 3d Sundays at 2 P. M.  
J. A. Deen, 109 Hart st . . . . . Master  
R. A. McPeak, 512 State st . . . . . Secretary  
J. O. Goodwin, Box 251 . . . . . Collector  
R. A. McPeak, 512 State st . . . . . Receiver  
Thos. Doyle . . . . . Magazine Agent
- 203. H. C. LORD; Fort Scott, Kansas.**  
Meets in K. of P. Hall, Main and 2d sts., 1st and 3d Mondays at 2 P. M.  
J. P. O'Brien, 124 So. Margrave st . . . . . Master  
J. M. Parmlay, 102 S. Barbee st . . . . . Secretary  
C. E. Wilson, 124 So. Margrave st . . . . . Collector  
W. B. Lane, 215 Hill st . . . . . Receiver  
J. M. Parmlay, 102 S. Barbee st . . . . . Mag. Agent
- 204. McKEEN; Chanute, Kansas.**  
Meets in Masonic Hall, every Thursday at 7:30 P. M.  
P. M. Roby, Box 629 . . . . . Master  
F. C. Hughes, Box 247 . . . . . Secretary  
J. W. Fox . . . . . Collector  
J. H. Forbes, Box 375 . . . . . Receiver  
J. J. Jones, Box 611 . . . . . Magazine Agent
- 205. J. F. BINGHAM; New York, N. Y.**  
Meets in Central Hall, 147 W. 32d st, 1st and 3d Saturdays at 8 P. M.  
W. F. Robinson, 12 Berce st., High Bridge, Master  
J. J. Lovett, 302 W. 146th st . . . . . Secretary  
J. J. Lovett, 302 W. 146th st . . . . . Collector  
Thos. J. Jones, 435 Columbus ave . . . . . Receiver  
W. C. O'Donnell, 2041 5th ave. . . . . Magazine Agent

**154. NECHES; Palestine, Texas.**

Meets in Engineers' Hall every Monday at 7:30 P. M.  
 Joe. Terre, Box 92 . . . . . Master  
 J. H. Frost, Box 232 . . . . . Secretary  
 M. A. Richardson, Box 282 . . . . . Collector  
 F. C. Iarrie, Box 232 . . . . . Receiver  
 Geo. Batt . . . . . Magazine Agent

**157. ECHO; Fern, Ind.**

Meets in B. of L. F. Echo Hall, 1st and 2d Sundays at 2 P. M. and 2d and 4th Tuesdays at 7 P. M.  
 F. L. Wade . . . . . Master  
 Lincoln Scott . . . . . Secretary  
 M. E. Whetsel . . . . . Collector  
 T. P. Doud, 180 W. 7th st. . . . . Receiver  
 G. M. Jackson . . . . . Magazine Agent

**158. STANDARD; Detroit, Mich.**

Meets in B. of R. T. Hall, 82 and 84 Gratiot ave., 1st and 3d Sundays at 2 P. M.  
 J. A. Siebert, 378 Welch ave. . . . . Master  
 C. E. McAuliffe, 187 Orleans st. . . . . Secretary  
 Parlon Keyes, 378 Welch ave. . . . . Collector  
 G. L. Sutherland, 848 Junction ave. . . . . Receiver  
 Jno. O'Neill, 378 Welch ave. . . . . Magazine Agent

**159. W. H. THOMAS; Nashville, Tenn.**

Meets in I. O. O. F. Hall, corner Church and High sts., every Monday at 9:30 A. M.  
 P. O. Rickman, 1216 Martin st. . . . . Master  
 J. H. Porter, 1902 State st. . . . . Secretary  
 Jas. Gibbons, 1901 Patterson st. . . . . Collector  
 W. C. McCombs, 321 Knowles st. . . . . Receiver  
 C. J. Harrison, 1210 S. Market st. . . . . Mag. Agent

**160. C. J. HEPBURN; Evansville, Ind.**

Meets in Royal Arcanum Hall, cor. Main and Fifth sts., 2d and 4th Sundays at 2 P. M.  
 J. M. Clark, 507 William st. . . . . Master  
 Lou. Helmroth, 924 E. Indiana st. . . . . Secretary  
 Geo. Shoemaker, 1913 Main st. . . . . Collector  
 M. A. Hoffman, 305 Olive st. . . . . Receiver  
 E. F. Stiker, 1120 Cherry st. . . . . Magazine Agent

**161. HERALD; Burlington, Iowa.**

Meets in K. P. Hall, 210-214 N. 4th st., 2d and 4th Sundays.  
 J. A. Richards, 1709 Orchard st. . . . . Master  
 Lewis Benthel, 818 N. 10th st. . . . . Secretary  
 J. A. Richards, 1709 Orchard st. . . . . Collector  
 J. D. Hawksworth, 2003 Madison st. . . . . Receiver  
 H. C. Sieben, 820 N. Oak st. . . . . Magazine Agent

**162. PROSPECT; Elkhart, Ind.**

Meets in Blackburn Hall 1st and 3d Sundays at 2 P. M., and 2d and 4th Wednesdays at 7 P. M.  
 Wallace Marker, 122 State st. . . . . Master  
 J. C. Doty, 510 Harrison st. . . . . Secretary  
 J. C. Doty, 510 Harrison st. . . . . Collector  
 Stephen Dusseau, 323 Jefferson st. . . . . Receiver  
 Wm. Hull . . . . . Magazine Agent

**163. ETNA; Pine Bluff, Ark.**

Meets in Atkinson Hall, cor. Main and 2d ave., 1st and 3d Fridays at 2:30 P. M., and 2d and 4th Fridays at 7:30 P. M.  
 Thaddeus Cosbey, 1905 E. Boreque st. . . . . Master  
 Wm. Mason, 104 Pennsylvania st. . . . . Secretary  
 Wm. Farley, Avenue Hotel . . . . . Collector  
 W. H. Rice, 519 E. 8th ave. . . . . Receiver  
 W. H. Graves, 1005 Alabama st. . . . . Mag. Agent

**164. KEL RIVER; Ashley, Ind.**

Meets in Engineer's Hall every Wednesday evening.  
 P. M. Kelley . . . . . Master  
 C. E. Blair . . . . . Secretary  
 G. E. Scoville . . . . . Collector  
 W. H. Tucker . . . . . Receiver  
 F. M. Stafford, 648 LaFayette ave. . . . .  
 Detroit, Mich. . . . . Magazine Agent

**165. ROBERT ANDREWS; Andrews, Ind.**

Meets in Firemen's Hall every Monday evening.  
 L. L. Wisner . . . . . Master  
 W. J. Gleason, Box 169 . . . . . Secretary  
 C. H. Keefer . . . . . Collector  
 J. W. Adams, Box 166 . . . . . Receiver  
 T. J. Henderson . . . . . Magazine Agent

**166. WM. BUGO; Huntington, Ind.**

Meets in Firemen Hall, Geo. Cerlew Bldg, 1st, 2d and 3d Wednesday evenings and 4th Sunday at 2 P. M.  
 C. M. Keller, 118 E. Washington st. . . . . Master  
 W. H. Willets, 58 Webster st. . . . . Secretary  
 G. H. Holland, 63 Henry st. . . . . Collector  
 Alvin McCenderfer, 14 N. Jefferson st. . . . . Receiver  
 G. C. Marston, 16 Briant st. . . . . Magazine Agent

**167. MOUNT HOOD; The Dalles, Oregon.**

Meets in K. of P. Hall every Wednesday at 7:30 P. M.  
 W. W. Young, Box 308 . . . . . Master  
 Alex. Clegg, Box 266 . . . . . Secretary  
 J. H. Douglas . . . . . Collector  
 J. P. Linehard, 555 Mitchell st, Portland . . . . . Receiver

F. E. Adams . . . . . Magazine Agent

**168. GUARD RAIL; North La Crosse, Wis.**

Meets in K. of P. Hall, 715 Rose st., La Crosse, 1st and 3d Mondays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M.  
 A. E. Ross, 1545 Loomis st. . . . . Master  
 J. E. Wells, Batavian Bank Building, Room 15, La Crosse . . . . . Secretary  
 E. C. Schneider, Portage . . . . . Collector  
 A. T. Combellick, 1608 Lomis st. . . . . Receiver  
 Chauncey Winn . . . . . Magazine Agent

**169. H. G. BROOKS; Hornellsville, N. Y.**

Meets in B. of L. F. Hall every Monday at 7:30 P. M.  
 J. L. Collins, 43 E. Main st. . . . . Master  
 T. J. Glynn, 11 Pardee st. . . . . Secretary  
 A. H. Spencer, 18 Elm st. . . . . Collector  
 A. H. Spencer, 18 Elm st. . . . . Receiver  
 J. R. Saunders, 43 Hartshorn st. . . . . Magazine Agent

**170. PRAIRIE; Huron, S. Dakota.**

Meets in I. O. O. F. Hall, cor. 3d and Wisconsin sts., 2d and 4th Sundays at 10 A. M.  
 W. H. Bliss, 534 Utah st. . . . . Master  
 T. R. Cooper . . . . . Sec. etary  
 F. M. Brown . . . . . Collector  
 G. E. Briggs, 466 Idaho st. . . . . Receiver  
 A. W. Harvey, Beach st. . . . . Magazine Agent

**171. SUNBEAM; Truro, Nova Scotia.**

Meets in McKay's Hall, 1st Saturday and 3d and 4th Wednesdays.  
 J. K. Fraser, Box 436 . . . . . Master  
 T. G. Dickson, Box 239 . . . . . Secretary  
 Wm. McLean . . . . . Collector  
 F. M. White . . . . . Receiver  
 J. A. Gazeley . . . . . Magazine Agent

**172. F. G. LAWRENCE; Ottawa, Ontario.**

Meets in Manchester Hall, alternate Sundays.  
 H. A. H. McCauley, Hintonburg P. O. . . . . Master  
 Chas. Sims, 680 Albert st. . . . . Secretary  
 W. H. Wood, 217 Bridge st. . . . . Collector  
 J. F. Suddaby, 307 Ann st. . . . . Receiver  
 R. H. Fraser, 131 Spruce st. . . . . Magazine Agent

**173. PACIFIC; Winslow, Arizona.**

Meets in B. of L. F. Hall every Sunday at 2 P. M.  
 H. H. Downs . . . . . Master  
 B. A. Workman . . . . . Secretary  
 S. S. Harris . . . . . Collector  
 B. A. Workman . . . . . Receiver  
 Mark Whitaker . . . . . Magazine Agent

**174. HARRISBURG; Harrisburg, Pa.**

Meets in Sible's Hall, S. E. cor. 3d and Cumberland sts., 2d and 4th Sundays at 1 P. M.  
 T. R. Koons, 606 Kelker st. . . . . Master  
 H. O. Motter, 1945 Moltke ave. . . . . Secretary  
 B. J. Seitz, 613 Harris st. . . . . Collector  
 Wm. Blessing, 422 Riley st. . . . . Receiver  
 E. E. Ewing, 104 Calder st. . . . . Magazine Agent

**175. TAYLOR; Newark, O.**

Meets in O. R. C. Hall, south side square, every Wednesday evening.  
 T. F. Roberts, 56 Mill st. . . . . Master  
 T. C. Huffman, 13 Webb st. . . . . Secretary  
 J. W. Taylor, 234 Race st. . . . . Collector  
 Brad Tobin, 228 Indiana st. . . . . Receiver  
 W. R. Stone, 76 Gay st. . . . . Magazine Agent

**176. MAIN LINE; Clifton, Ill.**

Meets in Firemen's Hall every Monday evening.  
 S. F. Burt . . . . . Master  
 J. H. Colgan, 239 N. 14th st., Springfield . . . . . Secretary  
 L. P. Kurt . . . . . Collector  
 F. H. Hincley . . . . . Receiver  
 J. B. Johnson, Box 31 . . . . . Magazine Agent

**177. SUNSET; Marshall, Texas.**

Meets in K. P. Hall every Thursday at 7:30 P. M.  
 Glenn Holmes . . . . . Master  
 E. S. Hardy, Box 184 . . . . . Secretary  
 E. S. Hardy, Box 184 . . . . . Collector  
 H. H. Edwards, Box 184 . . . . . Receiver  
 J. C. Brown . . . . . Magazine Agent

**178. SALT LAKE; Salt Lake City, Utah.**

Meets in Temple of Honor Hall, cor. Main and 1st South sts., every Monday evening.  
 C. J. Selby, 346 S. 7th West st. . . . . Master  
 F. W. Mitchell, Box 17 . . . . . Secretary  
 G. C. Woodruff, 472 N. 3d West st. . . . . Collector  
 Jno. Mace, 624 S. 8th West st. . . . . Receiver  
 C. J. Selby, 346 S. 7th West st. . . . . Mag. Agent

- 179. BEE HIVE; Lincoln, Neb.**  
Meets in Young's Hall, 1519 O st., 2d and 4th  
Sundays at 2 P. M.  
J. V. Hall, 229 N. 10th st. . . . . Master  
J. K. Robinson, Box 931 . . . . . Secretary  
W. A. Hammond . . . . . Collector  
J. K. Robinson, Box 931 . . . . . Receiver  
W. A. Hammond . . . . . Magazine Agent
- 180. THREE STATES; Cairo, Ill.**  
Meets in Casino Hall, cor. 12th st. and Washing-  
ton ave., 1st and 3d Monday evenings.  
Wm. O'Connell, 2017 Poplar st. . . . . Master  
J. J. Kelly, 2501 Poplar st. . . . . Secretary  
J. H. Pollock, 210 20th st. . . . . Collector  
Frank Gilman, 309 20th st. . . . . Receiver  
Robt. White, 3101 Park ave. . . . . Magazine Agent
- 181. WELLINGTON; Palmerston, Ontario.**  
Meets in Odd Fellows Hall 1st and 3d Sundays.  
A. Dunbar . . . . . Master  
Wm. Wilson, Box 43 . . . . . Secretary  
S. P. Stringer . . . . . Collector  
Jar. Nicholson, Box 21 . . . . . Receiver  
Alex. Edmiston, Box 41 . . . . . Magazine Agent
- 182. MAGIC CITY; Roanoke, Va.**  
Meets in Odd Fellows' Hall, cor. Salem ave. and  
Jefferson st., 2d and 4th Sundays at 10 A. M.  
D. Ledgewood, 717 4th ave. N. W. . . . . Master  
W. W. Sims, 322 12th st. N. W. . . . . Secretary  
J. W. Sawyer, 721 4th ave. N. W. . . . . Collector  
Lee Moore, 511 4th ave. N. E. . . . . Receiver  
L. C. Dickens, 301 10th st. S. W. . . . . Mag. Agent
- 183. LAKE SHORE; Collinwood, Ohio.**  
Meets in I. O. O. F. Hall every Thursday even-  
ing.  
C. E. Bell . . . . . Master  
J. H. Sturges . . . . . Secretary  
L. H. Pickard . . . . . Collector  
C. H. Sherman, Box 377 I . . . . . Receiver  
D. B. Gordon . . . . . Magazine Agent
- 184. LIMA; Lima, Ohio.**  
Meets in B. of L. F. Hall, 1st and 3d Sundays at  
2 P. M. and 2d and 4th Thursdays at 7 P. M.  
C. M. Johnson, 127 W. Market st. . . . . Master  
A. J. Gustason, 768 Broadway ave. . . . . Secretary  
J. A. Sheely, 266 Water st. . . . . Collector  
J. N. Cutler, 817 W. High st. . . . . Receiver  
L. P. Tolby, 455 N. West st. . . . . Magazine Agent
- 185. FIDELITY; Delphos, Ohio.**  
Meets in G. A. R. Hall, Main st., 2d and 4th Sun-  
days at 2 P. M.  
A. A. Washburn, L. Box 78 . . . . . Master  
Henry Buckpitt . . . . . Secretary  
P. H. Cowdin . . . . . Collector  
A. A. Washburn, L. Box 78 . . . . . Receiver  
L. E. Ackerly . . . . . Magazine Agent
- 186. CHAMBERLIN; Chicago, Ill.**  
Meets in Walther's Hall, 3934 State st., 1st and 3d  
Sundays.  
W. H. E. Green, 3609 Portland st. . . . . Master  
J. M. Manning, 405 Duncan Park . . . . . Secretary  
Edw. Koch . . . . . Collector  
Jno. Vass, 1087 E. North st., Decatur . . . . . Receiver  
Jno. Kiler, 425 Princeton ave. . . . . Magazine Agent
- 187. LITTLE GIANT; Charleston, Ill.**  
Meets in Red Men's Hall 1st and 3d Sundays at 2  
P. M. and 2d and 4th Tuesdays at 7:30 P. M.  
W. B. Brown . . . . . Master  
W. F. Freeman, Box 156 . . . . . Secretary  
LeRoy Anderson, . . . . . Collector  
W. F. Freeman, Box 156 . . . . . Receiver  
G. C. Barnes . . . . . Magazine Agent
- 188. S. S. MERRILL; Chicago, Ill.**  
Meets in Michle Hall, cor. Western ave. and In-  
diana St., 1st and 3d Sundays at 2:30 P. M.  
E. R. Roderick, 874 Indiana st. . . . . Master  
Fred Myers, 170 N. Western ave. . . . . Secretary  
T. Wells, 1120 Superior st. . . . . Collector  
L. L. Gay, 32 California ave. . . . . Receiver  
E. R. Roderick, 874 Indiana st. . . . . Magazine Agent
- 189. BALDWIN; Ft. Howard, Wis.**  
Meets in B. of L. F. Hall, cor. Adams and Pine  
sts., 2d and 4th Sundays at 2 P. M.  
Martin Sheehy . . . . . Master  
D. E. Hogan, L. Box 305 . . . . . Secretary  
R. C. Crane, Green Bay . . . . . Collector  
Martin Sheehy . . . . . Receiver  
H. G. Kull . . . . . Magazine Agent
- 190. FERGUSON; Sanborn, Iowa.**  
Meets in I. O. O. F. Hall, 2d and 4th Sundays at 7  
P. M.  
Emmet Wentworth, Box 102 . . . . . Master  
F. L. Powell . . . . . Secretary  
C. J. Walston . . . . . Collector  
C. J. Walston . . . . . Receiver  
Thos. Helman . . . . . Magazine Agent
- 191. CUSTER; Livingston, Montana.**  
Meets in Miles' Hall every Wednesday at 7:30  
P. M.  
J. A. Marshall, Box 303 . . . . . Master  
J. M. Lannon, L. Box 412 . . . . . Secretary  
A. C. Wilson, L. Box 303 . . . . . Collector  
A. M. Getchell, L. Box 321 . . . . . Receiver  
O. F. Wessel . . . . . Magazine Agent
- 192. MT. TACOMA; Tacoma, Wash.**  
Meets in I. O. O. F. Hall, 314 E. 26th st., every  
Tuesday at 7:30 P. M.  
A. E. Swab, 413 E. 28th st. . . . . Master  
W. W. Thompson, 405 Puyallup ave. . . . . Secretary  
J. J. Driscoll, 409 21st st. . . . . Collector  
J. M. Matheson, 218 E. 26th st. . . . . Receiver  
V. A. Eckstein, 402 E. 26th st. . . . . Magazine Agent
- 193. J. B. MAYNARD; East Portland, Oregon.**  
Meets in Ross Hall, 214 1/2 Union ave. So. Portland  
alternate Thursdays, at 7:30 P. M.  
J. F. McQuaid, S. P. R. R. Shops, Portland . . . . . Master  
G. B. Gollings, 209 E. 5th st., Portland . . . . . Secretary  
J. S. Montgomery, 243 1/2 Union ave., So.  
Portland . . . . . Collector  
D. J. Byrne, 20th and E. Glisan sts., Port-  
land . . . . . Receiver  
J. J. Lynch, 249 Kearney st., Portland, . . . . . Magazine Agent
- 194. BONANZA; Missoula, Montana.**  
Meets in Odd Fellows' Hall 1st and 3d Sundays  
at 2:30 P. M.  
W. G. Marshall . . . . . Master  
W. J. Hanman . . . . . Secretary  
S. L. Kelley . . . . . Collector  
H. L. Shapard . . . . . Receiver  
A. S. Ericsson . . . . . Magazine Agent
- 195. RE-ECHO; Montpelier, Idaho.**  
Meets in Montpelier Hall, 1st and 3d Fridays at  
7:30 P. M.  
Wm. Richmond, Box 37 . . . . . Master  
Jno. Gallagher . . . . . Secretary  
Jos. McIlwain . . . . . Collector  
Henry Douglas, Box 12 . . . . . Receiver  
Ira Chaffin . . . . . Magazine Agent
- 196. CLOUD CITY; Leadville, Colo.**  
Meets in Kostich Hall, 615 Har. ave., 1st and 3d  
Tuesdays at 7:30 P. M.  
S. H. Sollers . . . . . Master  
G. W. Buff hr, 217 E. 12th st. . . . . Secretary  
G. McGonigal, 306 W. 4th st. . . . . Collector  
T. J. Welsh, 12 Union Block . . . . . Receiver  
F. W. Strasser, Minturn . . . . . Magazine Agent
- 197. RIVERSIDE; Savanna, Ill.**  
Meets in Engineers' Hall, 1st and 3d Mondays at  
9 A. M.  
F. J. McGarvey . . . . . Master  
L. D. McKee . . . . . Secretary  
J. H. Pulford, Jr, Box 375 . . . . . Collector  
Jas. Bailey . . . . . Receiver  
F. L. Williams . . . . . Magazine Agent
- 198. MAPLE CITY; Norwalk, Ohio.**  
Meets in K. of P. Hall, 1st Sunday afternoon  
and 3d Sunday evening.  
W. Y. Dennis, 31 W. Seminary st. . . . . Master  
G. A. Lambert, 7 E. League st. . . . . Secretary  
E. C. Somers . . . . . Collector  
W. Y. Dennis, 31 W. Seminary st. . . . . Receiver  
W. C. Wright, 7 Ford ave. . . . . Magazine Agent
- 199. MAHONING; Youngstown, Ohio.**  
Meets in Trainers' Hall, 22 W. Federal st., 2d  
Sunday and 4th Thursday.  
M. J. Welch, 25 Darrow st. . . . . Master  
J. P. Hogan, Niles . . . . . Secretary  
Jno. Farragher . . . . . Collector  
Micha. I. Hallisy . . . . . Receiver  
M. J. Welch, 25 Darrow st. . . . . Magazine Agent
- 200. FAITH; Meridian, Miss.**  
Meets in B. of L. F. Hall every Monday at 2 P. M.  
R. L. Armstrong, 405 39th ave. . . . . Master  
Albert S. Cockdale, 425 39th ave. . . . . Secretary  
J. E. Mitchell . . . . . Collector  
O. E. Cassidy, 612 35th ave. . . . . Receiver  
M. A. Cassidy, 612 35th ave. . . . . Magazine Agent
- 201. FRIENDLY HAND; Jackson, Tenn.**  
Meets in Greet Hall, cor. Main and Market sts.,  
every Saturday evening.  
J. C. Lindsey, Box 125 . . . . . Master  
J. S. King, 301 Middle ave. . . . . Secretary  
Wm. Cook, 180 Larley st. . . . . Collector  
J. D. Bledsoe . . . . . Receiver  
M. Lawrence, 1 C. R. R. Shops, Magazine Agent



- 202. SCIOTO; Chillicothe, O.**  
Meets in Scioto Lodge Hall, 1st and 3d Sundays at 2 P. M.  
Patrick Donovan, 70 S. Sugar st . . . . . Master  
C. D. Waterman, 325 E. Main st . . . . . Secretary  
Albert Maunsell, E. Water st . . . . . Collector  
L. R. Schooley, 38 S. Palut st . . . . . Receiver  
Alfred Dakin, 231 E. 2d st . . . . . Magazine Agent
- 203. GARFIELD; Garrett, Ind.**  
Meets in Frederick Hall every Sunday at 2 P. M.  
W. F. Eagan . . . . . Master  
S. G. Pierce, Box 163 . . . . . Secretary  
Chas. Krutch . . . . . Collector  
C. F. Reneman, Box 96 . . . . . Receiver  
H. C. Barretta, Box 270 . . . . . Magazine Agent
- 204. COTTON BELT; Jonesborough, Ark.**  
Meets in K. of P. Hall every Saturday at 2 P. M.  
J. L. Spence . . . . . Master  
W. E. Smith . . . . . Secretary  
W. E. Smith . . . . . Collector  
A. A. Golin . . . . . Receiver  
J. A. Blackwood . . . . . Magazine Agent
- 205. FLOWER OF THE WEST; Topeka, Kan.**  
Meets in B. of L. E. Hall, cor. E. 4th and Adams sts., 2d and 4th Tuesdays at 7:30 P. M.  
Christ. McGinnis, 322 Jefferson st. . . . . Master  
E. D. Webb, 212 Monroe st. . . . . Secretary  
E. H. Powell, 1301 E. 4th st. . . . . Collector  
Christ. McGinnis, 322 Jefferson st. . . . . Receiver  
W. M. Robinson, 714 E. 4th st. . . . . Magazine Agent
- 206. FORT PICKERING; Memphis, Tenn.**  
Meets in Miller's Hall, cor. Penna. and Iowa ayes every Tuesday at 7:30 P. M.  
Peter Eich, 789 Main st . . . . . Master  
W. A. Weatherall, Station A . . . . . Secretary  
J. A. Murray, 62 Virginia ave . . . . . Collector  
W. A. Weatherall, Station A . . . . . Receiver  
J. E. Hellon, 135 Pennsylvania ave . . . . . Mag. Agent
- 207. LOYAL; Meadville, Pa.**  
Meets in B. of L. F. Hall, 912 Water st., every Tuesday evening.  
Leo Byers, 287 Walnut st . . . . . Master  
W. A. Smith, Box 792 . . . . . Secretary  
Thos. Newberry . . . . . Collector  
W. F. Emerick, Vallowia . . . . . Receiver  
W. I. Schardt, 868 Water st . . . . . Magazine Agent
- 208. KEYSTONE; Sunapee, N. H.**  
Meets in Doran's Hall, alternate Tuesday evenings.  
Daniel Creagan, Box 291 . . . . . Master  
C. W. Anderson, Box 337 . . . . . Secretary  
Joe Hile, Box 82 . . . . . Collector  
C. W. Anderson, Box 337 . . . . . Receiver  
J. J. Hogan, Box 937 . . . . . Magazine Agent
- 209. SARATOGA; Whitehall, N. Y.**  
Meets in B. of L. F. Hall, Old National Bank building, alternate Sundays at 2:30 P. M.  
B. A. Long, Box 302 . . . . . Master  
L. C. Gray . . . . . Secretary  
H. E. Gaines, Box 123 . . . . . Collector  
Walter Johnson, Box 59 . . . . . Receiver  
L. C. Gray, Box 414 . . . . . Magazine Agent
- 210. IN-K; Schenectady, N. Y.**  
Meets in Carpenters and Joiners' Hall, 336 State st. 1st and 3d Tuesdays  
J. E. Van Vranken, Box 497 . . . . . Master  
Homer Eyknar, 302 Paige st . . . . . Secretary  
Joe. Vrooman, Box 497 . . . . . Collector  
J. E. Van Vranken, Box 497 . . . . . Receiver  
August Ruter, 605 Peck st . . . . . Magazine Agent
- 211. OSKOK; South Easton, Pa.**  
Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.  
H. R. Bowes, 707 Berwick st . . . . . Master  
C. E. McKee, 299 S. 5th st. Easton . . . . . Secretary  
E. T. James, 432 Wilksbarre st . . . . . Collector  
F. O. Reber, 109 Delaware st . . . . . Receiver  
W. C. Stocker, 31 Coal st. . . . . Mag. Agent
- 212. KEMPER; Watertown, N. Y.**  
Meets in Red Men's Hall, 2d and 4th Sundays.  
Aaron Cartwright, 17 Meadows st . . . . . Master  
T. H. Lynch, 101 Factory st . . . . . Secretary  
G. W. Stumpf, 2 Orchard st . . . . . Collector  
F. C. Nichols, 12 Poplar st . . . . . Receiver  
F. A. Fisher, 87 B Arsenal st . . . . . Magazine Agent
- 213. WEST SHORE; Syracuse, N. Y.**  
Meets in Olbeter Hall, 1120 Bennett ave, every Thursday evening.  
A. F. Riley, 642 Bennett ave . . . . . Master  
F. L. Crosby, 207 Lexington ave . . . . . Secretary  
A. Pfeiffer, 140 Oak st . . . . . Collector  
W. J. Melroy, 140 Oak st . . . . . Receiver  
H. J. Koolihan, 140 Oak st . . . . . Magazine Agent
- 214. ORIOLE; Baltimore, Md.**  
Meets in Smith's Hall, 20th st., 2d and 4th Sundays.  
I. H. White, 20 W. Oliver st . . . . . Master  
Jas. Magraw, 1817 Barclay st . . . . . Secretary  
H. W. M. Banks, 1015 Clifton Place . . . . . Collector  
T. C. Lambden, 1319 Eden st . . . . . Receiver  
I. H. White, 20 W. Oliver st . . . . . Mag. Agent
- 215. EAST ALBANY; East Albany, N. Y.**  
Meets in B. of L. F. Hall, every Tuesday evening.  
J. W. Reed, 61 Pine st . . . . . Master  
D. F. Teeling, 21 Broadway, Bath-on-Hudson . . . . . Secretary  
G. A. March, 358 Broadway . . . . . Collector  
G. B. Cone, 7 Park st, Bath-on-Hudson . . . . . Receiver  
J. W. Reed, 61 Pine st . . . . . Magazine Agent
- 216. LYON BROOK; Norwich, N. Y.**  
Meets in Red Men's Room, So Broad st, 1st Monday and 3d Sunday.  
G. W. Oenauer, Bird'sall st . . . . . Master  
R. E. Rowe, Globe Hotel . . . . . Secretary  
F. M. Fenton, L. Box 120 . . . . . Collector  
F. V. Thorpe, L. Box 120 . . . . . Receiver  
J. M. Coleman, 6 Mechanic st . . . . . Magazine Agent
- 217. HEADLIGHT; Brazil, Ind.**  
Meets in K. of P. Hall 2d and 4th Sunday at 2 P. M.  
J. N. Miller, Box 547 . . . . . Master  
Wm. Fansler . . . . . Secretary  
C. W. Miller, Box 547 . . . . . Collector  
Jno. Boucher . . . . . Receiver  
Elza Ax . . . . . Magazine Agent
- 218. PIKE'S PEAK; Colorado City, Colo.**  
Meets in Odd Fellows' Hall, 1st and 3d Tuesdays at 7:30 P. M.  
L. L. Smith, Jr . . . . . Master  
C. N. Snyder, L. Box 847 . . . . . Secretary  
J. F. Murray . . . . . Collector  
C. N. Snyder, L. Box 847 . . . . . Receiver  
C. B. Orcu . . . . . Magazine Agent
- 219. SMOKY CITY; Allegheny, Pa.**  
Meets in B. of L. F. Hall, cor. Pennsylvania ave and Bidwell st, every Monday at 2:30 P. M.  
Jos. Desmond, 26 Wayne st . . . . . Master  
J. A. Frost, Jr., Colorado st . . . . . Secretary  
Peter Martin, 50 Kirkpatrick ave . . . . . Collector  
D. J. Woods, 109 Juniata st . . . . . Receiver  
I. E. Stahl, 107 Lake st . . . . . Magazine Agent
- 220. PROVIDENT; Sunbury, Pa.**  
Meets in P. O. S. of A. Hall, Market st., 1st and 3d Sundays at 1 P. M.  
J. H. Kemberling, 261 N. 4th st . . . . . Master  
Wm. Park, Box 836 . . . . . Secretary  
G. H. Morton . . . . . Collector  
Solomon Cherry, 209 4th st . . . . . Receiver  
H. S. Beverlin . . . . . Magazine Agent
- 221. HURON; Point Edward, Ontario.**  
Meets in Odd Fellows' Hall 1st and 3d Tuesdays.  
J. R. Kee . . . . . Master  
Dennis Burgess, Lock Box 18 . . . . . Secretary  
F. J. Burgess . . . . . Collector  
J. S. Crawford . . . . . Receiver  
Frank McNally . . . . . Magazine Agent
- 222. WEBSTER; Fort Dodge, Iowa.**  
Meets in G. A. R. Hall, cor. 5th and Walnut sts., 2d and 4th Sundays at 2 P. M.  
C. E. Snook . . . . . Master  
O. G. Andersen, 1 River st . . . . . Secretary  
T. F. Lowry . . . . . Collector  
O. G. Andersen, 1 River st . . . . . Receiver  
G. H. Trusty, cor. 5th and Locust sts., . . . . . Magazine Agent
- 223. GREEN VALLEY; Grafton, W. Va.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 1:30 P. M.  
G. D. Kellar, West Grafton . . . . . Master  
J. D. E. Huffman . . . . . Secretary  
J. C. Bishop, West Grafton . . . . . Collector  
J. D. E. Huffman . . . . . Receiver  
M. J. Tizbe . . . . . Magazine Agent
- 224. T. C. MOORE; St. Cloud, Minn.**  
Meets in U. O. of W. Hall, cor. 5th ave. and 1st st. South, 2d Sunday at 2 P. M. and 4th Wednesday at 7:30 P. M.  
J. A. Henth, 10th ave. N . . . . . Master  
H. G. Ford, 47 19th ave N . . . . . Secretary  
Hugh Gallagher, 7th st. N . . . . . Collector  
Walter Bach, Box 159 . . . . . Receiver  
Jno. Mourman, 815 10th ave. N. . . . . Magazine Agent

- 225. SUPERIOR, Fort William West, Ontario.**  
Meets in McDougal Hall, Fort William, every Wednesday at 2 P. M.  
Jno. Whitchurst, Fort William . . . . . Master  
Wm. Hall, Fort William . . . . . Secretary  
A. N. Hobkirk, Fort William . . . . . Collector  
Alfred Wankling, Fort William . . . . . Receiver  
W. W. Garrett, Box 141, Ft. William, Mag. Agent
- 226. MAGNOLIA; Ennis, Texas.**  
Meets in I. O. O. F. Hall 2d and 4th Wednesdays at 7:30 P. M.  
H. H. Kendall, H. & T. C. Shops . . . . . Master  
W. M. Nicol, L. Box 136 . . . . . Secretary  
W. M. Nicol, L. Box 136 . . . . . Collector  
W. M. Nicol, L. Box 136 . . . . . Receiver  
W. G. Snodgrass, H. & T. C. Shops, Mag. Agent
- 227. MAGNET; Binghamton, N. Y.**  
Meets in Red Men's Hall, over Robinson's Planning Mill, office Chenango st., 2d and 3d Sundays at 2 P. M.  
U. G. Weaton, North Side Hotel . . . . . Master  
J. T. Lewis, 238 Chenango st. . . . . Secretary  
F. S. Williams, 24 Virgil st. . . . . Collector  
Theo. Haskins, 25 Frederick st. . . . . Receiver  
C. H. Hamblin, 8 Morgan st. . . . . Magazine Agent
- 228. ACME; Scranton, Pa.**  
Meets in G. A. R. Hall 1st and 3d Sundays at 2 P. M.  
R. S. Gillingham, 128 10th st. . . . . Master  
J. G. Burnett, 338 Lincoln ave. . . . . Secretary  
A. J. Thomas, 317 S. Hyde Park ave. . . . . Collector  
R. S. Gillingham, 128 10th st. . . . . Receiver  
Frank Trumbower, 706 Scranton st., . . . . . Magazine Agent
- 229. RICKARD; Utica, N. Y.**  
Meets in Post Bacon Hall 2d and 4th Sundays.  
J. J. Quirk, Albany st. . . . . Master  
C. A. Pease, 72½ Whitesboro st. . . . . Secretary  
W. F. Foley, 4 Montgomery st. . . . . Collector  
C. A. Pease, 72½ Whitesboro st. . . . . Receiver  
Wm. Barden, 122 Whitesboro st. . . . . Mag. Agent
- 230. ALBANY CITY; Albany, N. Y.**  
Meets in Stremple Hall, 253 Central ave, 1st, 3d and 5th Mondays at 7:30 P. M.  
G. W. Gilkerson, 485 1st st. . . . . Master  
M. S. Jeffers, 36 Ontario st. . . . . Secretary  
Courtland Maher, 11 Prospect ave. . . . . Collector  
M. S. Jeffers, 36 Ontario st. . . . . Receiver  
A. H. Vincent, 15 Hunter ave. . . . . Magazine Agent
- 231. DELAWARE; Wilmington, Del.**  
Meets in B. of L. F. Hall, 3d and Market sts., 1st and 3d Sundays.  
A. C. Stidham, 524 E. 8th st. . . . . Master  
A. C. Dunn, 410 Taylor st. . . . . Secretary  
J. A. Donlin, 417 E. 4th st. . . . . Collector  
A. C. Dunn, 410 Taylor st. . . . . Receiver  
W. H. Adams, 406 E. 4th st. . . . . Magazine Agent
- 232. LUCKY THOUGHT, Middletown, N. Y.**  
Meets in A. O. of H. Hall, 2d and 4th Sundays.  
M. J. Kerrigan, 75 Linden Terrace. . . . . Master  
W. J. Leddy, 277 North st. . . . . Secretary  
Jno. Dunham, 125 Wickham ave. . . . . Collector  
Jno. O'Farrell, 9 Low ave. . . . . Receiver  
V. L. Powell, 28 Broad st. . . . . Magazine Agent
- 233. GLAD TIDINGS; Moncton, New Brunswick.**  
Meets in Victoria Hall 1st and 3d Sundays at 2 P. M.  
H. S. Cutten . . . . . Master  
G. W. Speer . . . . . Secretary  
Frank Gibson . . . . . Collector  
Harry Snider, Box 158 . . . . . Receiver  
Jas. King . . . . . Magazine Agent
- 234. NORTH BAY; North Bay, Ontario.**  
Meets in B. of L. F. Hall 1st and 3d Tuesdays.  
Jno. Cleminson, Box 11 . . . . . Master  
Thos. Healy . . . . . Secretary  
W. H. Bowman . . . . . Collector  
Wm. McRae, Box 126 . . . . . Receiver  
J. A. Lynch, Box 126 . . . . . Magazine Agent
- 235. THREE BROTHERS; Pittsburgh, Pa.**  
Meets in Franks Bros. Hall, Walurba, alternate Sundays at 1:30 P. M.  
N. E. Biesecker, cor. 35th st and Howlie ave . . . . . Master  
Chas. Longacre, Jr., 28th st. Reading room . . . . . Secretary  
J. G. Wagner, 3710 Mifflin st. . . . . Collector  
C. G. Parsholl, cor 35th st and Howlie ave . . . . . Receiver  
Chas. Longacre, Jr., 28th st. Reading room . . . . . Magazine Agent
- 236. HINTON; Hinton, West Virginia.**  
Meets in Masonic Hall, every Saturday at 7:30 P. M.  
Lynn Gardner . . . . . Master  
F. A. Cundiff . . . . . Secretary  
J. P. Lear . . . . . Collector  
J. E. Hogan . . . . . Receiver  
J. M. Morrison . . . . . Magazine Agent
- 237. CENTRAL PARK; Central Park, Ill.**  
Meets in Rebmann's Hall, cor. Lake and 41st sts., 1st and 3d sundays.  
W. H. Bradley, 135 N. Avers ave, Chicago . . . . . Master  
Harry Lynch . . . . . Secretary  
J. C. Todd, Box 124 . . . . . Collector  
Thaddeus Chew, Box 39 . . . . . Receiver  
Robt. Todd . . . . . Magazine Agent
- 238. PLAIN CITY; Paducah, Ky.**  
Meets in Rogers' Hall, 12th and Broadway, every Tuesday at 7:30 P. M.  
Lloyd Grimes, 1301 Broadway . . . . . Master  
L. L. Hutchison, 1006 Jefferson st. . . . . Secretary  
Thos. Challenor, 430 S. 10th st. . . . . Collector  
J. P. Wesley, 986 Broadway . . . . . Receiver  
M. J. Eryin, 1120 Madison st. . . . . Magazine Agent
- 239. BUCKEYE; Delaware, Ohio.**  
Meets in Henry's Hall, 61 Lake st., 2d and 4th Sundays at 1 P. M.  
J. W. Hattenbaugh, 169 E. William st. . . . . Master  
R. G. Knight, 137 S. Washington st. . . . . Secretary  
Leonard Schoeller, 207 E. Winter st. . . . . Collector  
Chas. Hirsch, 216 E. Central ave. . . . . Receiver  
Jas. Guinan, 161 W. Spruce st. . . . . Mag. Agent
- 240. GILBERT; Jackson, Mich.**  
Meets in Engineers' Hall, cor. Jackson and Main sts., 1st and 3d Mondays at 7:30 P. M., and 2d and 4th Mondays at 2:30 P. M.  
Henry Mosher, 223 W. Main st. . . . . Master  
G. A. Holden, 1023 E. Main st. . . . . Secretary  
Henry Mosher, 223 W. Main st. . . . . Collector  
M. A. Henry, 327 Quarry st. . . . . Receiver  
C. G. Conklin, 114 E. Wilkins st. . . . . Magazine Agent
- 241. LAKE ERIE; Buffalo, N. Y.**  
Meets in B. L. E. Hall, 412 So Division st., alternate Fridays.  
J. I. Barker, 436 Swan st. . . . . Master  
C. W. Halbin, 17 Superior st. . . . . Secretary  
F. V. Miner, 25 Vary st. . . . . Collector  
I. H. Crossman, 500 Swan st. . . . . Receiver  
F. C. Loomis, 59 Watson st. . . . . Magazine Agent
- 242. LIBERTY; Elmira, N. Y.**  
Meets in D. L. & W.-Y. M. C. A. Hall, 2d and 4th Sundays at 2 P. M.  
Dennis McCarthy, 405 Crescent ave. . . . . Master  
A. J. Keefe, 300 W. 5th st. . . . . Secretary  
J. F. Lonergan, Jr., 1101 Lake st. . . . . Collector  
A. L. Doolittle, 1022½ Lake st. . . . . Receiver  
L. F. Burke, 365 Thurston st. . . . . Magazine Agent
- 243. J. H. SELBY; Texarkana, Texas.**  
Meets in Engineers' Hall, 1st and 3d Fridays at 7:30 P. M., and 2d and 4th Wednesdays at 9 P. M.  
C. J. Neef, Box 64, Texarkana, Ark. . . . . Master  
C. H. Moore, Texarkana, Ark. . . . . Secretary  
J. L. Simmons . . . . . Collector  
J. C. Reinhardt, Box 56, Texarkana, Ark. . . . . Receiver  
T. O. Black, Bonham . . . . . Magazine Agent
- 244. T. P. O'ROURKE; Chicago, Ill.**  
Meets at 314 W. Twelfth st., 1st Sunday at 2 P. M. and 3d Friday at 8 P. M.  
P. C. Winn, 314 W. 12th st. . . . . Master  
Jno. O'Malley, 166 W. 18th st. . . . . Secretary  
Jno. O'Malley, 166 W. 18th st. . . . . Collector  
P. C. Winn, 314 W. 12th st. . . . . Receiver  
Jno. O'Malley, 166 W. 18th st. . . . . Magazine Agent
- 245. GEORGIA; Savannah, Ga.**  
Meets in Firemen's Hall, Sorrell Building, cor. of Bull and Bay sts., every Thursday at 7:30 P. M., and 3d Sunday at 2:30 P. M.  
W. E. King, 199 Waldburg st. . . . . Master  
Adam Hutton, 271 Bull st. . . . . Secretary  
G. K. Knight, 90 W. Broad st. . . . . Collector  
Fleming Goolsby, 84 Montgomery st. . . . . Receiver  
F. J. Trott, 77½ Jones st. . . . . Magazine Agent
- 246. MACON; Macon, Ga.**  
Meets in Morgans Hall, 1444 4th st. every Sunday.  
Chas. Green, 416 Elm st. . . . . Master  
J. T. Roach, 452 Hazel st. . . . . Secretary  
T. W. Hines, 816 3d st. . . . . Collector  
Chas. Green, 416 Elm st. . . . . Receiver  
J. M. Richards, 137 2d st. . . . . Magazine Agent

- 347. KENNENAW; Atlanta, Ga.**  
Meets in Red Men's Hall, 6½, N. Broad st. every Sunday at 2 P. M.  
H. O. Teat, 85 Hood st. . . . . Master  
C. H. Elliott, 168 Peters st. . . . . Secretary  
W. B. Watters, 305 Woodward ave. . . . . Collector  
T. L. Francis, Clara . . . . . Receiver  
Reinhold Wunrecheke, 1 N Boulevard st. . . . . Magazine Agent
- 348. WESTERN RESERVE; Ashtabula, Ohio.**  
Meets in Fassett Hall, Main st., 1st and 3d Mondays at 7:30 P. M.  
S. A. McDaniel, 17 Colorado st. . . . . Master  
C. D. Weisell, 42 King st. . . . . Secretary  
J. V. Hillyer, 218 West st. . . . . Collector  
Jas. Coutts, 56 Lockwood st. . . . . Receiver  
M. E. Benham, 76 Fisk st. . . . . Magazine Agent
- 349. CALUMET; South Chicago, Ill.**  
Meets in Eigerman's Hall, cor. Commerce and South Chicago aves, 2d and 4th Sundays at 7:30 P. M.  
F. X. Wall, 91st st. and So. Chicago ave. . . . . Master  
Daniel O'Connell, 8832 Houston ave. . . . . Secretary  
B. J. Lynch, 5734 Erie ave. . . . . Collector  
E. A. Purvis, 9012 Houston ave. . . . . Receiver  
Wm. Zacher, 10233 Ave L, Colehour, Ind. . . . . Magazine Agent
- 350. GOLDEN LINK; Wilkes Barre, Pa.**  
Meets in Memorial Hall, So. Main st. 1st and 3d Sundays at 2 P. M.  
J. M. Fox, 249 Kidder st. . . . . Master  
E. O. Hale, Box 322, Kingston, Luzerne Co. . . . . Secretary  
Geo. Deels, Box 49, Kingston, Luzerne Co. . . . . Collector  
P. L. Keefer, Kingston, Luzerne Co. . . . . Receiver  
A. E. Canfield, Box 157, Edwardsville . . . . . Magazine Agent
- 351. LEHIGH; Mauch Chunk, Pa.**  
Meets in Stahl's Hall, Upper Mauch Chunk, 1st and 3d Sundays at 2 P. M.  
H. L. Sandhas . . . . . Master  
H. B. Fulton . . . . . Secretary  
H. W. Smith, L. Box 365 . . . . . Collector  
Chas. Roberts, L. Box 365 . . . . . Receiver  
Wm. Spencer . . . . . Magazine Agent
- 352. COLUMBIA; Columbia, Pa.**  
Meets in Fendrick's Hall, 2d and 4th Mondays at 7:30 P. M.  
H. B. Heiser, 164 Walnut st. . . . . Master  
H. G. Krough, 242 New 2d st. . . . . Secretary  
H. M. Hinkle, 570 Walnut st. . . . . Collector  
Jos. Dennison, 640 Chestnut st. . . . . Receiver  
Edw. Dennell, 313 and 315 Locust st., . . . . Magazine Agent
- 353. TRENTON; Trenton, N. J.**  
Meets in Stradling Hall, 131 N. Broad st, 1st and 3d Sundays.  
C. W. Cope, 17 Southard st. . . . . Master  
Robt. Stackhouse, 306 Genesee st. . . . . Secretary  
M. J. Shelly, 405 Monmouth st. . . . . Collector  
F. P. Parsons, 175 Brunswick ave. . . . . Receiver  
F. N. Caffey, 17 Southard st. . . . . Magazine Agent
- 354. CLIMAX; Missouri Valley, Iowa.**  
Meets in G. A. R. Hall 2d and 4th Sundays at 7:30 P. M.  
J. E. Halstead . . . . . Master  
W. L. French, Box 561 . . . . . Secretary  
O. P. Masters, Norfolk, Neb. . . . . Collector  
Jesse Hibben . . . . . Receiver  
Andrew Dryden . . . . . Magazine Agent
- 355. CANAL CITY; Arkansas City, Kan.**  
Meets in I. O. O. F. Hall, 1st and 3d Wednesdays at 2:30 P. M.  
Edwin Crane . . . . . Master  
Iran Kiser, 407 So. C. st. . . . . Secretary  
Andrew Craig, 1008 So. C. st. . . . . Collector  
S. S. Small, 1011 S. 3d st. . . . . Receiver  
Patrick Caldwell, 1828 So. G. st. . . . . Magazine Agent
- 356. HIGH LINE; Como, Colo.**  
Meets in Slater's Hall, every Sunday at 2:30 P. M.  
Jno. Olson . . . . . Master  
J. B. Morgan . . . . . Secretary  
W. E. Gallagher . . . . . Collector  
C. D. Adams . . . . . Receiver  
J. R. Morgan . . . . . Magazine Agent
- 357. KIT CARSON; Baton, New Mexico.**  
Meets in I. O. O. F. Hall every Monday at 9 A. M.  
C. T. Morehouse . . . . . Master  
W. J. Linwood . . . . . Secretary  
J. D. Shy . . . . . Collector  
Morgan Oldham . . . . . Receiver  
C. B. Wolf . . . . . Magazine Agent
- 358. RENO; Nickerson, Kan.**  
Meets in K. of P. Hall every Wednesday at 7:30 P. M.  
E. A. Devorraux . . . . . Master  
C. N. Woodell . . . . . Secretary  
Emil Misker . . . . . Collector  
G. E. Payne . . . . . Receiver  
I. E. Grimes . . . . . Magazine Agent
- 359. D. J. CHASE; Ashland, Wis.**  
Meets in Good Templars' Hall, cor. Second st. and 4th ave. W., 1st and 3d Sundays at 2 P. M.  
R. W. Harrison, Commercial Hotel . . . . . Master  
E. C. Schilling, 421 3d st E. . . . . Secretary  
Fred. Godfrey, 818 4th ave W. . . . . Collector  
Wm. Buckley, 720 Ellis ave . . . . . Receiver  
W. C. Vallie, 411 7th ave E. . . . . Magazine Agent
- 360. CALIFORNIA; Sacramento, Cal.**  
Meets in Smith's Hall, 7th st., bet. K and L, every Thursday at 7:30 P. M.  
G. W. Vice, Box 107 . . . . . Master  
R. E. Nobel, Box 107 . . . . . Secretary  
Jas. Mullen, Box 107 . . . . . Collector  
P. J. McEnerney, 711 H st. . . . . Receiver  
W. J. Fetherston, Box 107 . . . . . Magazine Agent
- 361. MAGDALENA; San Marcial, New Mexico.**  
Meets in Masonic Hall every Sunday at 7 P. M.  
W. R. Fisher . . . . . Master  
C. M. Grover . . . . . Secretary  
Gus Leiman . . . . . Collector  
C. H. D. Haines . . . . . Receiver  
Geo. Bruno . . . . . Magazine Agent
- 362. QUEEN CITY; West Toronto Junct., Ont.**  
Meets in Campbell Hall, alternate Sundays at 2 P. M.  
Ernest McConnell . . . . . Master  
Fred Sharpe, 77 Louisa st., Toronto Junction . . . . . Secretary  
Geo. Wanless . . . . . Collector  
G. H. Ritchey, 10 Embridge st., Parkdale, Receiver  
W. D. Donaldson, Toronto Junct. . . . . Mag. Agent
- 363. ALAMO; Taylor, Texas.**  
Meets in Union Hall, every Saturday at 8 P. M.  
W. H. Pipkin, Box 241 . . . . . Master  
G. J. Calnon . . . . . Secretary  
G. W. Payne . . . . . Collector  
J. R. Steadman, Box 165 . . . . . Receiver  
J. R. Steadman, Box 165 . . . . . Magazine Agent
- 364. J. K. GILBREATH; Butte City, Montana.**  
Meets in Frost's Hall, South Butte, 2d and 4th Thursdays.  
A. R. McDuffie, Box 94, S. Butte . . . . . Master  
J. M. Hennessey, S. Butte . . . . . Secretary  
Wm. Sweeney, S. Butte . . . . . Collector  
A. R. McDuffie, Box 94, S. Butte . . . . . Receiver  
J. H. Ryan, S. Butte . . . . . Magazine Agent
- 365. GRAND RIVER; Grand Rapids, Mich.**  
Meets in K. P. Hall, 2d and 4th Sundays.  
C. E. Rundell, 344 S Union st. . . . . Master  
L. A. Ogden, 219 Central ave. . . . . Secretary  
C. E. Rundell, 344 S Union st. . . . . Collector  
L. A. Ogden, 219 Central ave. . . . . Receiver  
Jno. Cunningham, 505 Iona st. . . . . Magazine Agent
- 366. JOHN HICKEY; South Kaukauna, Wis.**  
Meets in Duggan Hall 2d and 4th Sundays at 1:30 P. M.  
J. J. Palmer . . . . . Master  
J. M. Golden, Box 324 . . . . . Secretary  
R. B. Powers . . . . . Collector  
Jas. McGraw . . . . . Receiver  
F. L. Fosha, Box 272 . . . . . Magazine Agent
- 367. ENDEAVOR; Algiers, La.**  
Meets in Castle Hall 1st and 3d Thursdays at 1:30 P. M., 2d and 4th Thursdays at 7:30 P. M.  
J. H. Hibben, Chestnut st. . . . . Master  
R. J. McCluskey, 122½ Pacific ave. . . . . Secretary  
F. J. Myers, 122 Pacific ave. . . . . Collector  
Jno. Mitchell, 86½ Pacific ave. . . . . Receiver  
S. S. Address, 99½ Elmira st. . . . . Magazine Agent
- 368. CLIFTON HEIGHTS; New Albany, Ind.**  
Meets in Odd Fellows' Hall, cor. State and Market sts 1st and 3d Sundays at 2 P. M.  
C. L. Plowman, 194 cor. 4th and Oak sts. . . . . Master  
Geo. Tharp, 94 E. Main st. . . . . Secretary  
I. D. Stevens, 143 Sycamore st. . . . . Collector  
T. L. Teives, 485 Culbertson ave. . . . . Receiver  
A. D. Austin . . . . . Magazine Agent
- 369. O. K.; Cincinnati, Ohio.**  
Meets in Castle Hall, S. E. cor. Genesee and Central ave., 1st and 3d Thursdays at 7 P. M.  
Adam Dods, Montgomery . . . . . Master  
J. R. Constable, Northern ave., Mt. Auburn, Cincinnati . . . . . Secretary  
W. J. Haight, 98 Glenway ave. . . . . Collector  
J. S. Sheehan, 84 State ave. . . . . Receiver  
Cornelius Coakley, Hamilton . . . . . Magazine Agent

- 270. MINNEAPOLIS; Minneapolis, Minn.**  
Meets in P. O. S. of A. Hall, 2006 Cedar ave So., 1st Sunday at 1:30 P. M. and 3d Monday at 7:30 P. M.  
Patrick Perusse, 116 Cedar ave. . . . . Master  
H. W. Bester, 2520 18th ave S. . . . . Secretary  
A. H. Titus, 3103 Cedar ave S. . . . . Collector  
Oliver Johnson, 2106 Bloomington ave. . . . . Receiver  
W. H. Dickinson, 2301 18th ave S. . . . . Mag. Agent
- 271. BYHAM; Port Morris, N. J.**  
Meets in Union Hall 1st and 3d Sundays.  
A. P. Stackhouse . . . . . Master  
Wm. Weiler, Box 25 . . . . . Secretary  
C. L. Miller . . . . . Collector  
Wm. Weiler, Box 25 . . . . . Receiver  
S. R. McConnell, Box 42 . . . . . Magazine Agent
- 272. WILSON; Junction, N. J.**  
Meets in Wells' Hall 1st and 3d Sundays.  
J. S. Eveland, Jr., Box 106 . . . . . Master  
J. E. Dineen, Somerville . . . . . Secretary  
Wm. Walsh . . . . . Collector  
Jno. Everitt . . . . . Receiver  
J. S. Eveland, Jr., Box 106 . . . . . Magazine Agent
- 273. DENVER; Denver, Colo.**  
Meets in Independent Hall, cor. Santa Fe st. and W. 8th ave. every Friday at 7:30 P. M.  
G. D. Blackford, 105 S. 9th st. . . . . Master  
C. H. Curtis, 860 S. 9th st. . . . . Secretary  
C. H. Curtis, 860 S. 9th st. . . . . Collector  
R. B. Hind, 1024 So. 7th st. . . . . Receiver  
Patrick Kennern, 974 S. 10th st. . . . . Magazine Agent
- 274. JACKSON; Clifton Forge, Va.**  
Meets in Masonic Hall, 2d and 4th Tuesdays at 7:30 P. M.  
S. M. Anderson, Box 171 . . . . . Master  
H. S. Hunt . . . . . Secretary  
J. S. Chitum . . . . . Collector  
W. G. Monroe, Box 145 . . . . . Receiver  
E. S. Sydnor, Box 14 . . . . . Magazine Agent
- 275. WENT CHICAGO; Chicago, Ill.**  
Meets in Rebman's Hall, 2074 W. Lake st., 1st and 3d Sundays at 2 P. M.  
J. P. Sheffield, 264 N. May st. . . . . Master  
P. S. Fitzerald, 290 W. Chicago ave. . . . . Secretary  
E. E. Ellsworth, W. Lake st. . . . . Collector  
F. N. Anderson, 240 W. Superior st. . . . . Receiver  
Jas Pierce, 230 N. May st. . . . . Magazine Agent
- 276. REGINA; Vancouver, B. C.**  
Meets in Good Templar's Hall every Monday at 8 P. M.  
Thos. Clouston . . . . . Master  
P. J. Coombs . . . . . Secretary  
A. D. Ostram, North Bend . . . . . Collector  
Robt. Bunt, Kamloops . . . . . Receiver  
R. A. Mo-crop . . . . . Mag. Agent
- 277. ALABAMA; Mobile, Ala.**  
Meets in Odd Fellows' Hall cor. Royal and Michael sts., 1st and 3d Sunday mornings.  
J. B. Webster, Palmetto st. near Lawrence st. . . . . Master  
J. F. McDonnell, 463 S. Lawrence st. . . . . Secretary  
J. F. McDonnell, 463 S. Lawrence st. . . . . Collector  
C. C. Redwood, L. & N. Shops . . . . . Receiver  
J. F. McDonnell, 463 S. Lawrence st. . . . . Mag. Agent
- 278. WHITE BREAST; Laredo, Texas.**  
Meets in K. P. Hall, cor. Convent and Farragut sts., 1st and 3d Sundays at 7:30 P. M.  
J. H. Mahlin, Mex. Nat'l Shops . . . . . Master  
Ed. Chamberlain, Box 108 . . . . . Secretary  
J. B. G'Sell, Mex. Nat'l Shops . . . . . Collector  
Ed. Chamberlain, Box 108 . . . . . Receiver  
Ed. Chamberlain, Box 108 . . . . . Magazine Agent
- 279. MONTE SANO; Tusculum, Ala.**  
Meets in Pythian Hall every Saturday evening.  
J. W. Smith . . . . . Master  
H. H. Burkhardt . . . . . Secretary  
Jno. Farr . . . . . Collector  
H. H. Burkhardt . . . . . Receiver  
J. M. Kirby . . . . . Magazine Agent
- 280. OZARK; Thayer, Mo.**  
Meets in Boyd's Hall, cor. 2d and Chestnut sts. every Wednesday at 7 P. M.  
C. P. Stevens, Box 143 . . . . . Master  
R. M. Slaughter, Box 124 . . . . . Secretary  
H. N. Powell, L. Box 8 . . . . . Collector  
J. W. Lewis, L. Box 9 . . . . . Receiver  
J. H. Kellner . . . . . Magazine Agent
- 281. MISSION; Yoakum, Texas.**  
Meets in K. of P. Hall every Wednesday at 7:30 P. M.  
O. L. Kinsley, Box 28 . . . . . Master  
J. F. Massey, Box 179 . . . . . Secretary  
Thos. Smith, Box 38 . . . . . Collector  
Jas Covert, Box 38 . . . . . Receiver  
E. E. Potillo, Box 38 . . . . . Magazine Agent
- 282. BURNSIDE; Mt. Carmel, Ill.**  
Meets in Union Hall every Thursday evening.  
J. D. Devore . . . . . Master  
J. K. Hutcheson . . . . . Secretary  
C. H. Tenneyson . . . . . Collector  
W. M. Birkitt . . . . . Receiver  
Henry Voigt . . . . . Magazine Agent
- 283. LACKAWANNA; Great Bend, Pa.**  
Meets in Roosa Hall 2d and 4th Sundays at 2:30 P. M.  
A. M. Silker, Hallstead . . . . . Master  
Elwood Edinger . . . . . Secretary  
W. B. Trowbridge, Hallstead . . . . . Collector  
S. H. Wells, Hallstead . . . . . Receiver  
Richard Barber, Hallstead . . . . . Magazine Agent
- 284. KLM CITY; New Haven, Conn.**  
Meets in Elk's Hall, 852 Chapel st., 1st and 3d Sundays.  
W. H. Norton, 63 Hulbut st. . . . . Master  
J. H. Kenney, 196 Cedar st. . . . . Secretary  
Louis Bassmier, 131 Spring st. . . . . Collector  
K. A. Hishop, 140 Park st. . . . . Receiver  
J. W. Kenney, 119 Putnam st. . . . . Magazine Agent
- 285. CHARTER OAK; Hartford, Conn.**  
Meets in Bliss Hall, cor. Pratt and Main sts., 2d and 4th Sundays.  
D. C. Vanderburgh, E. Hartford . . . . . Master  
F. S. Fish, 27 Pavilion st. . . . . Secretary  
J. H. Osmond, 18 Walnut st. . . . . Collector  
Henry Vanderburgh, E. Hartford . . . . . Receiver  
F. S. Fish, 27 Pavilion st. . . . . Magazine Agent
- 286. MAGINAW VALLEY; Nardinaw E. S., Mich.**  
Meets in B. of L. E. Hall, 2d and 4th Sundays.  
Geo. Mc-Nicoll, N. 6th st. . . . . Master  
Alfred Bush, 110 Dwight st. . . . . Secretary  
Jas. Killen, 712 N. 5th st. . . . . Collector  
J. H. Abrahams, care F. & P. M. Eng. House . . . . . Receiver  
J. H. Abrahams, care F. & P. M. Eng. House . . . . . Magazine Agent
- 287. ALTOONA; Altoona, Pa.**  
Meets in Couch's Hall, 11th ave. and 13th st. 2d and 4th Sundays  
F. A. Davis, 2406 11th ave. . . . . Master  
J. B. Fogle, 1819 Union ave. . . . . Secretary  
J. J. Anthony, Box 185 . . . . . Collector  
W. J. Buhr, 1003 Br'ige st. . . . . Receiver  
J. B. Fogle, 1819 Union ave. . . . . Magazine Agent
- 288. EMMET; Eatherville, Iowa.**  
Meets in Masonic Hall, 1st Tuesday and 3d Monday  
A. L. Houltsouser, Box 5 . . . . . Master  
P. J. Sullivan, Box 48 . . . . . Secretary  
A. L. Houltsouser, Box 5 . . . . . Collector  
Wm. McArde, Box 109 . . . . . Receiver  
C. V. Pendergast . . . . . Magazine Agent
- 289. MT. LOOKOUT; Chattanooga, Tenn.**  
Meets in B. of L. E. Hall, 1st, 3d and 5th Tuesdays at 7:30 P. M., and 2d and 4th Tuesdays at 2 P. M.  
Lyle Johnson, Box 266 . . . . . Master  
J. D. Brown, Box 266 . . . . . Secretary  
J. D. Brown, Box 266 . . . . . Collector  
R. M. Smith, Box 266 . . . . . Receiver  
R. M. Smith, Box 266 . . . . . Magazine Agent
- 290. MARION; Hannibal, Mo.**  
Meets in A. O. U. W. Hall, cor. Main and Broadway, 2d and 4th Sundays at 2 P. M.  
J. S. Ott, 312 Center st. . . . . Master  
Jno. Hyde, 421 Hill st. . . . . Secretary  
J. T. Hart, 416 Washington st. . . . . Collector  
J. T. Hart, 416 Washington st. . . . . Receiver  
John Hyde, 421 Hill st. . . . . Magazine Agent
- 291. ATLANTIC; Brooklyn, N. Y.**  
Meets in Triangle Hall, Halsey st. and Broadway, 1st and 3d Sundays at 8 P. M. and 2d and 4th Sundays at 10 A. M.  
J. H. Dalky, Railroad ave near Jamaica ave . . . . . Master  
Jno. Scully, 5 Fanchon Place . . . . . Secretary  
Wm. Young, 41 Williams st. . . . . Collector  
Lawrence Donohue, 250 47th st. . . . . Receiver  
J. M. Kuhn, 260 Cleveland st. . . . . Magazine Agent
- 292. J. L. HARRIS; East Grand Fork, Minn.**  
Meets in Brotherhood Hall 2d Saturday at 7:30 P. M. and 4th Sunday at 1:30 P. M.  
Mark Purcell, L. Box 20 . . . . . Master  
Alex. Thomson, L. Box 20 . . . . . Secretary  
Geo. Clifton, L. Box 20 . . . . . Collector  
T. E. Frost, L. Box 20 . . . . . Receiver  
J. J. Best . . . . . Magazine Agent

**293. LAFAYETTE; Marion, Iowa.**

Meets in A. O. U. W. Hall, 1st Monday at 9 A. M.  
and 3d Sunday at 2:30 P. M.  
C. A. Millerke, Box 155 . . . . . Master  
J. W. Johnston, Box 347 . . . . . Secretary  
S. E. Anson, Box 24 . . . . . Collector  
J. W. Humble, Box 221 . . . . . Receiver  
C. M. Johnston . . . . . Magazine Agent

**294. OHIO RIVER; Huntington, W. Va.**

Meets in Roxley Hall, every Friday at 7 P. M.  
A. M. Haight . . . . . Master  
J. E. Persinger, 1840 8th ave . . . . . Secretary  
L. M. Loudon . . . . . Collector  
W. T. Henley, 1323 6th ave . . . . . Receiver  
M. A. Quinlaw, 706 6th ave . . . . . Magazine Agent

**295. U. S.; Davenport, Iowa.**

Meets in A. O. U. W. Hall 1st and 3d Sundays.  
J. A. Clapper, 3045 5th ave., Rock Island, Ill. . . . . Master  
J. V. Cunningham, 216 E. 6th st. . . . . Secretary  
J. V. Cunningham, 216 E. 6th st. . . . . Collector  
Thos. Stapleton, 306 E 9th st. . . . . Receiver  
Jerry Mansfield, 2528 6th ave, Rock Island, Ill. . . . . Magazine Agent

**296. LEON RANGE; West Superior, Wis.**

Meets in A. O. U. W. Hall, Agen Block, 2d and 4th Sundays at 2:30 P. M.  
F. J. Smith, 1616 Oaks ave . . . . . Master  
E. E. Taylor, 1913 11th st N. . . . . Secretary  
Geo. Leek, 514 Ogden ave . . . . . Collector  
T. K. Taylor, 1913 11th st N. . . . . Receiver  
B. W. Pink, 2316 22d st. . . . . Magazine Agent

**297. CLARK; Jeffersonville, Ind.**

Meets in Becht Hall, every Sunday at 9 A. M.  
J. D. Bigelow, 256 E. Maple st. . . . . Master  
J. E. Northam, 277 E. Chestnut st. . . . . Secretary  
Christopher Sellmer, 234 Mechanic st. . . . . Collector  
W. H. Phillips . . . . . Receiver  
F. A. Hutcherson, 113 E Maple st. . . . . Mag. Agent

**298. SNOW FLAKE; Glasgow, Mont.**

Meets in B. R. T. Hall 2d and 4th Saturdays.  
Alex. McLaughry . . . . . Master  
Chas. Mason . . . . . Secretary  
J. W. Hoffman . . . . . Collector  
R. J. Kane . . . . . Receiver  
J. O'Neill . . . . . Magazine Agent

**299. CENTRAL OHIO; Crestline, Ohio.**

Meets in Engineers' Hall every Wednesday at 7 P. M.  
F. M. Johnson, Alliance . . . . . Master  
H. F. Cotner . . . . . Secretary  
W. J. Wise . . . . . Collector  
O. W. Reed, Box 93 . . . . . Receiver  
Adam Wertenberger, Alliance . . . . . Magazine Agent

**300. HARBOR CITY; Michigan City, Ind.**

Meets in Amon Lodge, cor. Franklin and 6th sts  
2d and 4th Sundays at 2 P. M.  
W. P. Pickett, 112 Michigan st . . . . . Master  
C. F. LaFlare, 301 1/2 Franklin st . . . . . Secretary  
C. C. Holtgreen, 223 W 7th st . . . . . Collector  
Frank Smotzer, 121 E Boston st . . . . . Receiver  
C. C. Holtgreen, 223 W 7th st. . . . . Magazine Agent

**301. GREEN MOUNTAIN; Lyndonville, Vt.**

Meets in Engineers' Hall 1st and 3d Sundays at  
10 A. M. and 2d Friday at 7 P. M.  
A. C. Eastman . . . . . Master  
W. M. Weeks . . . . . Secretary  
D. W. Oakley . . . . . Collector  
W. M. Weeks . . . . . Receiver  
G. O. Fowler . . . . . Magazine Agent

**302. TOUGHIGHENY; Connellsville, Pa.**

Meets in Reisinger's Hall 2d and 4th Sundays at  
2 P. M.  
Edw. Stevens . . . . . Master  
W. A. Wallace, Box 324 . . . . . Secretary  
J. J. Kelly, Box 386 . . . . . Collector  
J. J. Kelly, Box 386 . . . . . Receiver  
W. A. Wallace, Box 321 . . . . . Magazine Agent

**303. VILLA PARK; Streator, Ill.**

Meets in Union Hall, 127 N. Bloomington st., 2d  
and 4th Tuesdays at 7:30 P. M.  
J. J. Corcoran, 709 N Park st . . . . . Master  
Milford Rathbun, 806 Johnson st . . . . . Secretary  
Moses Cantlin, 112 N Broadway . . . . . Collector  
Frank Shonts . . . . . Receiver  
Chas. Boyler, 109 Stanton st. . . . . Magazine Agent

**304. THREE BRANCH; Argenta, Ark.**

Meets in Vogel Bros' Hall, cor. Newton ave. and  
Beulah st. every Tuesday evening at 7:30 P. M.  
H. H. Cole, Box 124 . . . . . Master  
A. H. Andrews, Box 147 . . . . . Secretary  
C. W. McDonnell, L. Box 260 . . . . . Collector  
A. H. Andrews, Box 147 . . . . . Receiver  
C. D. Craig . . . . . Magazine Agent

**305. UNWIN; Rat Portage, Ontario.**

Meets in Garfield Hall every Wednesday even-  
ing.  
Jno. Bosman, Box 142 . . . . . Master  
Russell Woods . . . . . Secretary  
Jos. McMillan . . . . . Collector  
F. C. Munt . . . . . Receiver  
J. W. Wilson . . . . . Magazine Agent

**306. GRANITE STATE; Concord, N. H.**

Meets in Temple of Honor 2d Saturday at 7:30 P.  
M. and 4th Sunday at 4:30 P. M.  
I. O. Mathews, 13 Fremont st . . . . . Master  
F. E. Kenney, 38 Franklin st . . . . . Secretary  
J. J. Lane, 23 Thompson st . . . . . Collector  
E. B. Chandler, 22 West st . . . . . Receiver  
J. M. Donovan, 5 Grove st . . . . . Magazine Agent

**307. HAMPDEN; Springfield, Mass.**

Meets in Crescent Hall, 1st and 3d Sundays.  
E. C. Pierce, L. Box 987 . . . . . Master  
E. F. French, 29 Gray ave . . . . . Secretary  
E. C. Pierce, L. Box 987 . . . . . Collector  
E. E. Dunham, 63 Auburn st. . . . . Receiver  
F. B. Child, 9 Greenwood st . . . . . Magazine Agent

**308. SANTA ROSA; Porfiorio Diaz, Mexico.**

Meets in Firemen's Hall every Sunday at 2:30 P.  
M.  
A. J. Archer, Box 109, Eagle Pass, Tex. . . . . Master  
G. P. Jennings, Box 109, Eagle Pass, Tex. . . . . Secretary  
T. C. Larson, Box 109, Eagle Pass, Tex. . . . . Collector  
Henry Scheyer, Box 109, Eagle Pass, Tex. . . . . Receiver

Henry Scheyer, Box 109, Eagle Pass, Tex. . . . . Magazine Agent

**309. BARTHOLDI; Long Island City, N. Y.**

Meets in Schwallenberg's Hall, 2d Monday and  
4th Saturday.  
W. H. Smith . . . . . Master  
W. E. Thursby, Thomaston . . . . . Secretary  
Patrick Mahoney, Inwood . . . . . Collector  
A. H. Rauffe, 22 Jackson ave . . . . . Receiver  
Jos. Cole, Kent st, Greenpoint, L.I., Mag. Agent

**310. CHESTNUT RIDGE; Derry Station, Pa.**

Meets in I. O. O. F. Hall, 2d and 4th Saturdays.  
T. S. Krepps . . . . . Master  
D. M. Gipson . . . . . Secretary  
D. M. Schott . . . . . Collector  
G. B. Meyers . . . . . Receiver  
C. F. Shirey . . . . . Magazine Agent

**311. BELLE PLAINE; Belle Plaine, Iowa.**

Meets in Firemen's Hall 1st and 3d Sundays.  
W. W. Elliott . . . . . Master  
G. H. Wills . . . . . Secretary  
W. A. Knights . . . . . Collector  
Edw. Zimmerman . . . . . Receiver  
M. A. Quigley . . . . . Magazine Agent

**312. MOUNT SHASTA; Danvers, Cal.**

Meets in K. P. Hall alternate Mondays at 7:30 P.M.  
A. W. Cole . . . . . Master  
H. L. Walther, Box 70 . . . . . Secretary  
H. L. Walther, Box 70 . . . . . Collector  
G. E. Schuler . . . . . Receiver  
W. D. McDonald . . . . . Magazine Agent

**313. KAW VALLEY; Armourdale, Kan.**

Meets in Melville Hall, 2d and 4th Mondays at 8  
P. M.  
E. B. Noggle, 624 S. 7th st., Kansas City . . . . . Master  
David Cronen, 217 N. 7th st., Kansas City . . . . . Secretary  
B. L. Klingmann, Box 556 Junction City . . . . . Collector

W. D. Robbins, 618 St. Paul st., Kansas City . . . . . Receiver  
H. W. Evans, 22 Perry sq., Kansas City . . . . . Magazine Agent

**314. GRAND FORKS; Grand Forks, North Dakota.**

Meets in Odd Fellows Hall, cor. 4th st and Kitt-  
son ave. 1st Sunday at 2 P. M. and 3d Sunday at  
7:30 P. M.  
J. M. Hamm, L. Box 114 . . . . . Master  
I. O. Olson, L. Box 114 . . . . . Secretary  
Abraham McMahon, L. Box 114 . . . . . Collector  
Geo. Thomson, L. Box 114 . . . . . Receiver  
G. A. Withey, 307 N. 4th st . . . . . Mag. Agent

**315. TROY CITY; Green Island, N. Y.**

Meets in Odd Fellows' Hall, 285 River st., Troy,  
2d and 4th Sundays at 2 P. M.  
E. A. Coyne, 275 9th st, Troy . . . . . Master  
Jno. Willetts, 473 9th st., Troy . . . . . Secretary  
Christopher Haverly, 67 Hudson ave. . . . . Collector  
J. M. Williams, 825 River st, Troy . . . . . Receiver  
Fred Levens, 1 Cannon st. . . . . Magazine Agent

- 316. OMEGA; Buffalo, N. Y.**  
Meets in Yox's Hall, Howard and Walton sts.,  
1st and 3d Mondays.  
Allen Nicol, 270 Fillmore ave . . . . . Master  
G. M. Petrie, 459 Eagle st . . . . . Secretary  
H. A. Smith, 187 Jefferson st . . . . . Collector  
J. J. Kinney, 31 Walter st . . . . . Receiver  
H. A. Smith, 187 Jefferson st . . . . . Magazine Agent
- 317. WELCOME HOME; Henderson, Ky.**  
Meets in I. O. O. F. Hall, every Sunday at 2 P. M.  
Harry Henry, 818 1st st . . . . . Master  
P. J. Kramer, L., St. L. & T. Ry. . . . . Secretary  
E. H. Zirkel, L. St. L. & T. shops, Clover  
port . . . . . Collector  
T. J. Cutts, 1009 1st st . . . . . Receiver  
J. P. Shoemaker, care O. V. R. R. Magazine Agent
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.**  
Meets in Feer's Hall 1st and 3d Mondays at 7:30  
P. M.  
G. F. Kane, Versailles . . . . . Master  
J. C. Fitzsimmons, 234 2nd ave . . . . . Secretary  
J. H. Nelville, 43 Renova st . . . . . Collector  
W. H. Rosenlieb, 683 Lytle st . . . . . Receiver  
J. H. Nelville, 43 Renova st . . . . . Magazine Agent
- 319. MOUNT MORIAH; Philadelphia, Pa.**  
Meets in Mt. Moriah Hall, 63d st and Woodland  
ave. every Saturday at 7:30 P. M.  
Rush Gramm, 60th & Woodland ave . . . . . Master  
J. E. Sentman, 59th st & Woodland ave, Secretary  
Jefferson Miller, 124 E 13th st, Chester. Collector  
W. D. Lewis, 205 York st, Camden, N. J. Receiver  
G. W. Coyle, 1419 S. 50th st., West Phila-  
delphia . . . . . Magazine Agent
- 320. ARBITRATION; East St. Paul, Minn.**  
Meets in Wild Block, 7th and Bradley sts, 1st Sun-  
day at 2:30 P. M., and 3d Wednesday at 7:30 P. M.  
Warner Snyder, 702 Preble st . . . . . Master  
W. L. Works, 597 Sims st., St. Paul . . . . . Secretary  
W. L. Works, 597 Sims st., St. Paul . . . . . Collector  
C. L. Work, 911 Lawson st., St. Paul . . . . . Receiver  
F. E. Davidson, White Bear Lake . . . . . Mag. Agent
- 321. SNOW DRIFT; Chapeau, Ont.**  
Meets in Firemen's Hall, every Monday at 8 P. M.  
Thos. Burt, Box 112 . . . . . Master  
W. L. Loomis . . . . . Secretary  
Kenneth McRae, Box 115 . . . . . Collector  
Jas. Rose . . . . . Receiver  
W. M. Measor . . . . . Magazine Agent
- 322. JULIEN; Dubuque, Iowa.**  
Meets in Stultz Hall, S. E. cor 25th and Jackson  
sts., 1st and 3d Mondays at 7:30 P. M.  
G. H. Kirkland, 2351 Washington st. . . . . Master  
J. F. Welsh, 24th and Jackson sts. . . . . Secretary  
Nelson Gibbs, 3308 Jackson st. . . . . Collector  
Wm. Sheridan, cor. 26th st and Couler ave, . . . . . Receiver  
J. W. Robinson, 2998 Couler ave, Magazine Agent
- 323. MUNCOGEE; Columbus, Ga.**  
Meets in Odd Fellows' Hall, 1st ave, bet. 10th  
and 11th sts, 1st and 3d Sundays at 11:30 A. M.  
G. F. Castleberry, 907 4th ave . . . . . Master  
G. E. Wilhelm, 418 10th st . . . . . Secretary  
E. L. Corley, 841 10th ave . . . . . Collector  
G. E. Wilhelm, 418 10th st . . . . . Receiver  
E. L. Corley, 841 10th ave . . . . . Magazine Agent
- 324. SOUTHERN CROSS; Gainesville, Texas.**  
Meets in K. of L. Hall every Tuesday at 8 P. M.  
J. D. Varner . . . . . Master  
B. M. Samuels, 1111 N Laumies st. . . . . Secretary  
J. H. Garmany . . . . . Collector  
J. D. Varner . . . . . Receiver  
Dan Murphy, 510 Cotton st. . . . . Magazine Agent
- 325. SATILLA; Way Cross, Ga.**  
Meets in B. of L. E. Hall 2d and 4th Sundays. at  
2 P. M.  
G. W. Barnes . . . . . Master  
Chas. Conrad . . . . . Secretary  
N. M. Duncan . . . . . Collector  
N. M. Duncan . . . . . Receiver  
E. G. Poiree . . . . . Mag. Agent
- 326. FOLWELL; Bradford, Pa.**  
Meets in G. A. R. Hall 1st and 3d Sundays at 2:30  
P. M.  
C. F. Colligan, 1 Thompson ave. . . . . Master  
C. H. Alger, 16 Pike st. . . . . Secretary  
G. F. Clough, 59 Davis st. . . . . Collector  
G. F. Clough, 59 Davis st. . . . . Receiver  
Frank Schoolmaster, 51 Jefferson st. Mag. Agent
- 327. SILVER MOUNTAIN; Needles, Cal.**  
Meets in B. of L. E. Hall every Saturday at 8 P. M.  
J. A. Stout . . . . . Master  
Harry Ringham . . . . . Secretary  
L. H. Fitch . . . . . Collector  
W. H. Rogers, Box 216 . . . . . Receiver  
J. F. Taylor, Box 40 . . . . . Magazine Agent
- 328. SPANISH PEAKS; La Junta, Colo.**  
Meets in Manley's Hall 1st and 3d Thursdays at  
2 P. M., 2d and 4th Thursdays at 7 P. M.  
J. A. Martin . . . . . Master  
W. G. Thompson . . . . . Secretary  
C. T. Walker . . . . . Collector  
J. B. McChesney . . . . . Receiver  
J. R. Holm . . . . . Magazine Agent
- 329. BELVIDERE; Belvidere, Ill.**  
Meets in I. O. O. F. Hall 1st and 3d Sundays at  
2 P. M.  
M. M. Silvius . . . . . Master  
E. E. Difford . . . . . Secretary  
C. H. Williams . . . . . Collector  
J. W. Lyon . . . . . Receiver  
M. P. Plane, Box 712 . . . . . Magazine Agent
- 330. RIVER VIEW; Kansas City, Kansas.**  
Meets in Chamber of Commerce Hall, 1st and 3d  
Thursdays at 7:30 P. M.  
S. M. Davenport, 559 Park ave . . . . . Master  
C. H. Smelser, 568 Park ave . . . . . Secretary  
F. W. Fisher, 605 Splitlog ave . . . . . Collector  
C. H. Smelser, 568 Park ave . . . . . Receiver  
Henry Eavers, M. P. freight house, Omaha,  
Neb . . . . . Magazine Agent
- 331. CHICAGO BELT LINE; Auburn Junction, Ill.**  
Meets in Berndt's Hall 1st and 3d Mondays at  
8:30 P. M.  
Matthew Bauer, South Englewood . . . . . Master  
E. F. Beckler, Box 73, South Englewood Secretary  
S. H. Lucas, South Englewood . . . . . Collector  
W. E. Boyle, South Englewood . . . . . Receiver  
W. J. Kershau, Box 82, South Englewood,  
Magazine Agent
- 332. STONE MOUNTAIN; Augusta, Ga.**  
Meets in K. P. Hall, cor. Broad and Jackson sts.,  
1st and 3d Sundays.  
G. E. Florence, 1342 May ave . . . . . Master  
E. J. Graham, 461 Taylor st . . . . . Secretary  
O. M. Burch, 427 Walker st . . . . . Collector  
G. E. Florence, 1342 May ave . . . . . Receiver  
Magazine Agent
- 333. FAIRMOUNT; Philadelphia, Pa.**  
Meets in Erickson's Hall, 3947 Lancaster ave,  
alternate Wednesdays at 8 P. M.  
H. E. Stirling, 3806 Atlanta st . . . . . Master  
W. H. Elliott, 3830 Linwood st, W. Phila-  
delphia . . . . . Secretary  
H. B. Howter, 2835 Linwood st . . . . . Collector  
J. A. Boehm, 3818 Parrish st . . . . . Receiver  
C. H. Maul, 830 N. 40th st . . . . . Magazine Agent
- 334. LONG DOUBLER; East Syracuse, N. Y.**  
Meets in Masonic Hall every Tuesday at 7:30  
P. M.  
C. H. Smith . . . . . Master  
Isaac West . . . . . Secretary  
P. M. Joslin . . . . . Collector  
Isaac West . . . . . Receiver  
G. W. Studer . . . . . Magazine Agent
- 335. SAINT ADOLPHUS; Hochelaga, Canada.**  
Meets in B. of L. F. Hall alternate Mondays. at  
8 P. M.  
J. G. A. Brzeau, 83 Moreau st . . . . . Master  
Thos. Foley, 19 Archambault Block,  
Montreal . . . . . Secretary  
Arcade Langlois, 266 Desiry st . . . . . Collector  
J. G. A. Brzeau, 83 Moreau st . . . . . Receiver  
Maurice Cody, 305 Statecona ave . . . . . Mag. Agent
- 336. FALL RIVER; Neodesha, Kansas.**  
Meets in Pierce's Hall, 2d and 4th Tuesdays at  
3:30 P. M.  
J. A. Miner . . . . . Master  
J. R. Young . . . . . Secretary  
I. K. Herrold . . . . . Collector  
Edw. Gray . . . . . Receiver  
J. A. Miner . . . . . Magazine Agent
- 337. BIG FOUR; Kansas City, Mo.**  
Meets at 21st and Drapp st, alternate Tuesday  
evenings.  
Benj. McClellan, 1725 Jarboe st . . . . . Master  
C. T. Largent, 1639 Madison ave . . . . . Secretary  
N. F. Clough, 1812 Holly st . . . . . Collector  
Frank Dickens, 1311 Reservoir ave . . . . . Receiver  
J. D. Gould, 1735 Jarboe st. . . . . Magazine Agent
- 338. WEST BRANCH; Renovo, Pa.**  
Meets in Spangler's Hall, cor. 6th st. and Huron  
ave. 1st and 3d Sundays at 1:30 P. M.  
L. L. Smart . . . . . Master  
Hector Hughes . . . . . Secretary  
Fred Kerby . . . . . Collector  
Fred Kerby . . . . . Receiver  
O. W. Long, Google . . . . . Magazine Agent

- 339. RED MOUNTAIN; Birmingham, Ala.**  
Meets in Jackson Hall, 3d ave., every Tuesday at 8 P. M.  
W. O. McArdle, K. C. M. & B. R'd House Master  
J. G. Hardy, Fleming House, 18th st. Secretary  
and 42d ave. . . . .  
W. H. Davidson, L. & N. shops . . . . . Collector  
J. J. Dana, 2500 1st st. . . . . Receiver  
F. O. Harvey, K. C. M. & B. Rd. House Magazine Agent
- 340. STAR OF THE WEST; Newton, Kansas.**  
Meets in Engineer's Hall, 1st Thursday evening and 3d Sunday at 2 P. M.  
W. H. Neeld, 217 W 5th st. . . . . Master  
J. H. Julian, 417 N. 10th st. . . . . Secretary  
P. D. Benfer, 612 E 2d st. . . . . Collector  
Henry Jack, 215 W 5th st. . . . . Receiver  
H. E. Cox, 1029 S. Water st., Wichita Magazine Agent
- 341. GOLD RANGE; Donald, B. C.**  
Meets in Firemen's Hall 1st and 2d Wednesdays, and 3d and 4th Sundays.  
H. J. McSorley . . . . . Master  
Thos. Needham . . . . . Secretary  
J. J. Nealon . . . . . Collector  
Robt. Somes, Kamloops . . . . . Receiver  
A. J. Brandrett . . . . . Magazine Agent
- 342. CASCADE; Medicine Hat, Northwest Ter.**  
Meets in Colter's Hall, 2d Wednesday and 4th Thursday.  
Wm. Rutherford, Box 102 . . . . . Master  
Philip Hamel, Box 102 . . . . . Secretary  
Jas. Smeaton . . . . . Collector  
Jas. Canty, Box 102 . . . . . Receiver  
W. S. Brears . . . . . Magazine Agent
- 343. NEW STATE; Lima, Montana.**  
Meets in Bailey's Hall every Wednesday at 7:30 P. M.  
W. A. Wilson . . . . . Master  
Ellsworth Dilsaver . . . . . Secretary  
W. A. Wilson . . . . . Collector  
A. T. Butler . . . . . Receiver  
D. A. King . . . . . Magazine Agent
- 344. LAS ANIMAS; Trinidad, Colo.**  
Meets at Odd Fellow's Hall 1st and 3d Saturdays.  
G. W. Miller, U. P. shops . . . . . Master  
H. B. Garvin, Box 406 . . . . . Secretary  
W. K. Hedges, Box 584 . . . . . Collector  
W. F. Bender, U. P. shops . . . . . Receiver  
Albert Butler, cor. Chacon st. and London ave. Magazine Agent
- 345. FRONT END; Paris, Texas.**  
Meets in Public Square, 1st and 3d Saturday at 7:30 P. M.  
C. B. Vannasdale, W Sherman st. . . . . Master  
M. N. Mishler, 318 So Wright st. . . . . Secretary  
A. J. Riggins . . . . . Collector  
M. N. Mishler, 318 So. Wright st., Magazine Agent Receiver
- 346. FLOWERY LAND; Pensacola, Florida.**  
Meets in Rutherford's Hall 1st and 3d Mondays.  
F. T. Martin, L. & N. Shops . . . . . Master  
J. E. Lawless, 416 E. Wright st. . . . . Secretary  
J. B. Ross, L. & N. shops . . . . . Collector  
H. A. Smith, 819 E Belmont st. . . . . Receiver  
E. J. Amos, L & N shops . . . . . Magazine Agent
- 347. COKE KING; Scottsdale, Pa.**  
Meets in I. O. O. F. Hall alternate Sundays.  
S. F. Scheivley . . . . . Master  
G. A. Myers . . . . . Secretary  
Herbert Crippen . . . . . Collector  
G. A. Jackson . . . . . Receiver  
H. M. Kinkead . . . . . Magazine Agent
- 348. BLUE MOUNTAIN; La Grande, Oregon.**  
Meets in K. P. Hall every Wednesday at 2 P. M.  
H. M. Wall . . . . . Master  
F. E. Herr . . . . . Secretary  
J. W. Byrnes . . . . . Collector  
F. K. Herr . . . . . Receiver  
Jay Thompson . . . . . Magazine Agent
- 349. HUDSON RIVER; Union Hill, N. J.**  
Meets in Concordia Hall, 225 Bergenline ave., 2d and 4th Sundays.  
J. H. Lee, New Durham . . . . . Master  
J. J. Lawless, New Durham . . . . . Secretary  
J. J. Lawless, New Durham . . . . . Collector  
Henry Poyton, Box 2, New Durham . . . . . Receiver  
O. O. Ostrum, New Durham . . . . . Mag. Agent
- 350. JAMES DONNELLY; Perth Amboy, N. J.**  
Meets in Lyceum Hall, Smith st, 2d and 4th Sundays.  
Jno. Jones, 141 Washington st. . . . . Master  
B. B. Sheets, 209 Washington st. . . . . Secretary  
J. B. Voorhees, 14 William st. . . . . Collector  
T. R. Mertz, Broad st. . . . . Receiver  
Jno. Fahey, 31 N. 1st st. . . . . Magazine Agent
- 351. HOME; White Haven, Pa.**  
Meets in Odd Fellows' Hall 2d and 4th Sundays.  
G. S. Helmbach . . . . . Master  
M. J. Costello . . . . . Secretary  
N. M. Smith . . . . . Collector  
J. N. Deterline . . . . . Receiver  
Robert Bush . . . . . Magazine Agent
- 352. CHAMPLAIN; St. Albans, Vt.**  
Meets in Engineers' Hall, 1st and 3d Sundays at 1:45 P. M. and 4th Monday at 7:45 P. M.  
J. H. Sweeney, 10 Bishop st. . . . . Master  
J. W. Murphy, 19 Cedar st. . . . . Secretary  
T. H. Rooney, Center st. . . . . Collector  
C. P. Kelly, 33 Diamond st. . . . . Receiver  
M. C. Foster, 22 Bishop st. . . . . Magazine Agent
- 353. MARBLE CITY; Rutland, Vt.**  
Meets in Pythian Hall, cor. Wales and Centre sts., 1st and 3d Sundays.  
W. R. McQuirk, 96 State st. . . . . Master  
Wm. Connell, 143 West st. . . . . Secretary  
Jno. Corcoran, 57 River st. . . . . Collector  
F. H. Earle, 22 Howe st. . . . . Receiver  
F. E. Bixby, 30 Howe st. . . . . Magazine Agent
- 354. HOBOKEN; Hoboken, N. J.**  
Meets in Bernitt's Hall, 1st and Bloomfield sts., 2d and 4th Saturdays at 8 P. M.  
Patrick Ash, South Orange . . . . . Master  
Chris. Dugan, 165 N. 5th st, Newark . . . . . Secretary  
Patrick Ash, South Orange . . . . . Collector  
L. E. Genung, Chatham . . . . . Receiver  
J. R. Bilby, 207 Sussex ave, Newark Magazine Agent
- 355. STONE CITY; Joliet, Ill.**  
Meets in B. of L. F. Hall, 222 Jefferson st., 1st Tuesday at 7:30 P. M. and 3d Sunday at 2:30 P. M.  
Chas. Quinlan, 213 Morgan st. . . . . Master  
Jos. McGrath, 405 S. Chicago st. . . . . Secretary  
P. C. McGuire, 412 S Chicago st. . . . . Collector  
Chas. Quinlan, 213 Morgan st. . . . . Receiver  
J. D. Pollard, 200 N. Eastern ave . . . . . Mag. Agent
- 356. A. R. CAYNER; Lorain, O.**  
Meets at Royal Arcanum Hall, cor. Broadway and Bank st, 1st and 3d Sundays.  
J. O. Hills, 25 Livingston ave . . . . . Master  
M. E. Flynn, L. Box 1144 . . . . . Secretary  
J. R. Schaar, Forest st. . . . . Collector  
E. N. Rapstock . . . . . Receiver  
Magazine Agent
- 357. JUSTICE; Carleton, N. B.**  
Meets in Madras School 1st and 3d Sundays.  
Sam'l Richie, 100 Brussel st., St. John . . . . . Master  
E. W. Griffith, Box 53, Fairville . . . . . Secretary  
W. M. Beateany, Union st., St. John West end . . . . . Collector  
W. A. Smith, Box 35, Fairville . . . . . Receiver  
W. B. Robertson, 88 Orange st, St. John, Magazine Agent
- 358. COOKE; West St. Paul, Minn.**  
Meets in Paul Martin Hall, cor. Colorado and So Wabasha sts, 1st Saturday at 7:45 P. M., 3d Sunday 2:30 P. M.  
Jno. Lynch, 246 Dunedin Terrace, St. Paul, Master  
T. P. Foley, 88 Augusta st. St. Paul . . . . . Secretary  
Patrick Hurleg, 88 Augusta st, St. Paul, Collector  
Jno. Trulander, 516 12th ave. So, Minneapolis . . . . . Receiver  
J. W. Norton, 224 Dunedin Terrace . . . . . Mag. Agent
- 359. BIG FLINT; Wellington, Kansas.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d and 4th Tuesdays at 2 P. M.  
S. H. Barner . . . . . Master  
L. M. Landreth . . . . . Secretary  
J. G. Beard . . . . . Collector  
Louis Brinkmier, . . . . . Receiver  
Harrison Beard . . . . . Magazine Agent
- 360. COLD SPRING; Springfield, Ohio.**  
Meets in Engineers' and Firemen's Hall, E Main st, 1st and 3d Sundays.  
T. E. James, 445 E. Harrison st. . . . . Master  
A. W. Binns, E High st. . . . . Secretary  
H. J. Teagarden, 207 Clifton st. . . . . Collector  
A. W. Binns, E High st. . . . . Receiver  
Lang McGhee, 268 East st . . . . . Magazine Agent

- 361. TRIED AND TRUE; Washington, Ind.**  
Meets in B. of L. E. Hall 1st and 3d Sundays at 2 P. M.  
M. G. Myers, . . . . . Master  
M. E. Wagoner, . . . . . Secretary  
W. H. Cunningham, . . . . . Collector  
M. P. Mooney, . . . . . Receiver  
S. C. Mayes, . . . . . Magazine Agent
- 362. CATABACT; Suspension Bridge, N. Y.**  
Meets in Sons of St. George Hall, cor. Falls and 1st sts, Niagara Falls, 1st and 3d Thursday evenings.  
J. A. Shrimpton, 615 E. Elmwood st., Niagara Falls, . . . . . Master  
A. W. White, Exchange Hotel, . . . . . Secretary  
E. H. Blinco, . . . . . Collector  
Chas. Baker, 524 4th st., Niagara Falls, . . . . . Receiver  
R. J. Pitts, 4th st., Niagara Falls, . . . . . Mag. Agent
- 363. METROPOLITAN; New York, N. Y.**  
Meets in Elite Hall, 139 E. 59th st., 2d and 4th Sundays at 2 P. M.  
F. J. Budway, 599 Morris ave, . . . . . Master  
V. Butterfield, 46 Amsterdam ave, . . . . . Secretary  
M. J. Lynch, Box 481, White Plains, . . . . . Collector  
A. W. Eggleston, White Plains, . . . . . Receiver  
W. J. Murphy, 108 E. 121st st., . . . . . Mag. Agent
- 364. SOUTHERN STAR; Sanford, Fla.**  
Meets in A. O. U. W. Hall, Hotchkiss Block, 1st and 3d Sundays.  
T. S. Moxley, C. J. T. & K. W. R. R., Jacksonville, . . . . . Master  
J. P. Wallace, . . . . . Secretary  
T. D. Stone, Palatka, . . . . . Collector  
A. J. Harvey, . . . . . Receiver  
O. E. Adams, Palatka, . . . . . Magazine Agent
- 365. VIOLET; Bellows Falls, Vt.**  
Meets in Odd Fellows' Hall, 1st and 3d Saturday evenings.  
H. E. Bussey, Box 549, . . . . . Master  
E. F. Whitman, Box 614, . . . . . Secretary  
J. L. Keach, 26 Fulton st., Springfield, Mass, . . . . . Collector  
J. W. Gallagher, Windsor, . . . . . Receiver  
G. A. Hoffman, Box 267, Windsor, . . . . . Mag. Agent
- 366. OASIS; Ogden, Utah.**  
Meets in K. P. Hall every Sunday at 7:30 P. M.  
Henry Ward, Terrace, . . . . . Master  
F. W. Johnston, 2429 Grant ave, . . . . . Secretary  
Sam Walker, Box 372, . . . . . Collector  
M. J. Powers, Terrace, . . . . . Receiver  
T. L. Dwyer, . . . . . Magazine Agent
- 367. MORGAN CRANE; Somerset, Ky.**  
Meets in The Dill Moss Hall, Griffin ave, 1st and 3d Saturday evenings.  
W. L. Manpin, . . . . . Master  
T. R. Harrison, . . . . . Secretary  
G. L. Pfeffer, . . . . . Collector  
Jos. Elliott, Box 61, . . . . . Receiver  
T. J. Heath, . . . . . Magazine Agent
- 368. DEEP WATER; Springfield, Mo.**  
Meets in K. of P. Hall, cor. College and Campbell sts., every Wednesday at 2 P. M.  
David Dingler, Hamilton st, . . . . . Master  
D. H. Diller, 585 W. Pine st, . . . . . Secretary  
V. M. Shoup, . . . . . Collector  
F. B. Squires, L Box 1068, . . . . . Receiver  
C. M. George, 731 W. Scott st., . . . . . Magazine Agent
- 369. WALNUT VALLEY; El Dorado, Kan.**  
Meets in B. of L. E. Hall, cor. Main st and Central ave., every Thursday at 2:30 P. M.  
E. O. Summers, Box 293, . . . . . Master  
J. S. McSpaden, . . . . . Secretary  
G. T. Scott, . . . . . Collector  
E. L. Temple, Box 641, . . . . . Receiver  
G. A. Maxwell, 232 N. Waco st, Wichita, . . . . . Magazine Agent
- 370. NEOSHO VALLEY; Council Grove, Kan.**  
Meets in A. O. U. W. Hall, 2d and 4th Wednesdays.  
A. H. Benson, . . . . . Master  
I. S. Tolbert, . . . . . Secretary  
J. A. Flynn, . . . . . Collector  
C. N. Leeman, Box 271, . . . . . Receiver  
P. S. De Hoff, . . . . . Magazine Agent
- 371. COVENANT; Nevada, Mo.**  
Meets in B. of R. T. Hall, E. Cherry st., 2d and 4th Thursdays at 7:30 P. M.  
W. L. McBride, 1028 E. Locust st, . . . . . Master  
C. T. Callahan, 320 E. Allesen st, . . . . . Secretary  
E. H. Schader, 711 E. Lee st, . . . . . Collector  
Squire Innis, 903 Commercial st, . . . . . Receiver  
C. T. Callahan, 320 E. Allesen st., Magazine Agent
- 372. SIGNAL MOUNT; Big Springs, Texas.**  
Meets at Union Hall every Saturday at 2 P. M.  
F. W. Fabrenkamp, Box 33, . . . . . Master  
Jno. Price, Box 33, . . . . . Secretary  
J. B. Ryan, Box 33, . . . . . Collector  
J. F. Scholz, Box 33, . . . . . Receiver  
Reynold Schwartzbach, Box 33, . . . . . Mag. Agent
- 373. PAWNEE; Fairbury, Neb.**  
Meets in A. O. U. W. Hall 2d and 4th Wednesday at 7:30 P. M.  
L. E. Bagg, Box 208, . . . . . Master  
I. T. Arnold, Box 132, . . . . . Secretary  
T. J. Parrish, . . . . . Collector  
I. T. Arnold, Box 132, . . . . . Receiver  
T. H. Jones, . . . . . Magazine Agent
- 374. McALLISTER; Herington, Kan.**  
Meets in I. O. O. F. Hall, 1st Thursday at 1:30 P. M. and 3d Thursday at 7:30 P. M.  
Jno. Hodgson, Box 158, . . . . . Master  
C. G. Sanborn, . . . . . Secretary  
A. J. Hoatson, . . . . . Collector  
E. H. Henderson, . . . . . Receiver  
A. J. Hoatson, . . . . . Magazine Agent
- 375. FRIENDSHIP; Dayton, Ohio.**  
Meets in K. P. Hall 1st and 3d Sundays.  
M. P. Hoban, 635 E 2d st, . . . . . Master  
E. B. Childs, 133 Center st, . . . . . Secretary  
Elmore Dorman, 269 Valley st, . . . . . Collector  
N. W. Rose, 121 Torrance st, . . . . . Receiver  
Jos. McMichael, 61 Horton st, . . . . . Magazine Agent
- 376. J. H. KIRK; Horton, Kan.**  
Meets in Kemper Hall, cor. Front and Main st., every Monday at 1 P. M.  
G. H. Vansickle, . . . . . Master  
M. E. Clark, . . . . . Secretary  
M. M. Comstock, . . . . . Collector  
Wm. Casey, . . . . . Receiver  
F. C. Laine, . . . . . Magazine Agent
- 377. NICKEL PLATE; Conneaut, Ohio.**  
Meets in Harrington's Hall, cor. State and Chestnut sts, 1st and 3d Tuesdays at 8 P. M. and 2d and 4th Tuesdays at 8 A. M.  
W. S. Simpkins, . . . . . Master  
F. M. Hubbard, Box 154, . . . . . Secretary  
L. C. Melson, Box 716, . . . . . Collector  
O. F. L. Wilkins, Box 596, . . . . . Receiver  
T. E. McGinnis, . . . . . Magazine Agent
- 378. HOLBROOK; Charters, Pa.**  
Meets in Christian Hall, McKees Rocks, every Sunday at 1 P. M.  
Wm. Dixon, McKees Rocks, . . . . . Master  
J. S. Holloway, McKees Rocks, . . . . . Secretary  
J. M. Galbraith, McKees Rocks, . . . . . Collector  
C. L. Hindsale, McKees Rocks, . . . . . Receiver  
S. C. Beeson, McKees Rocks, . . . . . Magazine Agent
- 379. WEAVER; Sayre, Pa.**  
Meets in Fireman's Hall 2d and 4th Sundays at 2 P. M.  
W. E. Preston, 131 Providence st, . . . . . Master  
J. H. Repp, Box 255, . . . . . Secretary  
F. E. Green, . . . . . Collector  
Johnson Walt, Box 218, . . . . . Receiver  
Martin Plumsted, Box 212, . . . . . Magazine Agent
- 380. HUB CITY; Aberdeen, South Dakota.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 1:30 P. M.  
Patrick Grady, Millbank, . . . . . Master  
G. B. Abell, . . . . . Secretary  
Humphrey Davis, . . . . . Collector  
B. F. Slater, . . . . . Receiver  
E. A. Conright, Montevideo, Minn., . . . . . Mag. Agent
- 381. J. W. WALKER; Conemaugh, Pa.**  
Meets in Kullo Hall, Main st., 2d and 4th Mondays at 2:30 P. M.  
P. B. Coy, . . . . . Master  
J. A. Keiper, . . . . . Secretary  
H. A. Horton, . . . . . Collector  
J. L. Williams, Box 16, . . . . . Receiver  
W. F. Stump, . . . . . Magazine Agent
- 382. BETHLESDA; Waukesha, Wis.**  
Meets in Engineers' Hall 1st and 3d Sundays.  
Martin Murray, 200 Main st, . . . . . Master  
Frank Zimmerman, 820 The Strand, . . . . . Secretary  
Wm. Doyle, Sr., 204 Arcadian ave, . . . . . Collector  
Chas. Vrooman, 611 Oakland ave, . . . . . Receiver  
Martin Murray, 200 Main st, . . . . . Magazine Agent
- 383. PETROLEUM; Oil City, Pa.**  
Meets in Trax & Kramer's Hall, alternate Sundays  
Patrick Sheehan, 105 Washington ave, . . . . . Master  
J. R. Cannon, Commercial Hotel, . . . . . Secretary  
W. D. McQuinn, 335 Washington ave, . . . . . Collector  
A. G. Sittig, 36 Grove ave, . . . . . Receiver  
Michael Fahy, 81 Spruce st, . . . . . Magazine Agent



- 384. R. H. WILBUR; Lehighton, Pa.**  
Meets in Beber's Hall, Bank st., 2d and 4th Sundays 2 P. M.  
A. H. Miller, Weissport . . . . . Master  
L. O. J. Strauss . . . . . Secretary  
W. H. H. Plummer, Weissport . . . . . Collector  
Alfred Dreisbach, Weissport . . . . . Receiver  
A. T. Henry, Weissport . . . . . Magazine Agent
- 385. BOWKE CITY; Janesville, Wis.**  
Meets in B. of L. E. Hall 2d Sunday at 2:30 P. M. and 4th Wednesday at 7:30 P. M.  
J. C. Morris, 353 Centre st . . . . . Master  
I. W. Hagar, 259 Centre ave. . . . . Secretary  
J. C. Morris, 353 Centre st . . . . . Collector  
E. H. Erdman, 407 North st . . . . . Receiver  
H. H. St. John, 159 Centre ave . . . . . Magazine Agent
- 386. RAMONA; San Diego, Cal.**  
Meets in K. P. Hall, cor 6th and F. sts., 2d and 4th Sundays at 2 P. M.  
Frank Demaree, 2016 K st. . . . . Master  
T. H. Robertson, Pacific Beach . . . . . Secretary  
C. E. Stewart, 1043 10th st. . . . . Collector  
R. V. Dodge, 5th and D sts . . . . . Receiver  
A. P. Tyler, 1056 3d st. . . . . Magazine Agent
- 387. RED ROCK; Schreiber, Ontario.**  
Meets in B. of L. F. Hall 1st and 3d Sundays at 2:30 P. M.  
P. H. Roemley . . . . . Master  
Jas. Beggs . . . . . Secretary  
Edw. Sale . . . . . Collector  
Harry West . . . . . Receiver  
Allen Davis, C. P. R. R. . . . . Magazine Agent
- 388. PHIL. H. SHERIDAN; Milwaukee, Wis.**  
Meets at Firemen's Hall, 170 Reed st 1st Sunday at 2:30 P. M. and 3d Sunday at 7:30 P. M.  
F. W. Archibald, 190 DeWitt st . . . . . Master  
U. G. Hutchison, 312 National ave . . . . . Secretary  
Nicholas Zehren, 193 Huron st . . . . . Collector  
J. C. Pier, 414 16th ave . . . . . Receiver  
Joe Ennis, 579 Marshall st . . . . . Magazine Agent
- 389. LIVINGSTONE; Chillicothe, Mo.**  
Meets in G. A. R. Hall, east side Public Square, 1st and 3d Sundays.  
J. M. Maybanks, 302 E. Jackson st . . . . . Master  
W. E. Holland, 215 Wise st . . . . . Secretary  
J. W. Supp, Box 68 . . . . . Collector  
Virgil Glone . . . . . Receiver  
H. P. Anderson, Box 68 . . . . . Magazine Agent
- 390. IRON MOUNTAIN; Carondelet, Mo.**  
Meets in Druids' Hall, 7001 So. Broadway, 2d and 4th Tuesdays at 8 P. M.  
E. F. Paul, 7205 S Broadway, 80 St. Louis, Master  
Peter Quinn, 7000 Pennsylvania ave, So St. Louis, Secretary  
Joe Middleton, 7007 S Broadway, 80 St. Louis, Collector  
E. F. Paul, 7205 S Broadway, 80 St. Louis, Receiver  
L. N. Bauer, 7617 Penn avenue, So St. Louis, Magazine Agent
- 391. NAUVOO; Ft. Madison, Iowa.**  
Meets in K. of P. Hall, James Block, 1st and 3d Wednesday evenings and 2d and 4th Wednesday afternoons.  
W. A. Scherfe, 214 3d st . . . . . Master  
H. S. Payne, 2401 Webster st . . . . . Secretary  
F. E. Weisner . . . . . Collector  
S. W. Bower, 306 Hanover st . . . . . Receiver  
Jas. Low, 1906 2d st . . . . . Magazine Agent
- 392. WEST PENN; Blairsville, Pa.**  
Meets in I. O. O. F. Hall every Tuesday at 2 P. M.  
E. A. Wiley, Box 509 . . . . . Master  
J. D. Davis, Box 20 . . . . . Secretary  
L. H. Martin, Box 39 . . . . . Collector  
W. R. Ransom, Cokeville . . . . . Receiver  
F. M. Bennett . . . . . Magazine Agent
- 393. BIG SANDY; Lexington, Ky.**  
Meets in I. O. O. F. Hall, E. Main st, 1st Monday at 7:30 P. M. and 3d Sunday at 2:30 P. M.  
F. W. Collier, 71 S. Upper st . . . . . Master  
T. W. Robertson, 71 S. Upper st . . . . . Secretary  
W. J. Burgess, C. & O. Shops . . . . . Collector  
J. A. Wyant, 101 S. Limestone st . . . . . Receiver  
J. E. Cavins, Clay ave . . . . . Magazine Agent
- 394. PLEASANT VALLEY; Beatrice, Nebraska.**  
Meets in K. of P. Hall, N. Fifth st., every Sunday at 2 P. M.  
E. K. Cole, 809 S. 6th st . . . . . Master  
D. A. McCarter, 1708 E. Ella st . . . . . Secretary  
E. K. Cole, 809 S. 6th st . . . . . Collector  
Henry Cox, Pacific House . . . . . Receiver  
B. F. Eckles, Pacific Hotel . . . . . Magazine Agent
- 395. MILLARD FOSTER; Armourdale, Kan.**  
Meets at 601 Kansas ave., every Thursday at 7:30 P. M.  
Henry Tamblin, L. Box 195 . . . . . Master  
W. F. Remington, L. Box 195 . . . . . Secretary  
Henry Tamblin, L. Box 195 . . . . . Collector  
Thos. Quinn, L. Box 195 . . . . . Receiver  
D. J. Tamblin, L. Box 195 . . . . . Magazine Agent
- 396. TIP TOP; Goodland, Kansas.**  
Meets in R. of L. F. Hall every Monday at 7:30 P. M.  
W. F. Hackett . . . . . Master  
J. R. Morris, L. Box 46 . . . . . Secretary  
L. K. Foster . . . . . Collector  
Welcome Sims . . . . . Receiver  
Wm. Swearingen . . . . . Magazine Agent
- 397. LONG DIVISION; Holsington, Kansas.**  
Meets in Masonic Hall, 1st and 3d Wednesdays, at 2 P. M.  
L. E. Baker . . . . . Master  
C. E. Tindall, Box 42 . . . . . Secretary  
P. U. Day . . . . . Collector  
G. W. Brishby . . . . . Receiver  
F. P. Vaughan, Box 42 . . . . . Magazine Agent
- 398. CONSTANT; Olean, N. Y.**  
Meets in K. O. T. M. Hall alternate Sundays.  
A. F. Johnson, 192 6th st . . . . . Master  
J. W. Cook, Box 1048 . . . . . Secretary  
A. F. Johnson, 192 6th st . . . . . Collector  
J. W. Cook, Box 1048 . . . . . Receiver  
A. F. Johnson, 192 6th st . . . . . Magazine Agent
- 399. CRESCENT CITY; New Orleans, La.**  
Meets in Teutonia Hall, 2d and 4th Thursdays.  
J. M. Gordon, 505 Chartres st . . . . . Master  
W. A. O'Donnell, 164 Laurel st . . . . . Secretary  
B. J. Meyer, 168 Clara st . . . . . Collector  
J. S. Brasill, 35 Locust st . . . . . Receiver  
G. H. Meyer, 168 Clara st . . . . . Magazine Agent
- 400. MARIAS DES CYGNE; Osawatomie, Kan.**  
Meets in Firemen's Hall every Friday at 7:30 P. M.  
E. B. Dorman . . . . . Master  
C. W. Cook, Box 97 . . . . . Secretary  
E. B. Dorman . . . . . Collector  
Jno. Sims . . . . . Receiver  
T. H. Rader . . . . . Magazine Agent
- 401. ITANCA; Two Harbors, Minn.**  
Meets in I. O. O. F. Hall, 2d and 4th Sundays.  
Martin Muth . . . . . Master  
Paul Tingenthal . . . . . Secretary  
Jas. Shea . . . . . Collector  
Paul Tingenthal . . . . . Receiver  
J. H. Olson . . . . . Magazine Agent
- 402. WATER LILY; Water Valley, Miss.**  
Meets in K. of P. Hall, 1st and 3d Thursdays, at 7:30 P. M.  
J. E. Myers . . . . . Master  
Wm. Basma . . . . . Secretary  
Wm. Basma . . . . . Collector  
W. W. Leland . . . . . Receiver  
W. S. Boston . . . . . Magazine Agent
- 403. ELIZABETH; Portsmouth, Va.**  
Meets in Pythian Hall 2d and 4th Sundays.  
J. P. Fitzpatrick, 301 3d st . . . . . Master  
A. W. Locke, 518 Clifford st . . . . . Secretary  
C. E. Burroughs, 1126 Effingham st . . . . . Collector  
A. W. Locke, 518 Clifford st . . . . . Receiver  
P. E. Whitehurst, 25 Dinwiddie st . . . . . Mag. Agent
- 404. GRAVITY; Danmore, Pa.**  
Meets in Swarts Hall, 2d and 4th Sundays at 2 P. M.  
W. H. Jennings . . . . . Master  
C. E. Collins, Box 227 . . . . . Secretary  
J. E. Stuart . . . . . Collector  
D. G. Wescott . . . . . Receiver  
C. E. Collins, Box 227 . . . . . Magazine Agent
- 405. VANDALIA; Effingham, Ill.**  
Meets in K. of H. Hall 2d and 4th Sundays at 2 P. M. and 1st and 3d Sundays at 7:30 P. M.  
W. H. Crise, Box 251 . . . . . Master  
A. J. Cohea, Box 109 . . . . . Secretary  
W. H. Crise, Box 251 . . . . . Collector  
August Underminer, Box 251 . . . . . Receiver  
F. W. Mascher . . . . . Magazine Agent
- 406. THANKSGIVING; Foxburg, Pa.**  
Meets in Odd Fellows' Hall, 1st and 3d Sundays, at 2 P. M.  
G. H. McCleery . . . . . Master  
Albert Conant . . . . . Secretary  
J. D. Healy . . . . . Collector  
W. F. Keefer . . . . . Receiver  
C. E. Rittsby, Google . . . . . Magazine Agent

- 407. PUGET SOUND; Seattle, Wash.**  
Meets in Masonic Hall, cor. Second and Pike streets, 1st and 3d Sundays at 8 P. M.  
F. K. Shipley, C. & P. S. shops . . . Master  
Wm. Clausen, C. & P. S. shops . . . Secretary  
Horatio Selfridge, C. & P. S. shops . . . Collector  
J. H. Gilluly, C. & P. S. shops . . . Receiver  
G. E. Joernst, C. & P. S. Shops . . . Mag. Agent
- 408. CRYSTAL; Jacksonville, Ill.**  
Meets in S. P. & P. H. Hall alternate Sundays at 2 P. M.  
F. P. Drew, 1003 E Lafayette ave . . . Master  
Basil McMillan, 469 East st . . . Secretary  
F. P. Drew, 1003 E. Lafayette ave. . . Collector  
H. T. Benson, 788 E College ave . . . Receiver  
Wm. Norman, 724 N. East st . . . Magazine Agent
- 409. AIR LINE; Princeton, Ind.**  
Meets in Beeler Hall 2d and 4th Sundays at 2 P. M. and 1st and 3d Wednesdays at 7:30 P. M.  
J. W. Hilliard, Box 467 . . . Master  
J. L. Ballard, Box 467 . . . Secretary  
J. M. Kell . . . Collector  
J. W. Hilliard, Box 467 . . . Receiver  
W. H. Shrigley . . . Magazine Agent
- 410. HERBERT P. LITTLEJOHN; Fitchburg, Mass.**  
Meets in G. A. R. Hall 2d and 4th Sundays at 11 A. M.  
Wm. Scott, 58 Pine st. . . Master  
M. H. Cadagan, 93 Cedar st . . . Secretary  
W. B. Hodges, 89 Highland ave. . . Collector  
H. G. Pope, 46 Blossom st . . . Receiver  
Albion Howe, Fitchburg r'd hds . . . Mag. Agent
- 411. WOLVERINE; Marshall, Mich.**  
Meets in G. A. R. Hall, cor. Madison and State sts, 2d and 4th Sundays.  
F. W. Smith . . . Master  
L. S. Johnson . . . Secretary  
Frank West . . . Collector  
F. W. Smith . . . Receiver  
W. T. Owens . . . Magazine Agent
- 412. MT. BAKER; Ellensburg, Wash.**  
Meets in G. A. R. Hall, Cor. 4th and Pearl sts., every Friday at 2:30 P. M.  
W. Y. Theal . . . Master  
H. F. Rowland, Box 496 . . . Secretary  
J. P. Clymer . . . Collector  
Orson Stevenson . . . Receiver  
O. P. Walden, Box 743 . . . Magazine Agent
- 413. TWO REPUBLICS; San Luis Potosi, Mexico.**  
Meets in Firemen's Hall, Calle Morales, 1st and 3d Sundays at 8 P. M.  
Dan'l Nolan . . . Master  
Geo. Richardson, Box 71 . . . Secretary  
Jno. Quinn, Box 71 . . . Collector  
Geo. Richardson, Box 71 . . . Receiver  
J. M. Worsner . . . Magazine Agent
- 414. ADAMANT; St. Louis, Mo.**  
Meets in Masonic Hall, cor Chouteau ave. and Manchester Road, 1st and 3d Mondays at 2 P. M.  
E. J. Fish, 1419 Old Manchester Road . . . Master  
E. W. Keatley, 4222 Norfolk ave . . . Secretary  
J. W. Donahoe, 1204 Old Manchester road . . . Collector  
E. W. Keatley, 4222 Norfolk ave . . . Receiver  
J. F. Brogan, 1131 Tallmage ave. Magazine Agent
- 415. MAYFLOWER; Louisville, Ky.**  
Meets in Market Hall, Shelby st., bet Market and Jefferson sts., every Wednesday at 2 P. M.  
J. T. Reagan, Bicket ave., bet. Story ave and New Main st. . . Master  
Jos. Fitzpatrick, 910 Frankfort ave . . . Secretary  
G. P. Knochs, 1116 11th st . . . Collector  
Jos. Fitzpatrick, 910 Frankfort ave. . . Receiver  
E. R. C. Nashold 1310 Reservoir ave . . . Mag. Agent
- 416. RADIANT; Mahoningtown, Pa.**  
Meets in Smith's Hall 1st Sunday and 3d Tuesday.  
J. M. Yates . . . Master  
G. P. Jones, Box 77 . . . Secretary  
E. H. Grace . . . Collector  
E. H. Grace . . . Receiver  
J. H. McIlvenny, Cliff st., New Castle . . . Magazine Agent
- 417. DIAMOND; Champaign, Ill.**  
Meets in Kubik Hall, 45 Main st, 1st and 3d Mondays at 7:30 P. M.  
F. C. Sabin, 317 S. Randolph st. . . Master  
C. B. Vaughn, 402 Columbia ave . . . Secretary  
D. W. O'Brien . . . Collector  
H. C. Stitt . . . Receiver  
W. G. Tucker, 15 Eureka st . . . Magazine Agent
- 418. BALD EAGLE; Jersey Shore, Pa.**  
Meets in Engineer's Hall, cor. Allegheny and Wiley sts., 2d and 4th Sundays at 1:30 P. M.  
C. H. Wyant . . . Master  
F. H. Heimbach . . . Secretary  
F. N. Sallada . . . Collector  
D. E. Messner . . . Receiver  
C. H. Sherry . . . Magazine Agent
- 419. STEPTOE BUTTE; Tekoa, Wash.**  
Meets in Whitmore & McLean Hall, every Tuesday at 7:30 P. M.  
T. D. Connor . . . Master  
C. A. Painton, L Box 35 . . . Secretary  
W. F. Corcoran . . . Collector  
T. D. Connor . . . Receiver  
W. F. Potts . . . Magazine Agent
- 420. ANN ABBOT; Owosso, Mich.**  
Meets in Richardson's Hall, Washington st., 2d and 4th Sundays.  
A. F. Yerkes, 438 E. Main st . . . Master  
A. F. Yerkes, 438 E. Main st . . . Secretary  
J. F. Hux, 211 Cass st . . . Collector  
J. F. Hux, 211 Cass st . . . Receiver  
A. F. Yerkes, 438 E. Main st . . . Magazine Agent
- 421. WINDSOR; Windsor, Ont.**  
Meets in A. O. F. Hall 1st and 3d Wednesdays.  
Thos. Noble, G. T. R. . . . Master  
W. D. Atherton, G. T. R. . . . Secretary  
J. T. Pryor, G. T. R. . . . Collector  
Thos. Howe, G. T. R. . . . Receiver  
M. J. King, G. T. R. . . . Magazine Agent
- 422. LAKE VIEW; Ashtabula Harbor, Ohio.**  
Meets in Knights of Labor Hall, 8 Oak st, 1st and 3d Sundays at 1:30 P. M.  
J. W. Bunnell . . . Master  
Herman Richards . . . Secretary  
W. B. Porter, Box 434 . . . Collector  
T. A. Kagy, Box 407 . . . Receiver  
Magazine Agent
- 423. MOUNT HELENA; Helena, Mont.**  
Meets in B. R. T. Hall, N. P. Depot, Helena ave, 1st and 3d Fridays at 7 P. M.  
A. E. Lynes, Station A . . . Master  
J. E. Morris, 1508 Phoenix ave . . . Secretary  
J. E. Morris, 1508 Phoenix ave . . . Collector  
J. H. Dally, Bailey Block . . . Receiver  
D. R. Bell, 1325 Bolder ave . . . Magazine Agent
- 424. FLEETWOOD; Covington, Ky.**  
Meets in Odd Fellow's Hall, cor. 5th and Madison sts, 2d Wednesday at 7:30 P. M. and 4th Sunday at 2 P. M.  
W. W. Brewer, 100 W 15th st . . . Master  
B. O. Chalkley, 1705 Russell st . . . Secretary  
Jno. King, 1209 Russell st . . . Collector  
F. W. Kincaid, 1343 Scott st . . . Receiver  
J. W. Roberts, 1305 Russell st . . . Magazine Agent
- 425. PETER BURNS; East Nashville, Tenn.**  
Meets in Burton's Hall, cor. Third and Forest sts., Nashville, every Tuesday at 9:30 A. M.  
T. M. Bledsoe, 205 Berry st . . . Master  
J. A. Howard, 501 Berry st, Nashville . . . Secretary  
Warner Campbell, 232 Foster st, Nashville . . . Collector  
H. L. Tindall, Stockell and Josephine sts . . . Receiver  
Warner Campbell, 232 Foster st., Nashville . . . Magazine Agent
- 426. TOMBIGREE; Arondale, Ala.**  
Meets in Moore's Hall, 1st Tuesday and 3d Monday evenings.  
D. H. O'Neal . . . Master  
Torrey McCulloch . . . Secretary  
W. H. Carlthers . . . Collector  
J. A. Fulmer . . . Receiver  
G. L. Jones . . . Magazine Agent
- 427. CONGAREE; Columbia, S. C.**  
Meets in K. P. Hall, 225 Main st. every Sunday at 10:30 A. M.  
W. S. Fetter, 41 Richland st. . . Master  
J. C. Walker, 189 Blanding at . . . Secretary  
D. A. Dillard, 119 Winn st . . . Collector  
J. D. Tuck, 329 Richland at . . . Receiver  
W. P. Hutchinson, 133 Winn st . . . Magazine Agent
- 428. CHEROKEE; Van Buren, Ark.**  
Meets in A. O. U. W. Hall, 2d and 4th Thursdays.  
J. G. Cornish . . . Master  
J. C. Williams, Box 205 . . . Secretary  
F. S. Johnson . . . Collector  
Richard Penney . . . Receiver  
J. G. Cornish . . . Magazine Agent

**439. MOUNT PLEASANT; Chicago, Ill.**

Meets in Baker's Hall, cor. Hart and Archer  
aves., 1st Sunday at 7:30 P. M. and 3d Sunday  
at 2:30 P. M.

Chas. Armstrong, 2369 Joseph st., Brighton  
Park . . . . . Master  
Jas. O'Donnell, 1916 38th st . . . . . Secretary  
Gustave Spindler, 2182 38th st . . . . . Collector  
Wm. Hayes, 2134 Joseph st . . . . . Receiver  
J. M. Brady, 2114 38th st . . . . . Magazine Agent

**439. WINCHESTER; Martinsburg, W. Va.**

Meets in K. P. Hall, every Wednesday at 2 P. M.  
W. F. Eberle . . . . . Master  
R. E. Baker, Box 193 . . . . . Secretary  
F. H. Brookman, Cumberland, Md. . . . . Collector  
Chas. Pennell . . . . . Receiver  
Jno. O'Leary . . . . . Magazine Agent

**431. IONIA; Ionia, Mich.**

Meets in K. P. Hall 2d and 4th Sundays.  
F. H. Williams, 527 Rich st . . . . . Master  
F. H. Williams, 527 Rich st . . . . . Secretary  
C. L. Hinds, 118 Mill st . . . . . Collector  
Patrick Kennedy, 148 Mill st . . . . . Receiver  
J. A. Garrity, 25 Railroad st . . . . . Magazine Agent

**432. PATAPSCO; Baltimore, Md.**

Meets in Mechanic's Exchange Hall, 2nd floor,  
2 E. Fort ave, cor. Charles st, 1st and 3d Sun-  
days at 2 P. M.  
H. H. Hildebrand, 1261 Riverside ave . . . . . Master  
W. A. Tribby, 1431 Hanover st . . . . . Secretary  
Jacob Fishell, 120 E. Fort ave . . . . . Collector  
B. M. Stone, 1523 William st . . . . . Receiver  
W. A. Tribby, 1431 Hanover st . . . . . Mag. Agent

**433. ENGLEWOOD; Chicago, Ill.**

Meets in Kerwin's Hall, Wentworth ave. and  
56th st., 1st Sunday morning and 3d Saturday  
evening.  
H. F. Brooks, 5711 Emerald ave, Engle-  
wood . . . . . Master  
Nicholas Simon, 5407 Shields ave . . . . . Secretary  
Nicholas Simon, 5407 Shields ave . . . . . Collector  
Chas. Naylor, 5506 Wentworth ave . . . . . Receiver  
C. E. Fair, 5361 Shields ave . . . . . Magazine Agent

**434. WILLOW GROVE; Bennett, Pa.**

Meets in Mechanic's Hall 1st and 3d Thursday  
evening.  
F. H. Welk . . . . . Master  
Ford Welk . . . . . Secretary  
C. O. Sprague . . . . . Collector  
F. E. Woodford, Box 178 . . . . . Receiver  
Ford Welk . . . . . Magazine Agent

**435. NOTTOWAY; Crewe, Va.**

Meets in Masonic Hall, 2d Saturday and 4th Sun-  
day at 2:30 P. M.  
J. B. Neale . . . . . Master  
G. H. Long . . . . . Secretary  
J. B. Neale . . . . . Collector  
G. H. Long . . . . . Receiver  
L. N. Kelley . . . . . Magazine Agent

**436. JAMES I. WATT; McComb City, Miss.**

Meets in Masonic Hall every Tuesday.  
E. L. Huntley . . . . . Master  
J. C. Whiddon . . . . . Secretary  
J. J. Pimm . . . . . Collector  
W. L. Munn . . . . . Receiver  
A. F. Gray . . . . . Magazine Agent

**437. KNEARL; Leavenworth, Kan.**

Meets in K. P. Hall, cor. 4th and Delaware sts.,  
2d Sunday and 4th Saturday evening.  
Jas. McNerney, 4th and Kiowa sts. . . . . Master  
Chas. Curtin, 720 Kiowa st . . . . . Secretary  
Thos. Cronin, 718 Kiowa . . . . . Collector  
J. W. Cookson, 1512 S. 2nd st . . . . . Receiver  
E. E. Dustin, 602 So Espanade st, Magazine Agent

**438. COMFORT; Cheyenne, Wyo.**

Meets in Engineers' Hall, 112½ W. 16th st. every  
Friday at 7:30 P. M.  
J. K. Baldwin, 200 E. 20th st. . . . . Master  
Ralph Robertson, Box 646 . . . . . Secretary  
T. E. Holland, 1817 Vanlenen st . . . . . Collector  
H. F. Zinn, 307 E. 16th st . . . . . Receiver  
 . . . . . Magazine Agent

**439. APACHE CANON; Las Vegas, New Mexico.**

Meets in K. of P. Hall, E. Las Vegas, every Sat-  
urday at 7:30 P. M.  
W. F. Beck, E. Las Vegas . . . . . Master  
G. U. K. Pierson, E. Las Vegas . . . . . Secretary  
Edw. Sears, E. Las Vegas . . . . . Collector  
Richard Jacquemin, E. Las Vegas . . . . . Receiver  
Benj. Sullier, E. Las Vegas . . . . . Magazine Agent

**440. CHERISH; Monett, Mo.**

Meets in B. of L. E. Hall, bet. 3d and 4th sts. on  
Broadway, every Tuesday at 2 P. M.  
W. H. Smith, Box 60 . . . . . Master  
Robt Gardner . . . . . Secretary  
Thos. Mansfield . . . . . Collector  
W. H. Smith, Box 60 . . . . . Receiver  
W. H. Smith, Box 60 . . . . . Magazine Agent

**441. MIAMI; Cincinnati, Ohio.**

Meets in G. A. R. Hall, Eastern ave. and Rigley  
st., 1st and 3d Sundays at 2 P. M.  
A. E. Merrill, 1196 Eastern ave. . . . . Master  
W. J. Brennan, 1141 Eastern ave. . . . . Secretary  
Jno. Denner, Loveland . . . . . Collector  
A. E. Merrill, 1196 Eastern ave. . . . . Receiver  
Mike Carroll, Morrow . . . . . Magazine Agent

**442. BARRIE BAY; Allandale, Ontario.**

Meets in Firemen's Hall 1st and 3d Sundays.  
T. C. Royce . . . . . Master  
W. J. Church, Box 114 . . . . . Secretary  
J. N. Harps, Box 202 . . . . . Collector  
W. J. McKinley, Box 207 . . . . . Receiver  
Luke Spear . . . . . Magazine Agent

**443. VIRGINIA; Danville, Va.**

Meets in Odd Fellows' Hall, 514 Main st, 2d and  
4th Mondays at 1:30 P. M.  
R. L. Pierce, North Danville . . . . . Master  
W. H. Moore, Box 132, North Danville . . . . . Secretary  
A. E. Host, Box 24, North Danville . . . . . Collector  
C. F. Gills, Box 171, North Danville . . . . . Receiver  
A. E. Host, Box 24, North Danville . . . . . Mag. Agent

**444. MISSION RIDGE; Knoxville, Tenn.**

Meets in French & Roberts Building, every  
Monday at 2 P. M.  
R. H. Hart, 1220 Lottrell ave . . . . . Master  
J. H. Montagne, White House . . . . . Secretary  
Tim O'Connor, 728 W. Clinch st . . . . . Collector  
C. W. Pry, 703 Richeard st . . . . . Receiver  
E. L. Shell, cor. McGee and Arthur  
streets . . . . . Magazine Agent

**445. MOUNTAIN GEM; Glenn's Ferry, Idaho.**

Meets in N. Schroder's Hall, every Tuesday at  
7:30 P. M.  
E. H. Rice . . . . . Master  
R. D. Gorby . . . . . Secretary  
Jno. Kiehm . . . . . Collector  
R. D. Gorby . . . . . Receiver  
S. E. R. White . . . . . Magazine Agent

**446. BLUESTONE; Bluefield, W. Va.**

Meets in Stanger's Hall, 1st and 2d Sundays at  
7 P. M. and 3d and 4th Sundays at 2 P. M.  
Wm. Dougherty, Box 135 . . . . . Master  
W. G. Hein, Box 112 . . . . . Secretary  
Jos. Werner . . . . . Collector  
W. R. Yockey, Box 185 . . . . . Receiver  
 . . . . . Magazine Agent

**447. FRENCH BROAD; Asheville, N. C.**

Meets in B. of L. F. Hall 2d and 4th Sundays at  
10:30 A. M.  
O. M. Losey, Box 228 . . . . . Master  
H. A. Ragle, Box 412 . . . . . Secretary  
R. B. Lee, Box 412 . . . . . Collector  
B. T. Egerton, Box 412 . . . . . Receiver  
R. H. Means, Depot st . . . . . Magazine Agent

**448. ALTA MONT; Keyser, W. Va.**

Meets in Good Templars' Hall, every Monday  
at 2 P. M.  
J. W. Dayton, Box 68 . . . . . Master  
Porter Kinney . . . . . Secretary  
H. B. Rice . . . . . Collector  
W. W. Davis, Box 86 . . . . . Receiver  
J. W. Jones . . . . . Magazine Agent

**449. NOLAN RIVER; Cleburne, Texas.**

Meets in B. of L. F. Hall every Tuesday evening.  
C. M. Rodgers . . . . . Master  
Jno. Mobley, Box 152 . . . . . Secretary  
G. L. Wilson . . . . . Collector  
C. E. Winther, Box 38 . . . . . Receiver  
J. L. Caffie . . . . . Magazine Agent

**450. CLEVELAND; Cleveland, Ohio.**

Meets in Fraternity Hall, cor. Lorain and Pearl sts  
2d Saturday evening and 4th Sunday at 2 P. M.  
J. A. Kreiss, Gustave Court No. 1 . . . . . Master  
E. L. Banks, 483 Pearl st . . . . . Secretary  
E. L. Banks, 483 Pearl st . . . . . Collector  
Jas Hugo, 110 Root st . . . . . Receiver  
G. Woodward, 50 Bridge st . . . . . Magazine Agent

**451. BOIS D'ARC; Bonham, Texas.**

Meets in I. O. O. F. Hall 1st and 3d Fridays at 8 P. M.  
 H. D. Barnes . . . . . Master  
 T. L. Cox . . . . . Secretary  
 H. J. Pierce . . . . . Collector  
 T. L. Cox . . . . . Receiver  
 H. E. Collett . . . . . Magazine Agent

**452. WM. BEAZLEY; Parkersburg, W. Va.**

Meets in K. of P. Hall, Fourth st., 2d and 4th Sundays at 2 P. M.  
 N. F. Bishop, 1327 Spring st. . . . . Master  
 L. W. Bronghton, 334 9th st. . . . . Secretary  
 J. F. McLaughlin, 612 Green st. . . . . Collector  
 W. C. Scrogin, 128 8th st. . . . . Receiver  
 W. S. Carlens, Elborn, Parkersburg. Mag. Agent

**453. RADFORD; Radford, Va.**

Meets in Odd Fellows' Hall, East Radford, 2d and 4th Sundays.  
 W. E. Marion, East Radford . . . . . Master  
 M. P. Corvin, L. Box 463, East Radford . . . . . Secretary  
 M. P. Corvin, L. Box 463, East Radford . . . . . Collector  
 W. S. Hutton, Bristol, Tenn. . . . . Receiver  
 J. F. Blackard, Box 127, East Radford . . . . . Magazine Agent

**454. MOUNTAIN PARK; Ashley, Pa.**

Meets in Metz's Hall, Main St., 2d and 4th, Sundays at 2 P. M.  
 J. W. Richards . . . . . Master  
 W. H. Dennis, Box 170 . . . . . Secretary  
 H. H. Ruhf, Box 147 . . . . . Collector  
 C. R. Ruhf, Box 147 . . . . . Receiver  
 E. E. Butz . . . . . Magazine Agent

**455. JOHN BRANDT; Roseburgh, Ore.**

Meets in A. O. U. W. Hall 2d Tuesdays and 4th Wednesdays at 2 P. M.  
 J. E. Hodgdon . . . . . Master  
 S. B. Ferree . . . . . Secretary  
 G. R. Happersett . . . . . Collector  
 W. E. Everton . . . . . Receiver  
 G. R. Singleton . . . . . Magazine Agent

**456. SUN RIVER; Great Falls, Mont.**

Meets in Minot Hall, cor. Central ave and 2d st., 2d and 4th Sundays at 7:30 P. M.  
 Chas. Peck . . . . . Master  
 W. G. Locher, Box 630 . . . . . Secretary  
 M. J. O'Reilly . . . . . Collector  
 Chas. Peck . . . . . Receiver  
 Chas. Weller . . . . . Magazine Agent

**457. MECKLENBERG; Charlotte, N. C.**

Meets in Odd Fellows' Hall every Sunday at 9 A. M.  
 Wm. Garraux, 501 N. Smith st. . . . . Master  
 J. C. Lanyoex, 700 W. Trade st. . . . . Secretary  
 W. E. Nesbitt, 500 N. Graham st. . . . . Collector  
 C. A. Sigman, 507 N. Graham st. . . . . Receiver  
 E. L. Hanks . . . . . Magazine Agent

**458. MACKINAW; Van Wert, Ohio.**

Meets in K. of P. Hall, 2d and 4th Sundays.  
 Emond Conaway . . . . . Master  
 H. E. Welch, Box 518 . . . . . Secretary  
 T. E. Cooney, Box 577 . . . . . Collector  
 J. A. Butters . . . . . Receiver  
 Jas. Steele . . . . . Magazine Agent

**459. GRACE; Wabash, Ind.**

Meets in Firemen's Hall every Sunday at 2 P. M.  
 Clyde Olive, 225 W. 8th st, Anderson . . . . . Master  
 J. L. Rogers 150 W. 4th st, Anderson . . . . . Secretary  
 G. A. Reeves, Anderson . . . . . Collector  
 Angus McIntosh, 13 S. Sheridan st., Anderson . . . . . Receiver  
 J. L. Rogers, 150 W. 4th st, Anderson . . . . . Magazine Agent

**460. HILL CITY; Vicksburg, Miss.**

Meets in K. of P. Hall, cor. of Washington and Clay sts., 1st and 3d Saturdays at 7:30 P. M. and 2d and 4th Saturdays at 8 A. M.  
 J. W. Blackburn, 931 Mulberry st. . . . . Master  
 Irwin Calkins, Box 16 . . . . . Secretary  
 W. H. Shaw, 121 Pearl st. . . . . Collector  
 J. W. Blackburn, 931 Mulberry st. . . . . Receiver  
 E. F. Hatchett, 312 Henry st. . . . . Magazine Agent

**461. MANCHESTER; Marcelline, Mo.**

Meets in I. O. O. F. Hall, cor. Kansas and Howell aves., alternate Sundays at 2 P. M.  
 J. H. Gray . . . . . Master  
 David Jenkins . . . . . Secretary  
 Chas. Billingsley . . . . . Collector  
 J. W. Kendig . . . . . Receiver  
 J. D. Huffman . . . . . Magazine Agent

**462. LAKE CITY; Erie, Pa.**

Meets in Metcalf's Hall, 724 State st., 3d floor, 1st and 3d Sundays at 2 P. M.  
 W. A. McClain, 234 W. 23d st. . . . . Master  
 P. S. Olmstead, Plum st. bet. 15th and 16th sts. . . . . Secretary  
 S. B. Northup, 311 W. 18th st. . . . . Collector  
 H. B. Burr, 136 W. 20th st. . . . . Receiver  
 Jos. Brady, Westfield, N. Y. . . . . Magazine Agent

**463. ELMIRA; Elmira, N. Y.**

Meets on 3d floor, 224 S. Main st., Miller's Bk'k, 2d and 4th Sundays at 4:30 P. M.  
 D. R. Jackson, 273 Baty st. . . . . Master  
 C. A. Washburne, 708 Spaulding st. . . . . Secretary  
 F. C. Logue, 318 Baty st. . . . . Collector  
 C. H. Leonard, 511 Perine st. . . . . Receiver  
 M. H. Dunbar, 230 W. Miller st. . . . . Magazine Agent

**464. WHEAT CITY; Brandon, Manitoba.**

Meets in Workman's Hall, 2d and 4th Sundays at 3 P. M.  
 J. C. Massender, Box 85 . . . . . Master  
 Wm. Glenn . . . . . Secretary  
 Edw. Shingfield . . . . . Collector  
 D. E. Crawford, Box 45 . . . . . Receiver  
 R. H. Hardy, Moose Jaw, N. W. Ter. . . . . Magazine Agent

**465. ORMSBY; Pittsburg, South Side, Pa.**

Meets in Weber's Hall, cor. 27th and Sarah sts., 1st and 3d Sundays.  
 A. M. Harvey, Sierra st, 27th Ward . . . . . Master  
 J. L. Rogerson, 2825 Jane st. . . . . Secretary  
 D. F. Plunkard, Warten st., 25th ward. . . . . Collector  
 Thos. Jones, 2818 Sarah st. . . . . Receiver  
 Geo. Hoffman, 2812 Sarah st. . . . . Magazine Agent

**466. ORPHANS' HOPE; Dennison, Ohio.**

Meets in Ewen & Van Ostraus Hall, cor. Second and Grant sts., 1st Sunday and 2d and 4th Mondays at 1:30 P. M.  
 W. T. Wright, Box 108 . . . . . Master  
 C. H. Clendenning . . . . . Secretary  
 Edw. Lamb . . . . . Collector  
 W. T. Wright, Box 108 . . . . . Receiver  
 C. H. Clendenning . . . . . Magazine Agent

**467. WESLEY CRAIG; Corning, O.**

Meets in K. P. Hall 2d and 4th Sundays.  
 D. E. Davis . . . . . Master  
 A. J. W. White . . . . . Secretary  
 J. B. Pace . . . . . Collector  
 Alexander Morrison . . . . . Receiver  
 J. B. Pace . . . . . Magazine Agent

**468. ONTARIO; London, Ontario.**

Meets in I. O. O. F. Hall, cor. English and Dundas sts, 1st and 3d Sundays at 2 P. M.  
 Jas. Hand, Box 28, London East . . . . . Master  
 J. T. Cochran, 670 Adelaide st. . . . . Secretary  
 J. H. Hubert, 670 Adelaide st. . . . . Collector  
 Russell Follis, 468 Dundas st. . . . . Receiver  
 J. T. Cochran, 670 Adelaide st. . . . . Mag. Agent

**469. MOUNT KATAHDIN; Henderson, Me.**

Meets in B. of L. F. Hall 2d Sunday and 4th Monday.  
 G. S. Allen, Box 215 . . . . . Master  
 M. P. Fuller, Box 101 . . . . . Secretary  
 W. E. McLeod, Box 215 . . . . . Collector  
 W. E. Hutton . . . . . Receiver  
 E. G. Ryder, Box 223 . . . . . Magazine Agent

**470. JOHN A. LOGAN; Murphysboro, Ill.**

Meets in Bodaker Hall, 1st and 3d Sundays at 1:30 P. M.  
 G. W. Hilleary . . . . . Master  
 R. B. Collins . . . . . Secretary  
 A. L. Dixon . . . . . Collector  
 W. R. Childers . . . . . Receiver  
 J. D. Norris, Box 381 . . . . . Magazine Agent

**471. INTERNATIONAL; Ft. Erie, Ont.**

Meets in Odd Fellows' Hall, International Bridge, 1st and 4th Sundays at 2 P. M.  
 Jno. Kingston, Amigari . . . . . Master  
 Alex. McIntyre, Amigari . . . . . Secretary  
 Geo. Metler, Amigari . . . . . Collector  
 Richard Clark, International Bridge . . . . . Receiver  
 Reuben Plato, Amigari . . . . . Magazine Agent

**472. JOHN J. MANNING; Buffalo, N. Y.**

Meets in Klocke's Hall, cor. Gold and Lovejoy sts. every Tuesday at 8 P. M.  
 P. L. Carey, 319 S. Division st. . . . . Master  
 F. C. Keebler, 1008 Lovejoy st. . . . . Secretary  
 J. L. Rutty, 45 Chestnut st. . . . . Collector  
 F. C. Keebler, 1008 Lovejoy st. . . . . Receiver  
 R. W. Gunkinger, 863 Eagle st. . . . . Magazine Agent

**473. MAUMEE; Air Line Junction, Ohio.**

Meets in K. P. Hall, 2d and 4th Sundays and 1st and 3d Mondays.  
 W. N. Cooper . . . . . Master  
 T. G. Dross, Jr. . . . . Secretary  
 C. L. Boehm . . . . . Collector  
 G. E. Phelps . . . . . Receiver  
 A. B. Woodman . . . . . Magazine Agent

**474. TAUNTON; Taunton, Mass.**

Meets in Good Templar's Hall 2d and 4th Monday evenings.  
 E. B. Mitchell, 39 Porter st. . . . . Master  
 J. T. Bishop, 31 Myrtle st. . . . . Secretary  
 S. E. Cunningham, 419 Purchase st., New Bedford . . . . . Collector  
 J. T. Bishop, 34 Myrtle st. . . . . Receiver  
 C. L. Freeman, 12 Washington st. . . . . Mag. Agent

**475. JAMES LEAHY; Grand Junction, Colo.**

Meets in I. O. O. F. Hall every Tuesday at 8 P. M.  
 C. F. Schrader . . . . . Master  
 O. H. Kearns . . . . . Secretary  
 W. E. Dean . . . . . Collector  
 F. A. Bliss . . . . . Receiver  
 Robt. Rowe . . . . . Magazine Agent

**476. W. J. WARD; Woodstock, N. B.**

Meets in K. P. Hall, King st, 2d Friday and 4th Saturday at 7:30 P. M.  
 L. N. Dow . . . . . Master  
 W. R. King . . . . . Secretary  
 I. E. Richardson, St. Stephens . . . . . Collector  
 Zebadee Gabel, Gibson . . . . . Receiver  
 John Keezer . . . . . Magazine Agent

**477. GLENWOOD; Kenova, W. Va.**

Meets in I. O. O. F. Hall, Ceredo, 1st and 3d Sundays.  
 Ralph Fields . . . . . Master  
 A. R. Dodridge . . . . . Secretary  
 E. L. Cryer . . . . . Collector  
 F. E. Lane . . . . . Receiver  
 C. J. Lindner, 1108 Scott st. Portsmouth O. . . . . Magazine Agent

**478. NARRAGANSETT; Providence, R. I.**

Meets in Trainmen's Hall, 297 Canal street, 1st and 3d Sundays at 2:30 P. M.  
 G. W. Sawtell . . . . . Master  
 E. E. McCarthy, 240 Charles st. . . . . Secretary  
 J. P. McSheehy . . . . . Collector  
 E. E. McCarthy, 240 Charles st. . . . . Receiver  
 Wm. Smith, Valley Falls . . . . . Magazine Agent

**479. ST. GEORGE; Smiths Falls, Ont.**

Meets in Haley's Hall 2d and 4th Mondays.  
 H. C. Fye . . . . . Master  
 Edw. Pennett . . . . . Secretary  
 Stephen Smith . . . . . Collector  
 Andrew Boyd . . . . . Receiver  
 S. B. O'Hara . . . . . Magazine Agent

**480. CHIPETA; Ridgway, Colo.**

Meets in B. of L. F. Hall every Monday at 8 P. M.  
 Thos. McKenna . . . . . Master  
 C. C. Ervin . . . . . Secretary  
 J. W. Sowers . . . . . Collector  
 P. R. Blakely . . . . . Receiver  
 J. T. Stewart, Durango . . . . . Magazine Agent

**481. EASTER; St. Louis, Mo.**

Meets in Brighton Hall, cor. Broadway and Salisbury sts., 2d and 4th Wednesday at 8 P. M.  
 T. M. Lynch, 1014 St. Louis ave . . . . . Master  
 W. S. Ferguson, 40-0 N. 9th st. . . . . Secretary  
 J. H. Frohoff, 919 St. Louis ave . . . . . Collector  
 E. J. Keifein, 2714 N. 13th st. . . . . Receiver  
 W. C. Linck, 8326 Halk Ferry Road, Mag. Agent

**482. STILLWATER; Kallispell, Mont.**

Meets in K. P. Hall, 2d and 4th Saturdays at 7:30 P. M.  
 S. B. Thompson . . . . . Master  
 Paul Logan . . . . . Secretary  
 Robt. Pauline . . . . . Collector  
 Chas. Porter . . . . . Receiver  
 Fred Olander, Troy . . . . . Magazine Agent

**483. INDEPENDENCE; Barnesville Minn.**

Meets in U. A. O. D. Hall, 1st Sunday at 2 P. M. and 3d Monday at 10 A. M.  
 G. W. Lumm . . . . . Master  
 N. A. Gray . . . . . Secretary  
 N. E. Varney . . . . . Collector  
 Jas. Hendry . . . . . Receiver  
 N. E. Varney . . . . . Magazine Agent

**484. HAMNER HALL; Montgomery, Ala.**

Meets in B. of L. E. Hall, over First National Bank, every Monday evening.  
 Jno. Doyle, 329 Lee st. . . . . Master  
 Geo. Miller, 329 Lee st. . . . . Secretary  
 W. F. Mayson, 329 Lee st. . . . . Collector  
 J. B. Pugh, 320 Holt st. . . . . Receiver  
 Willie Reynolds, So Perry st. . . . . Magazine Agent

**485. PAUL BEVERE; Charlestown, Mass.**

Meets in Bigelow Hall, S. Eden st. entrance Tibbetts Town Way, 1st and 3d Sundays at 1:30 PM  
 C. G. Bates, 73 Washington st. . . . . Master  
 R. W. Miller, 31 Russell st. . . . . Secretary  
 F. F. Derby, 9 Auburn st. . . . . Collector  
 C. G. Bates, 73 Washington st. . . . . Receiver  
 R. W. Miller, 31 Russell st. . . . . Magazine Agent

**486. CHIPPEWA VALLEY; Chippewa Falls, Wis.**

Meets in Odd Fellows' Hall, Spring st., 1st and 3d Tuesday evenings.  
 Jno. Enright . . . . . Master  
 C. F. Korth, Box 256 . . . . . Secretary  
 W. H. Barker, W. C. Eng house . . . . . Collector  
 Jno. Enright . . . . . Receiver  
 C. P. Dill, 1708 Lombard st. . . . . Magazine Agent

**487. WHIRLPOOL; Niagara Falls, Ont.**

Meets in B. of L. F. Hall, Lundy's New Block, 1st and 3d Thursdays at 8 P. M.  
 Albert Laurie . . . . . Master  
 W. G. Powley . . . . . Secretary  
 Alexander Mitchell . . . . . Collector  
 G. A. Cook . . . . . Receiver  
 Wm. Wright . . . . . Magazine Agent

**488. CUMBERLAND; Cumberland, Md.**

Meets in J. R. O. U. A. N. Hall 1st and 3d Sunday evenings.  
 J. F. Little, Elkins, W. Va. . . . . Master  
 C. J. Grain, 29 Springvale st. . . . . Secretary  
 J. T. Cookery, 39 Liberty st. . . . . Collector  
 W. H. Rice, 11 Harrison st. . . . . Receiver  
 J. H. Strong, 325 N. Mechanic st, Magazine Agent

**489. RESURRECTION; Creston, Iowa.**

Meets in Brotherhood Hall, 1st and 3d Mondays at 1:30 P. M. and 2d and 4th Mondays at 7:30 P. M.  
 J. F. Oldham, 405 So Vine st. . . . . Master  
 J. P. O'Connor, 100 Howard & Pine sts, Secretary  
 W. H. Van Wormer, 100 Howard and Pine sts . . . . . Collector  
 M. J. Ballard, 500 S. Elm st. . . . . Receiver  
 A. G. Smith, 217 N. Pine st. . . . . Magazine Agent

**490. MIDNIGHT; East Brady, Pa.**

Meets in Odd Fellows' Hall 2d and 4th Sundays at 2 P. M.  
 H. B. Stager, Verona . . . . . Master  
 J. A. Williams, 4118 Main st, Pittsburgh. . . . . Secretary  
 J. E. Patterson . . . . . Collector  
 A. L. Gill, Verona . . . . . Receiver  
 M. W. Boyd, Verona . . . . . Magazine Agent

**491. BARTON SPRING; Austin, Tex.**

Meets in K. of P. Hall, Congress ave.,  
2d and 4th Sundays, at 8 P. M.  
O. T. Moore, 1101 E. 3d st. . . . . Master  
E. E. Clappart, 1109 E 8th st . . . . . Secretary  
C. B. Doran, Hampstead . . . . . Collector  
E. E. Clappart, 1109 E 8th st . . . . . Receiver  
A. Davis, care Round House . . . . . Magazine Agent

**492. IVANHOE; Alvarado, Tex.**

Meets in B. of L. F. Hall every Sunday at 2:30  
P. M.  
J. B. Loffin, L. Box 2 . . . . . Master  
Jno. Pos. y . . . . . Secretary  
J. B. Wesson . . . . . Collector  
Andrew McCasland . . . . . Receiver  
W. H. Coble . . . . . Magazine Agent

**493. FULTON; Atlanta, Ga.**

Meets in Industrial Council's Hall, 26½ Alaba-  
ma St., every Sunday at 2:30 P. M.  
R. M. Wood, 218 Ira st . . . . . Master  
Harry Huddleston, 660 S. Pryor st . . . . . Secretary  
A. B. Coogler, 58 W. Georgia ave . . . . . Collector  
A. N. Thom, 68 McDaniel st . . . . . Receiver  
Harry Huddleston, 660 S. Pryor st . . . . . Mag. Agent

**494. BAY de NOC; Gladstone, Mich.**

Meets in K. of P. Hall, 1st and 3d Sunday even-  
ings.  
C. W. LaFaver . . . . . Master  
J. A. Houle, Box 136 . . . . . Secretary  
F. W. Suddaby . . . . . Collector  
L. H. Whitel, L Box 646 . . . . . Receiver  
F. H. May, Waukon, Ia. . . . . Magazine Agent

**495. BANNING; Cedartown, Ga.**

Meets in K. P. Hall, every Sunday at 8:30 A. M.  
J. O. Kemp . . . . . Master  
W. N. Tumlin . . . . . Secretary  
J. W. Noles . . . . . Collector  
W. N. Tumlin . . . . . Receiver  
Magazine Agent

**496. ROBERT E. LEE, Manchester, Va.**

Meets in Toney's Hall 1st Saturday at 7:30 P. M.  
and 3d Monday at 10 A. M.  
J. I. Brown, 1206 Decatur st . . . . . Master  
R. M. Hilton, 207 E. 12th st . . . . . Secretary  
F. R. Jeffress, 15 Governor st . . . . . Collector  
J. W. Waltheall, 21st and Chicago sts . . . . . Receiver  
T. B. Perdue, Cor. 13th and Decatur, Mag. Agent

**497. SINCERE; Richmond, Va.**

Meets in Odd Fellow's Hall, corner Mayo and  
Franklin sts., 1st and 3d Mondays at 9:30 A. M.  
C. R. Alley, 210 S. Laurel st . . . . . Master  
I. L. Parker, Jr., 608 S. Pine st . . . . . Secretary  
J. A. Turner, 6 S. 2d st . . . . . Collector  
Michael Kelly, 611½ S. Pine st . . . . . Receiver  
W. T. Day, C. & O. shops, 2d st . . . . . Mag. Agent

**498. VIGILANT; Bellwood, Pa.**

Meets in Cornmessers Hall, 2d and 4th Sundays  
at 2 P. M.  
J. G. Potter . . . . . Master  
J. C. Nearhoof, Box 672 . . . . . Secretary  
C. H. Dunn . . . . . Collector  
T. J. Ledy . . . . . Receiver  
E. M. Donley . . . . . Magazine Agent

**499. COMPOUND; Chicago, Ill.**

Meets in Walthers' Hall, 3934 State st, 2d and 4th  
Saturdays at 7:30 P. M.  
F. A. McLaughlin, 6938 Stony Island ave. Master  
Secretary  
Collector  
J. E. Leckie, 6938 Stony Island ave . . . . . Receiver  
Mag. Agent

**500. QUICKSTEP; Spooner, Wis.**

Meets in I. O. O. F. Hall 2d and 4th Wednesdays  
at 8 P. M. and 4th Sunday at 2 P. M.  
D. D. Campbell . . . . . Master  
Peter Crossen . . . . . Secretary  
D. D. Campbell . . . . . Collector  
Elbert Stratton . . . . . Receiver  
E. F. Boyle . . . . . Magazine Agent

**501. SPOKANE; Spokane, Wash.**

Meets in Trades Council, 112 Howard st., every  
Saturday at 7:30 P. M.  
Alex. Laing, Box 422 . . . . . Master  
G. B. Rushbrook, Box 422 . . . . . Secretary  
W. B. DeRush, Box 422 . . . . . Collector  
L. C. Mowrey, Box 422 . . . . . Receiver  
Florence Moriarty, 96 Jamieson Bl'k. Mag. Agent

**502. PRIDE; Louisville, Ky.**

Meets in O'Hearn's Hall, N. W. cor. 12th and  
Zane sts. every Monday at 1:30 P. M.  
W. W. Slaby, 1809 Kentucky st. . . . . Master  
A. L. Bryant, 1535 Southgate st . . . . . Secretary  
B. S. Riney, 1725 12th st . . . . . Collector  
L. D. Smith, 1517 Prentice st . . . . . Receiver  
J. E. Kreamer, 1651 Prentice st . . . . . Mag. Agent

**503. MT. SOPRIS; Aspen Junction, Colo.**

Meets in Frey's Hall every Sunday at 2 P. M.  
C. C. Andrus . . . . . Master  
O. F. Riebel . . . . . Secretary  
Fred Stiffler . . . . . Collector  
B. W. Burgin . . . . . Receiver  
J. C. Frison . . . . . Magazine Agent

**504. GOLDEN ROD; Halifax, Nova Scotia.**

Meets in Creighton's Hall, 1st Wednesday and  
Fourth Saturday.  
Cornelius McTiernan, 285 Campbell Rd . . . . . Master  
C. H. S. Skinner, 51 Duffus st., . . . . . Secretary  
C. F. M. Wilson, 159 Campbell Road . . . . . Collector  
Jno. Hessian, 14 Kage st . . . . . Receiver  
Arthur Parmeter, Kentville . . . . . Magazine Agent

**505. COMPACT; Rankin, Ill.**

Meets in Woodman's Hall every Sunday at 2 P. M.  
A. T. Railsback, Box 58 . . . . . Master  
J. H. Doherty . . . . . Secretary  
A. J. Eschenback . . . . . Collector  
A. T. Railsback, Box 58 . . . . . Receiver  
A. B. O'Connor . . . . . Magazine Agent

**506. HOUSTON; Houston, Texas.**

Meets in Fischer's Hall, 1103 Houston ave., every  
Tuesday at 2:30 P. M.  
J. W. White, 1503 Johnson st . . . . . Master  
F. E. Groschke, 1717 Johnson st . . . . . Secretary  
H. H. Hunt, 1905 Sharron st . . . . . Collector  
Henry Tiekoetter, 1617 Crockett st . . . . . Receiver  
W. J. Guynes, Box 262 . . . . . Magazine Agent

**507. MOUNTAIN ECHO; Hazleton, Pa.**

Meets in Union Hall, cor. Wyoming and Green  
sts., 1st and 3d Sundays, at 2 P. M.  
Jas. Higgins, 444 E. Cranberry ave. . . . . Master  
F. W. Hocking, 438 E. Walnut st. . . . . Secretary  
D. B. Gliem, 126 E. Mine st. . . . . Collector  
Fred Meier, 100 E. Chestnut st. . . . . Receiver  
Jno. Herity, Beaver Meadow . . . . . Magazine Agent

**508. WAYNE; Detroit, Mich.**

Meets in Lincoln Hall, 265 Dix st., every 2d and  
4th Sundays, at 2 P. M.  
D. N. Sowle, 463 Dragon st. . . . . Master  
H. D. Gasco, 218 Livernois ave. . . . . Secretary  
G. L. Unruh, cor. Dix st. and Infantry  
ave., West Detroit . . . . . Collector  
D. N. Sowle, 463 Dragon st. . . . . Receiver  
J. H. Martin, 4 Wesson st. . . . . Magazine Agent

**509. SALT CITY; Saracuse, N. Y.**

Meets in D. L. & W. Hall, over D. L. & W. Depot,  
2d and 4th Sundays at 2 P. M.  
Thos. Riley, 240 Tulman st. . . . . Master  
Webster Roof, 126 Courtland ave. . . . . Secretary  
Henry Granish, 104 Geddes st. . . . . Collector  
C. B. Randall, 86 Oswego st . . . . . Receiver  
Webster Roof, 126 Courtland eve . . . . . Mag. Agent

ALABAMA.	ILLINOIS.	KENTUCKY.	MONTANA.	ONTARIO.	SOUTH CAROLINA.
Birmingham. 339	Decatur. 49	Lexington. 393	Helena. 423	London. 117	Columbia. 427
Mobile. 277	East St. Louis. 44	Louisville. 103	Kalispell. 482	Niagara Falls. 457	SOUTH DAKOTA.
Montgomery. 454	Effingham. 405	Louisville. 415	Livingston. 191	North Bay. 234	Abbeeden. 380
Scima. 89	Freeport. 138	Louisville. 502	Lima. 343	Ottawa. 172	Huron. 170
Tusumbia. 279	Jacksonville. 408	Ludlow. 104	Missoula. 194	Palmerston. 181	Mitchell. 190
ARIZONA.	Joliet. 355	Paduach. 238	NEBRASKA.	Point Edward. 221	TEXAS.
Theson. 94	Keithsburg. 114	Somerset. 367	Beatrice. 394	Rat Portage. 305	Alvarado. 492
Winslow. 178	Mattoon. 111	LOUISIANA.	Chadron. 17	Schreiber. 387	Austin. 491
ARKANSAS.	Mt. Carmel. 282	Algiers. 267	Fairbury. 373	St. Thomas. 5	Big Springs. 372
Argenta. 304	Murphysboro. 470	New Orleans. 399	Lincoln. 179	Stratford. 33	Bonham. 451
Jonesboro. 204	Urbana. 22	MAINE.	North Platte. 28	W.T.R'to Junc. 262	Clعبةur. 449
Little Rock. 45	Pana. 122	Henderson. 469	Omaha. 123	OREGON.	Denison. 8
Pine Bluff. 163	Peoria. 48	Portland. 4	NEVADA.	The Dalles. 167	El Paso. 135
Van Buren. 428	Rankin. 505	MANITOBA.	Wadsworth. 19	East Portland. 193	Ennis. 226
BRITISH COLUM.	Rock Island. 39	Brandon. 464	N. W. TERRITORY.	La Grande. 348	Fort Worth. 83
Donald. 341	Roodhouse. 79	Winnipeg. 127	Medicine Hat. 342	Roseburg. 455	Gainesville. 339
Vancouver. 276	Savanna. 197	MARYLAND.	NORTH CAROLINA.	OHIO.	Galveston. 115
CALIFORNIA.	Springfield. 46	Baltimore. 214	Asheville. 447	Air Line Junc. 473	Houston. 146
Dunsmuir. 312	Streator. 303	Baltimore. 432	Charlotte. 457	Ashtabula. 248	Houston. 506
Los Angeles. 97	INDIANA.	Cumberland. 488	NORTH DAKOTA.	Ashtabula. 422	Laredo. 278
Neddes. 327	Anderson. 459	MASSACHUSETTS.	Dickinson. 41	Bucyrus. 110	Longview. 70
Rocklin. 58	Andrews. 165	Boston. 57	Fargo. 85	Chillicothe. 202	Marshall. 177
Sacramento. 260	Brazil. 217	Charlestown. 485	Grand Forks. 314	Cincinnati. 269	Palestine. 156
S. Bernardino. 90	Butler. 164	Fitchburg. 410	NEW JERSEY.	Cincinnati. 41	Paris. 345
San Diego. 386	Elkhart. 162	Springfield. 307	Camden. 72	Cleveland. 40	San Antonio. 145
San Francisco. 91	Evansville. 160	Taunton. 474	Hoboken. 354	Cleveland. 450	Taylor. 263
Tulare. 139	Evansville. 112	Worcester. 73	Jersey City. 13	Columbus. 9	Temple. 147
West Oakland. 143	Fort Wayne. 141	MEXICO.	Jersey City. 3	Conneaut. 377	Texarkana. 243
CANADA.	Garrett. 203	Porfiorio Diaz. 308	Junction. 272	Corning. 467	Tyler. 148
Hochelaga. 335	Princeton. 409	S'n Luis Potosi. 413	Port Amboy. 350	Crestline. 299	Yoakum. 281
Montreal. 15	Huntington. 166	MISSISSIPPI.	Phillipsburg. 11	Collinwood. 183	TENNESSEE.
Toronto. 67	Indianapolis. 14	Columbus. 426	Port Morris. 271	Dayton. 239	Chattanooga. 289
COLORADO.	Jeffersonville. 297	McComb City. 436	Trenton. 253	Delaware. 238	E. Nashville. 425
Aspen Junc. 503	La Fayette. 36	Meridian. 200	Union Hill. 349	Delphos. 185	Jackson. 201
Colorado City. 218	Logansport. 52	Vicksburg. 460	NEW BRUNSWICK.	Denison. 468	Knoxville. 444
Como. 256	Michigan City. 300	Water Valley. 402	Carleton. 357	Gallion. 107	Memphis. 555
Denver. 77	Monon. 2	MICHIGAN.	Moncton. 233	Lima. 184	Memphis. 206
Denver. 273	New Albany. 258	Battle Creek. 84	Woodstock. 476	Lorain. 336	Nashville. 159
Grand Junc't. 475	Peru. 157	Detroit. 158	NEW HAMPSHIRE.	Norwalk. 198	UTAH.
La Junta. 328	Terre Haute. 16	Detroit. 508	Concord. 306	Newark. 175	Salt Lake City. 178
Leadville. 196	Washington. 361	East Saginaw. 268	NEW MEXICO.	Springfield. 360	Terrace. 98
Pueblo. 59	IOWA.	Escanaba. 129	Chama. 108	Toledo. 142	Ogden. 366
Ridgeway. 490	Belle Plaine. 311	Fort Gratiot. 116	Las Vegas. 439	Van Wert. 458	VIRGINIA.
Salida. 140	Boone. 25	Gladstone. 494	Raton. 257	Wellsville. 96	Clifton Forge. 274
Trinidad. 344	Burlington. 161	Grand Rapids. 265	San Marcial. 261	Youngstown. 199	Crew. 435
CONNECTICUT.	Cedar Rapids. 27	Ionian. 431	NEW YORK.	PENNSYLVANIA.	Danville. 443
Hartford. 285	Clinton. 34	Jackson. 240	Albany. 230	Allegheny. 219	Manchester. 496
New Haven. 284	Creston. 489	Marquette. 150	Binghamton. 227	Altoona. 287	Portsmouth. 403
DELAWARE.	Davenport. 295	Marshall. 411	Brooklyn. 291	Ashley. 454	Radford. 453
Wilmington. 281	Dubuque. 106	Owosso. 420	Buffalo. 101	Bellwood. 498	Richmond. 497
DIST. OF COLUM.	Dubuque. 322	West Bay City. 152	Buffalo. 201	Bennett. 434	Roanoke. 182
Washington. 7	Eagle Grove. 132	MISSOURI.	Buffalo. 472	Bradford. 326	VERMONT.
Pensacola. 346	Eldon. 137	Brookfield. 23	Buffalo. 316	Blairsville. 392	Bellows Falls. 365
Sanford. 364	Estherville. 288	Carondelet. 390	Buffalo. 12	Carbondale. 62	Lyndonville. 301
GEORGIA.	Fort Dodge. 222	Chillicothe. 389	Corning. 121	Chartiers. 378	Rutland. 353
Atlanta. 498	Fort Madison. 391	De Soto. 6	East Albany. 215	Columbia. 252	St. Albans. 352
Atlanta. 247	W. Des Moines. 102	Hannibal. 290	East Syracuse. 334	Conemaugh. 381	WISCONSIN.
Augusta. 332	Keokuk. 93	Kansas City. 337	Elmira. 242	Connellsville. 302	Altoona. 468
Cedar town. 495	Marion. 203	Marceline. 461	Elmira. 463	Derry Station. 310	Ashland. 259
Columbus. 323	Mason City. 29	Monett. 140	Green Island. 315	Dunmore. 490	Baraboo. 265
Macon. 246	Marshalltown. 125	Moberly. 54	Hornelsville. 169	East Brady. 404	Chippewa Falls. 485
Savannah. 245	Ma. Valley. 254	Nevada. 371	L. I. City. 309	Eric. 462	Fort Howard. 189
Waycross. 325	Perry. 124	N. Springfield. 51	Middletown. 232	Foxburg. 294	Janeville. 385
IDAHO.	St. Louis City. 64	Poplar Bluff. 292	New York. 149	Great Bend. 283	Madison. 42
Glens Ferry. 445	Stuart. 20	Sedalia. 78	New York. 155	Harrisburg. 177	Milwaukee. 130
Montpelier. 195	Waterloo. 30	Stanberry. 56	New York. 363	Hazelton. 507	Milwaukee. 388
Pocatello. 113	KANSAS.	St. Joseph. 43	Norwich. 216	Jersey Shore. 418	Milwaukee. 388
ILLINOIS.	Argentine. 74	Springfield. 368	Olean. 398	Lehighton. 384	N. La Crosse. 168
Amboy. 35	Arkansas City. 255	St. Louis. 21	Oneonta. 71	Mahoningtown. 451	S. Kaukauna. 266
Auburn Jet. 831	Armourdale. 313	St. Louis. 109	Oswego. 92	town. 216	Spooner. 500
Aurora. 80	Atchison. 31	St. Louis. 414	Port Jervis. 1	Mauch Chunk. 421	Stevens Point. 131
Belvidere. 529	Chanute. 154	St. Louis. 481	Rochester. 99	Meadville. 207	Waukesha. 382
Blue Mounding. 40	Council Grove. 370	Slater. 18	Schenectady. 210	Oil City. 383	W. Superior. 296
Blum Island. 511	El Dorado. 369	Trenton. 33	Syracuse. 120	Philadelphia. 60	WASHINGTON.
CAIRO.	Ellis. 32	Thayer. 280	Syracuse. 213	Philadelphia. 75	Ellensburg. 412
Central Park. 237	Emporia. 53	Austin. 126	Syracuse. 609	Philadelphia. 319	Seattle. 407
Centralia. 37	Fort Scott. 153	Barnesville. 483	Susp.'s n'B'ge. 362	Philadelphia. 333	Spoke Falls. 501
Champaign. 417	Goodland. 396	E. Grand F'rks. 292	Utica. 229	Pittsburgh. 235	Sprague. 193
Chicago. 47	Herington. 397	East St. Paul. 320	Whitehall. 209	Pittsburgh. 313	Tacoma. 132
Chicago. 50	Holton. 376	Minneapolis. 82	Watertown. 212	Pittsburgh. 465	Tekoa. 419
Chicago. 96	Kansas City. 330	Minneapolis. 270	Halifax. 504	Renovo. 338	WEST VIRGINIA.
Chicago. 144	Leavenworth. 437	Minneapolis. 510	Truro. 171	Sayre. 379	Bluefield. 446
Chicago. 186	Newton. 340	Staples. 81	Ontario.	Scranton. 228	Grafton. 223
Chicago. 188	Neesha. 336	St. Cloud. 224	Allandale. 442	South Easton. 211	Hinton. 236
Chicago. 244	Nickerson. 258	St. Paul. 61	Belleville. 66	Susquehanna. 208	Huntington. 294
Chicago. 249	Oskawatomie. 400	Two Harbors. 401	Brookville. 69	Sunbury. 220	Kenova. 477
Chicago. 275	Parsons. 24	Waseca. 65	Chapleau. 321	Wilkes Barre. 250	Keyser. 448
Chicago. 483	N. Topeka. 895	West St. Paul. 358	Ft. Erie. 471	White Haven. 351	Martinsburg. 440
Chicago. 429	Topeka. 205	Willmar. 76	St. William W. 225	QUEBEC.	Parkersburg. 452
Chicago. 499	Wellington. 359	MONTANA.	London. 468	Farnham. 134	WYOMING.
Chillicothe. 106	KENTUCKY.	Butte City. 264	Smiths Falls. 479	River du Loup. 119	Cheyenne. 438
Clinton. 176	Bowling Green. 100	Glasgow. 298	Windsor. 421	Richmond. 118	Evanston. 88
Charleston. 187	Covington. 424	Glenview. 128	Hamilton. 151	RHODE ISLAND.	Laramie. 86
Danville. 63	Henderson. 317	Great Falls. 456	Lindsay. 136	Providence. 478	Rawlins. 87

## LADIES' SOCIETY, B. OF L. F.

## GRAND LODGE.

MRS. E. A. BALL . . . . . Grand President  
Box 123, Stratford, Ontario.

MRS. J. A. LEACH . . . . . Vice Grand President  
Sedalia, Missouri.

MRS. JAMES I. MOORE . . . . . Grand Secretary and Treas.  
Box 389, Stratford, Ont.

MRS. W. CALKINS . . . . . Grand Insurance Agent  
Sedalia, Missouri.

## BOARD OF GRAND TRUSTEES.

MRS. W. H. COFFEY, 436 A ave. . . . . W. Cedar Rapids, Ia

MRS. LOVEJOY, 318 St. Joe st. . . . . Elkhart, Indiana

MRS. SLUSSER . . . . . Huntington, Indiana

## GRAND EXECUTIVE BOARD.

MRS. F. P. SARGENT . . . . . Terre Haute, Indiana

MRS. DU BOIS . . . . . Boone, Iowa

MISS KING . . . . . San Francisco, California

## ORGANIZERS.

MRS. E. A. BALL, Box 123 . . . . . Stratford, Ontario  
for Canada.

MRS. T. KILLIAN, 22 East Pacific st. . . . . Sedalia, Mo  
for the State of Missouri.

MRS. M. J. SCHIEDY . . . . . Mauch Chunk, Pa  
for the State of Pennsylvania.

MRS. FIELD, 731 South State st. . . . . Denver, Colo  
for the State of Colorado.

MRS. W. S. COOK, West Ridge st. . . . . Marquette, Mich  
for the State of Michigan.

MRS. W. H. COFFEY, 436 A ave. . . . . W. Cedar Rapids, Ia  
for the State of Iowa.

MRS. T. J. ROBERTS, 1762 1/2 8th st. . . . . W. Oakland, Cal  
for the State of California.

MRS. J. H. KUHN . . . . . Delphos, Ohio  
for the State of Ohio.

MRS. LOVEJOY, 318 St. Joe st. . . . . Elkhart, Ind  
for the State of Indiana.

## SUBORDINATE LODGES.

## 1. GOOD ENDEAVOR; Stratford, Ont.

Mrs. E. A. Ball, Box 123 . . . . . President

Mrs. J. I. Moore . . . . . Secretary

. . . . . Treasurer

## 2. QUEEN OF THE WEST; Cedar Rapids, Iowa.

Mrs. W. McMullen, 707 E. ave. . . . . President

Mrs. G. P. Smith, 189 C. ave. . . . . Secretary

Mrs. W. C. Byers, 332 G. ave. . . . . Treasurer

## 4. DILIGENCE; Perry, Iowa.

Mrs. Banyard . . . . . President

Mrs. E. G. Crawford, Box 518 . . . . . Secretary

. . . . . Treasurer

## 6. EXCELSIOR; Marquette, Mich.

Mrs. W. Reany, 742 Bluff st. . . . . President

Miss Agnes Healey, 307 Fisher st. . . . . Secretary

Mrs. W. Boesler, 416 Washington st. . . . . Treasurer

## 7. OUR PRIDE; Waterloo, Iowa.

Mrs. A. Livingston, 114 Barclay st. . . . . President

Mrs. Robert Fern, 437 Saxon st. . . . . Secretary

Mrs. Charles Vroom, 202 Fremont st. . . . . Treasurer

## 8. GARFIELD; Garrett, Ind.

Mrs. Katie McCarthy, Box 6 . . . . . President

Mrs. Millie Fullmer, Box 64 . . . . . Secretary

Mrs. Jennie Cramer, Box 218 . . . . . Treasurer

## 9. WELCOME; Needles, California.

Mrs. J. A. Stout . . . . . President

Mrs. A. D. Ensign . . . . . Secretary

. . . . . Treasurer

## 10. HELPMATE; Elkhart, Ind.

Mrs. Lizzie Lovejoy, 206 Kinzy st. . . . . President

Mrs. Jennie Miller, 116 High st. . . . . Secretary

Mrs. Clara Shasberger, Middlebury st. . . . . Treasurer

## 12. HEART AND HAND; Delphos, Ohio.

Mrs. J. A. Kuhns, Lock Box 333 . . . . . President

Mrs. A. T. Hogarth, Lock Box 35 . . . . . Secretary

Mrs. J. A. Slagle, Lock Box 119 . . . . . Treasurer

## 13. EUREKA; Huntington, Ind.

Mrs. Jennie Robertson, 12 Allen st. . . . . President

Mrs. Maggie Slusser, 115 Court st. . . . . Secretary

Mrs. Georgia Jones, 63 Fredrick st. . . . . Treasurer

## 14. UNITY; Hornellsville, N. Y.

Mrs. H. B. Clark, 9 McDougall ave. . . . . President

Mrs. E. McMullen, 20 Greeley ave. . . . . Secretary

Mrs. J. C. Collins, 43 East Main st. . . . . Treasurer

## 15. PROTECTION; Mauch Chunk, Pa.

Mrs. Geo. Tosh . . . . . President

Mrs. Geo. Swartwood, Box 181 . . . . . Secretary

Mrs. M. J. Schiedy . . . . . Treasurer

## 16. HEADLIGHT, Boone, Iowa.

Mrs. E. A. Cross . . . . . President

Mrs. H. C. Barron . . . . . Secretary

Mrs. M. Crane . . . . . Treasurer

## 17. STAR OF HONOR; Moberly, Mo.

Mrs. Parsons . . . . . President

Mrs. Kellogg, 400 So Ault st. . . . . Secretary

Mrs. Lois Nicholson . . . . . Treasurer

## 18. GOLDEN WEST; San Francisco, Cal.

Mrs. J. C. Miller, 1723 Luther st. . . . . President

Miss Kate Smith, 332 Harrison st. . . . . Secretary

Mrs. F. E. Pope, 2049 1/2 Mission st. . . . . Treasurer

## 19. QUEEN CITY; Sedalia, Mo.

Mrs. Helen Lester . . . . . President

Mrs. Della Kinzie, 1400 E. Fifth st. . . . . Secretary

Mrs. Laura Buchanan . . . . . Treasurer

## 20. SILVER STATE; Pueblo, Colo.

Mrs. Geo. Lamont, 1107 11th st. . . . . President

Mrs. E. Sweet, 125 Manson st. . . . . Secretary

Mrs. J. R. Mihoover, 707 3d st. . . . . Treasurer

## 21. FRANKLIN; Columbus, Ohio.

Mrs. Ellen Colt, 909 Pennsylvania ave. . . . . President

Maude Rinehart . . . . . Secretary

Mrs. Mary Dickerson, 1208 E. Atchison st. . . . . Treasurer

## 22. SCENIC ROUTE; Denver, Colo.

Mrs. M. L. Field, 731 S. Water st. . . . . President

Mrs. Ida Curtis, 500 S. 9th st. . . . . Secretary

Mrs. Harriet Bennet, 1230 S. 9th st. . . . . Treasurer

## 23. FRIENDSHIP; Sanbury, Pa.

Mrs. Kate Snipe . . . . . President

Mrs. Jennie Gaudles . . . . . Secretary

. . . . . Treasurer

## 24. PROGRESSIVE; Conneaut, Ohio.

Mrs. E. A. Wilcox . . . . . President

Miss Myrtle Bleasdale . . . . . Secretary

. . . . . Treasurer

## 25. FAVORITE; Arkansas City, Kan.

Mrs. Annie Calderon, 1326 So. G st. . . . . President

Mrs. S. H. Ballou, 609 So. C st. . . . . Secretary

Mrs. Emma Kizer, 829 So. C st. . . . . Treasurer

## 26. PROGRESS; Carbondale, Pa.

Mrs. G. W. Osborne, 138 Cannon st. . . . . President

Mrs. Geo. Brandon, 154 Belmont st. . . . . Secretary

Mrs. G. P. Berry, 83 Park st. . . . . Treasurer

## 27. McKEEN'S PRIDE; Chanute, Kan.

Mrs. J. W. Henaman . . . . . President

Mrs. T. H. Schunty . . . . . Secretary

Mrs. T. H. Jackson . . . . . Treasurer

## 28. CORAL LEAF; West Oakland, Cal.

Mrs. T. J. Roberts, 1762 1/2 8th st. . . . . President

Miss Mollie Roberts, 808 Cedar st. . . . . Secretary

Miss Gertrude Payne, 327 Pine st. . . . . Treasurer

## 29. FARRIE MAY; Topeka, Kan.

Mrs. J. Galletly . . . . . President

Mrs. Cora Barnes . . . . . Secretary

. . . . . Treasurer

## 30. AURORA; Los Angeles, Cal.

Mrs. Egan, 843 Bloom st. . . . . President

Miss Mildred Kingsley, 122 Railroad st. . . . . Secretary

. . . . . Treasurer

## His Only Chance For Fame.

Rinx—What are you writing now?  
Scrib—I am collaborating with my father on a book  
of poems.  
Rinx—I didn't know that your father wrote poems.  
Scrib—He doesn't like paying for their publica-  
tion. —Turn Topics.



**"WORTH A GUINEA A BOX."**

**BEECHAM'S  
PILLS**

The Favourite of  
**All Railroad Men.**

*A Standard Remedy the World over  
FOR ALL*

**BILIOUS AND NERVOUS  
DISORDERS,**

Such as Sick Headache,  
Weak Stomach,  
Impaired Digestion,  
Liver Complaint,  
**Constipation,**  
and all Similar Ailments.

Covered with a Tasteless and Soluble Coating.  
Of all druggists. Price, 25 cents a box.

New York Depot, B. F. Allen Co.,  
365 Canal St.

Send postal for our valuable book, "Constipation."

## To Firemen's Wives and Daughters. SHEET MUSIC FOR YOU!

There are numerous offers of cheap music this season, but here is the cheapest and best of all. The small sum of ten cents will bring you our charming musical and literary magazine three months on trial. You will also receive absolutely free 163 pieces of popular sheet music, including *That is Love*, *After the Ball*, *You Will Never Know a Mother's Love Again*, *Twixt Love and Duty*, *Ever Faithful*, *Old Madrid*, *Sweet Heather Bells*, *Two Little Girls in Blue*, *Better Bide a Wee*, *Comrades*, *Ta-ra-ta-Boom-de-ay*, *Little Fisher Maiden*, *Pussy Cat*, *Annie Rooney*, *Bob Up Serenely*, *I Whistle and Wait for Katie*, *Bonnie Doon*, *Stop Dat Knocking*, *Kissing Over the Garden Wall*, *Five O'clock in the Morning*, *Let Me Dream Again*, *When Red Leaves Fall*, *In a Cottage by the Sea*, *Speak to Me*, *Maiden's Vow*, *Brave Old Oak*, *She Wore a Wreath of Roses*, *Take Back the Heart*, *Love Among the Roses*, *Anvil Chorus*, *Daddy Wouldn't Buy Me a Bow-wow*, *Think of Me*, *Nevermore*, *Lullaby*, *Old Zip Coon*, *On to the Field of Glory*, *Swiss Boy*, *Oh Day of Joy*, *Douglas*, *Tender and True*, *Annie Laurie*, *The Parting*, and many others. In addition to the 3 months' subscription and 163 songs (words and music), we will send an elegant art production in 8 colors (worth \$1.00) entitled, "The Interruption." All the above will cost you only 10 cents. Get the most for the least money by sending a silver dime to AMERICAN NATION COMPANY, 325 B Washington Street, BOSTON, MASS.

**A Scalded Engineer,  
A Bruised Fireman,  
A Sore-Handed Conductor,  
A Chap-Handed Brakeman,  
A Bleeding Switchman,**

Will find a comforter and healer in a cleansing and refreshing wash with

**Glenn's - - -  
Sulphur Soap.**

It is not a fancy toilet soap, but a plain, every day remedy for the mechanic, the busy housewife, and the children. No household should be without it. Ask your druggist for it; he keeps it.

## JUST PUBLISHED. LOCOMOTIVE CATECHISM

By ROBERT GRIMSHAW.

Containing nearly 1,300 questions and answers concerning Designing and Constructing, Repairing and Running various kinds of Locomotive Engines.

Intended as examination questions, and to post and remind the engine runner, fireman and learner.

**A STANDARD BOOK, FRESH FROM  
THE PRESS. FULLY UP TO THE  
TIMES. EVERY TYPE OF LOCO-  
MOTIVE TREATED.**

Nearly 400 pages; filled with Cuts, Diagrams and Illustrations. Tells all about the Locomotive in language any school boy can understand. Difficult problems made easy. A popular book for the masses.

**Price, \$2.00,  
prepaid to any address.**

## AGENTS WANTED.

We want an agent at every round house in the country. Liberal commission and exclusive agency given. Several agents sold more than 50 copies each the first week. SEND NOW for copy and full particulars to

**NORMAN W. HENLEY & CO.  
Publishers.**

150 Nassau Street, NEW YORK.

# Engineers and Firemen!

## STANDARD LITERATURE.

**These Books Will Help You to Master Your Calling and Get "On Top."**

***"Locomotive Catechism,"*** by ROBERT GRIMSHAW. Nearly 400 pages. Full of cuts and illustrations. Fresh from the press and fully up to the times; **Price, \$2.00.**

***"New Catechism of the Locomotive,"*** by M. N. FORNEY. More than 700 pages and more than 500 engravings. Greatest book published **Price, \$3.50.**

***"Compound Locomotives,"*** by ARTHUR T. WOODS. The only book on the subject. Should be in the hands of every student of the locomotive. **Price, \$1.25.**

***"Air Brake Practice,"*** by J. E. PHELAN, of the Northern Pacific R. R. An exhaustive treatise on the Air Brake; explains in simplest language how to operate it under all conditions. **Price, \$1.00.**

***"Progressive Examinations of Locomotive Engineers and Firemen,"*** by JOHN A. HILL. A capital little book for new beginners. An excellent pocket companion. **Price, 50 Cents.**

***"Alexander's Ready Reference,"*** by S. A. ALEXANDER, for engineers and firemen. This book contains more valuable information in fewer words, and is easier understood by railroad men than any other book now in print. **Price, \$1.50.**

***"Twenty Years with the Indicator,"*** by THOS. PRAY, JR., M.E. Copiously illustrated and containing many rules as to the best way to run any steam engine to get the best results. **Price, \$2.50.**

***"Simple Lessons in Drawing,"*** by ORVILLE H. REYNOLDS (Chief Draftsman, Northern Pacific Railway). A splendid book. Every student of locomotive engineering and every explorer in the field of mechanics should have it. **Price 50 cents.**

***"Roper's Hand Book of the Locomotive,"*** by STEPHEN ROPER. One of the most valuable treatises ever written on the subject. It is fully illustrated, and contains a description of the most approved locomotives in use. **Price, \$2.50.**

***"Locomotive Running Repairs,"*** by L. C. HITCHCOCK. A splendid little book for locomotive men. **Price, 50 cents.**

**SEND ORDERS TO**

**DEBS PUBLISHING CO.,**

**TERRE HAUTE, INDIANA.**

# IMPORTANT.

In view of the present uncertainty of business, we have decided to offer the two works of Professor N. Hawkins upon easy and liberal terms of payment to the patrons of **POWER**, and others, who will furnish a reference as to reliability, i. e., part of the cost with the order when the books will be sent, and balance monthly.

It is a proverb that "he stands strongest who stands on his head"—this has been well illustrated in the case of the owner of these two books. In the numerous changes which have taken place in the past half year, and which are still going on, the practical knowledge which has been acquired from the Hawkins works has enabled many of their possessors to hold over in good positions where others have been forced to resign.

The "*Hand-book of Calculations*" (now selling in its sixth thousand), and the "*Maxims and Instructions for the Boiler Room*" (now selling in its third thousand), are educational works of the rarest value, and have already, in scores and hundreds of instances, proved the stepping-stone for permanent advancement (Firemen to be Engineers, Engineers to be Superintendents, etc.).

The "*Calculations*" teaches first, the principles on which steam-engineering is founded, i. e., mechanical philosophy, and beginning with the figure one, proceeds with rules, examples, and plain directions to the most essential problems relating to steam-engineering.

The "*Maxims and Instructions*" teaches how to "fire" all kinds of furnaces and the different varieties of boilers, gives details of construction and dimensions of boilers. It deals with the details and management of pipes and piping, steam-pumps, injectors, tanks, steam-heating, distilling, etc. The book has hundreds of definitions and illustrations of appliances used in and about the boiler room.

These books are each provided with a ready reference index, which renders their hundreds of practical suggestions instantly available; hence they are works of both instruction and reference.

These two books are each strongly and handsomely bound in green cloth, with gold titles; they weigh over six pounds for the pair and are almost a library in the making. The price is \$5.00 for the two, and \$2.50 for a single volume, post or express prepaid to any part of the world.

Persons wishing them on "part payments" will be informed of the terms upon application. Club rates also given on application. Correspondence solicited. We send a descriptive catalogue free.

**Theo. Audel & Co.,**  
PUBLISHERS.

Office 3. 91 Liberty St., N. Y.

# LOCOMOTIVE CATECHISM

—BY—

**ROBT. GRIMSHAW**

**1300 Questions and Answers  
360 Pages.**

**ALL ABOUT REPAIRING AND RUNNING THE  
VARIOUS KINDS OF LOCOMOTIVES.**

**NEW AND COMPLETE.**

**FULLY - UP - WITH - THE - TIMES.**

**Diagrams and Illustrations Galore.**

**PRICE, \$2.00.**

Address Orders to

**DEBS PUBLISHING CO.,**

**TERRE HAUTE, INDIANA.**

P. S.—Very many Master Mechanics of railroads have bought the pair of these "noble books" and found them readily adapted to their department of railroad service.

# Best Christmas Present FOR A FIREMAN.

## SINCLAIR'S LOCOMOTIVE ENGINE RUNNING AND MANAGEMENT.

No Progressive Fireman can Afford to be without this Book. Price, \$2.00.

### OTHER BOOKS.

**REYNOLD'S SIMPLE LESSONS IN DRAWING.** Price, 50 cents.

**HILL'S PROGRESSIVE EXAMINATIONS FOR ENGINEERS AND FIREMEN.** Price, 50 Cents.

**WOOD'S COMPOUND LOCOMOTIVES.** Revised and enlarged by David L. Barnes. Price, \$3.00.

Catalogues on application.

### ENGINEERING LITERATURE CO.,

EAST ORANGE, N. J.

## An Educator!

### "Simple Lessons in Drawing for the Shop."

By **ORVILLE H. REYNOLDS.**

(Chief Draftsman Northern Pacific Ry.)

**PRICE, 50 CENTS.**

ADDRESS

**DEBS PUBLISHING Co**  
**TERRE HAUTE, IND.**



**MY WIFE CANNOT SEE HOW YOU DO IT AND PAY FREIGHT.**  
\$10.50 Buy the Oxford Improved SINGER Sewing Machine, with a complete set of attachments and guaranteed for 10 years. Shipped anywhere on 30 days' trial. No money required in advance. 75,000 now in use. World's Fair Medal awarded. Buy from factory, save dealers' and agents' profit. Write to-day for our LARGE FREE CATALOGUE. Oxford Mfg. Co., 342 Wabash Ave., Chicago, Ill.

### \$100 REWARD, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers, that they offer one Hundred Dollars for any case that it fails to cure. Send for list of Testimonials. Address,

F. J. CHENEY & CO., Toledo, Ohio.

Sold by druggists, 75c.

## FORTUNES FOR RAILROAD MEN.

Enormous prizes are paid for many varieties of United States and foreign coins dated before 1899. Railroad men who keep their eyes open can make a small fortune if they run across the proper coin. There are good sized premiums also on Confederate and fractional currency as well as old stamps. There are many dealers who buy the above. One of the most reliable concerns in the United States is the NATIONAL COIN CO., 833 N. Exchange Building, Boston, Mass. By sending stamps to them you can get a 16-page illustrated pamphlet full of interesting and valuable information, which if taken advantage of, may make you many dollars wealthier. It will show you how to keep your eyes peeled.

**JOSEPH LEICESTER ATKINS,**  
**PATENT LAWYER**

AND

**Solicitor of U. S. and Foreign Patents,**  
Atlantic Building, 930 F. St.,  
**WASHINGTON, D. C.**

Digitized by Google

## COOK REMEDY CO

## Blood Poison!

Primary, Secondary or Tertiary permanently cured in 15 to 35 days. We eliminate all poison from the system, so that there can never be a return of the disease in any form. Parties can be treated at home as well as here, (for the same price and under the same guarantee,) but with those who prefer to come here, we will contract to cure them and we will all money and pay entire expense of coming, railroad fare and hotel bills.

**Our Magic Remedy** **Eight Years in Use** and **Never Failed** to cure the most obstinate cases. We challenge the world for a case we can not cure. Since the history of medicine a true specific for **BLOOD POISON** has been sought for but never found until our Magic Cyphlene was discovered. We solicit the most obstinate cases and challenge the world for a case we cannot cure. This disease has always baffled the skill of most eminent physicians.

**\$500,000 CAPITAL** behind our unconditional guarantee. Absolute proofs sent sealed on application. Address,

**COOK REMEDY CO.,**  
Room 307 Masonic Temple, Chicago, Ill.

## COOK REMEDY CO

# D\*E\*L\*A\*V\*A\*U\*S

## Whooping Cough

## Croup

## Violent Coughs

Tested over 40 Years.

**EFFECTUAL AND HARMLESS.**  
60c per bot. at druggists, or expressed from 6th and Wood Sts., Philadelphia, to any address 60c.

## R\*E\*M\*E\*D\*Y

## THE NEW METHOD

Cures PILES, FISTULA, &c., without cutting, caustic, clamp, injection, ligature, pain or blood. Immediate relief. Pay when cured. Investigate.

## THE MEDILL PILE CURE CO.

Chicago office: 189 W. Madison Street, Chicago.

# FAT

## FOLKS REDUCED

From 15 to 25 lbs. per month by a harmless treatment administered by practicing physicians of 17 years' experience. No dieting no denials from business no starve the system or disfigure the skin, and beautifies the complexion. Endorsed by physicians and leading society ladies. Thousands cured. **PATIENTS TREATED BY MAIL** confidentially. For particulars call, or address with 6c in stamps, **O. W. F. SNYDER, M. D.,** 305 WICKER'S THEATER BUILDING, CHICAGO.

## BLOOD POISON

When Mercury, Iodide of Potassium and Hot Springs fail to cure, we will guarantee a cure or no pay. Can be no failure. Cure in 20 to 90 days. Will contract to pay railroad fare and hotel bills if we fail. We are incorporated, with large capital. Refer to Bradstreet's. Everything sent sealed, in plain envelopes. Write for references and proofs free. Can work during treatment.

## GUARANTEE REMEDY CO.

51 & 52 Dexter Building,  
CHICAGO, ILL.



By W. M. TRELOAR. Solo \$1.00; Duet, \$1.50; Chorus, 25 cents; Whistle, 35 cents; Sand Pads; 25 cents. A new piano piece, representing a day's journey on a train. Sympots: Train Whistles, Bell Rings, All Aboard, The Start, Twenty Minutes for Dinner, Gong, The Menu, Dinner over they again start on their Journey, passing through Fields and Meadows, until they reach "Home, Sweet Home." It is a great exhibition piece. Send \$1 for the Solo, and receive gratis a Whistle, Sand Pads and Chorus part. Mention this JOURNAL. **TRELOAR MUSIC CO., Mexico, Mo.**

## HIGH ARM



## FREE TRIAL

for ten days in your own home.  
\$50 Keweenaw Machine for - \$24.50  
\$50 Arlington Machine for - \$20.50  
Standard Singers, \$9.50, \$15.50, \$17.50, and 27 other styles. We ship first class machines anywhere to anyone in any quantity at wholesale prices. All attachments FREE. Latest improvements. We pay the freight. No money required in advance. Send at once for catalogue and testimonials FREE. Address (in full) **CASH BUYER'S UNION, 158-164 W. Van Buren St., Dept. 223 Chicago, Ill.**

## World's Fair Highest Awards

Medal and Diploma on our INCUBATOR and BROODER Combined. "Old Reliable" Leads them all. If you are interested in Poultry, it will pay you to send 4 cents in stamps for our 12 page catalogue, giving valuable points on Poultry Culture. Address **Reliable Incubator and Brooder Co., Quincy, Ill.**

## NATIONAL HOTEL.

**J. H. BREWER, Proprietor.**

(B. of L. E. Div. 182.)

**102 Park Avenue, opp. Avenue Hotel.  
HOT SPRINGS, ARK.**

(Correspondence solicited. Letters of Inquiry promptly answered.)



## POSITIVELY FREE.

Our New ORGAN and PIANO BOOK. Colored Portraits, Special Offers, and full Particulars of all our famous **ORGANS and PIANOS.**

Sold to anyone at wholesale price, for Cash or on Terms to Suit. Organs \$27.50. Pianos \$175.00.

Write to-day for this VALUABLE BOOK. **CORNISH & CO., WASHINGTON, NEW JERSEY.** Established 27 Years.

# \$350 IN PRIZES!

—\*— G I V E N B Y —\*—

## LOCOMOTIVE ENGINEERING,

5 Beekman St., New York,

### For Improvements Suggested in Cab and Boiler Fittings

With three objects in view—yes, four. 1st, Safety of Engine Crews, hundreds are scalded to death yearly. 2d, Convenience in Handling Engine, too much discomfort now. 3d, Economy of Running Repairs, don't we "grind in" too much? Oh, 4th, To make the plans offered an attractive feature of our Paper, so that you will subscribe and get more than your money's worth.

### Diseases of the Air Brake System, THEIR CAUSE, SYMPTOMS AND CURE,

By PAUL LYNNESTVEDT,

Fully Illustrated, will begin in the January number. The best thing on Brakes yet written.

We have forty other new features for the year, more than we can enumerate here.

Every subscriber who sends us a \$2 bill gets the largest and "most interesting" Railroad Paper for a year and

### — THREE EDUCATIONAL CHARTS —

SAMPLE COPY FREE.

CASH PREMIUMS TO CLUB AGENTS.

**SEND YOUR ADDRESS AND \$2 AND WE GUARANTEE THAT  
YOU ARE WELL SATISFIED.**

## LOCOMOTIVE ENGINEERING,

ANGUS SINCLAIR, )  
JOHN A. HILL, ) EDITORS.

5 Beekman St.,

NEW YORK.

# YANKEE HILL.

## 'TIS THUS THE GOLDEN LEGEND RUNS:

Even as in the wilderness, the life-giving water flowed from the smitten rock when Moses spake, so the golden stream begins to flow.

From every quarter of the mountains of Colorado it comes pouring down and before the fateful year of 1893 was closed the great state of Colorado had added \$8,000,000 to the gold volume of the world. Regions that a few months ago had neither name nor place on our maps are to-day alive with the thump of the drill and thunder of the dropping stamps. It is a wonderful story—this golden legend of Colorado.

Every one should read it. The *Gold Nugget* tells all about it—replete with strangely fascinating stories of the mines; tells of the wonders of Cripple Creek, producing \$300,000 a month; of the gold belt of Leadville, with its monthly output of \$200,000, and of Gilpin yielding \$5,000,000, and of Yankee Hill, the crown of Gilpin, teeming with possibilities. Three months ago it was only a name; to-day it is a fact; to-morrow Yankee Hill will be dividing honors with Cripple Creek. And a year hence men will say, "In those swift days we made our millions."

Three towns have sprung up like magic in the district; fifty stamps are already pounding on its ores. Shafts and drifts are running in every direc-

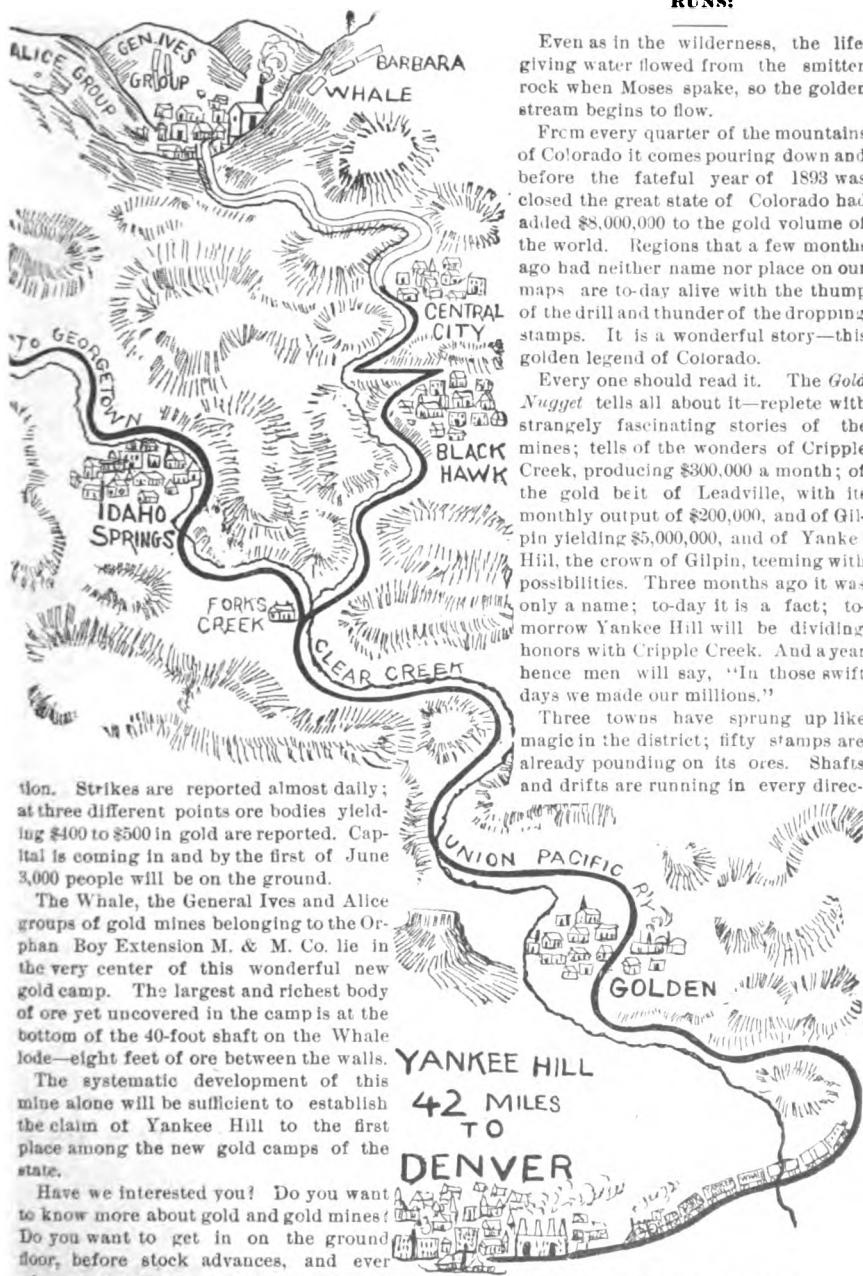
tion. Strikes are reported almost daily; at three different points ore bodies yielding \$400 to \$500 in gold are reported. Capital is coming in and by the first of June 3,000 people will be on the ground.

The Whale, the General Ives and Alice groups of gold mines belonging to the Orphan Boy Extension M. & M. Co. lie in the very center of this wonderful new gold camp. The largest and richest body of ore yet uncovered in the camp is at the bottom of the 40-foot shaft on the Whale lode—eight feet of ore between the walls.

The systematic development of this mine alone will be sufficient to establish the claim of Yankee Hill to the first place among the new gold camps of the state.

Have we interested you? Do you want to know more about gold and gold mines? Do you want to get in on the ground floor, before stock advances, and ever after receive dividends in gold? If so, send for a copy of the *Gold Nugget*. Address,

THE ORPHAN BOY EXT. M. & M. Co.,  
29 and 30 Kiltredge Building, Denver, Colo.





## THROW AWAY TRUSSES!

I am an engineer—running an engine on the Western Division of the Fitchburg R. R. I had a severe case of double hernia; still, have always worked along with them until this winter. One side was of twenty-five years' standing—the other of about eight years.

This winter I was laid up sick with pneumonia: in coughing so much, which of course was made necessary by that terrible disease, I strained myself so that after getting up from my sick-bed, I was not able to go to work, as I could get no truss that would hold the rupture.

I was talking with Brother Staggs one day. He asked me "why I did not go to Dr. Pierce's Invalids' Hotel and Surgical Institute, at Buffalo, N. Y.?" I went, and in three weeks was cured, so that I could dispose of my truss entirely.

I wish to say this comes from me direct; it was my own proposition that this letter be made public.

Respectfully yours,

F. S. AUCHENPAUGH, Division 418, B. of L. E.

ROTTERDAM, N. Y.

## RUPTURE.

HERNIA (Breach) or RUPTURE, even if old and large, is speedily and radically cured in every case undertaken by our specialists, without dependence upon trusses, and without danger. 385 cases of Rupture cured by us in 1892.

There is no longer any need of wearing clumsy, awkward, chafing old trusses. There is no safety in any kind of a truss, for there is constant danger of strangulated hernia.

Abundant references, by permission of those whom we have cured, will be furnished to any one wishing to call upon or write them.

VARICOCELE, or false rupture, and HYDROCELE are permanently cured by new and painless methods.

An illustrated Treatise on Rupture, Varicocele, or Hydrocele, sent to any address on receipt of ten cents.

**WORLD'S DISPENSARY MEDICAL ASSOCIATION,**

**No. 663 Main Street, BUFFALO, N. Y.**

! \* **RAILWAY** \* !  
**OFFICIALS AND EMPLOYEES'**  
**ACCIDENT ASSOCIATION**



**INDIANAPOLIS, IND.**  
**WM. K. BELLIS, Sec.**

## THE WHEEL

Of progress too often becomes the Wheel of Destruction, and at such times the possession of a staunch true friend, to whom the

### RAILROADER'S FAMILY

Can appeal in their sorrow, is the greatest boon on earth. Such a friend is the **RAILWAY OFFICIALS AND EMPLOYEES' ACCIDENT ASSOCIATION**, of Indianapolis, whose unparalleled growth during the past year, showing an increase of

**\$21,000,000,00**

Over the previous season, unanswerably demonstrates its overwhelming popularity with the Railroaders of America.

### THINK OF IT!

If you should get caught in that fatal accident which visits so many noble men, and leave nothing to your dear ones, what would become of them? A Certificate of Membership in the **RAILWAY OFFICIALS AND EMPLOYEES' ACCIDENT ASSOCIATION** is as safe and certain as a landed estate, and the relief it secures to the bereaved family is flashed over the wires the very moment the news of a stroke of misfortune reaches the Home Office. No Sensible Railroader longer doubts it his duty to carry first-class Accident Insurance. Do not postpone until it is too late, but take a membership with us

:-:--NOW--:-:

Digitized by Google



## THE FIREMEN'S FRIEND—

That never tears,  
rips, or leaves him  
in the lurch—

The Sweet, Orr & Co.  
OVERALL.

R. R. men wear them  
and one writes:



NEW YORK, }  
June 3, 1893. }

Sweet, Orr & Co.:

DEAR SIR:—I have been wearing your make of overclothes for fourteen years, and never had any of them to rip or any buttons to fall off. I am satisfied that I get full value for my money. Hoping you will accept this as my appreciation of your goods.

Yours respectfully,

FRANK AUSTIN,  
197 Lex. Ave., N. Y.

Member of New York City  
Division, 106, B. of L. E.

## The Great Union Overall Manufacturers of the World are SWEET, ORR & CO.,

But everybody does not wear overalls, so it must be remembered that this firm makes the best pants, the best shirts and the best wearing sack coats that are made.

N. B.—Everything guaranteed never to rip. If your local dealer does not keep our goods, do us the favor to write direct.

Offices and salesrooms:

NEW YORK CITY.

CHICAGO, ILL.

NEWBURGH, N. Y.



Say, Joe, why don't you get the OVER-ALL with the  Brand, same as I do, and  you won't have to go around looking like a tramp.

For sale only at

**HAMILTON CARHARTT & CO., Detroit, Mich.,**  
479, 481, 483 and 485 Michigan Ave

Samples of cloth and self-measurement blanks sent free to any address, provided this Magazine is mentioned. This also includes linen tape measure.

## OVERALLS FREE

By Mail or Express,

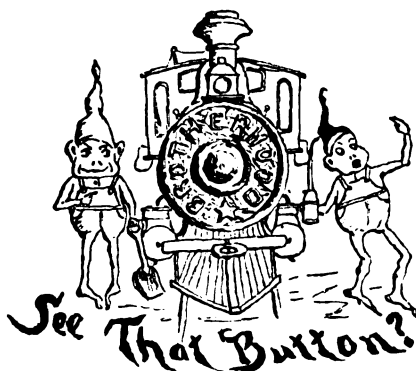
**FOR 75 CENTS.**

We are large wholesale manufacturers of Overalls and Coats bearing the "Carhartt" Brand. These goods are designed and made especially from suggestions made to us by members of the Brotherhood.

To introduce them to many members to whom their excellent qualities are unknown, we will for a short time send (all charges paid), to any one who will show them and help us increase their sale, one or more garments made of the best blue denim upon receipt of the following prices provided your clothing dealer does not keep them on sale:

Overalls—(any size) . . . . .	\$ .75
Overalls—(with apron) . . . . .	.85
Apron Overalls—(with elastic in the suspenders) . . . . .	1.00
Sack Coats—(perfect fitting, to match) . . . . .	.85
Sack Coats—(made of blue and white Amoskeag check) . . . . .	.75

In ordering, give waist measure and inseam (crotch to heel) for overalls, and for coats the breast measure under arms, saying whether regular or long sleeves are wanted. Address all letters plainly to



## Don't Forget That the Brotherhood Overalls

**Are NOT Made by Chinamen,  
Are NOT Made in "Sweat Shops."**

**But are made by the BEST PAID  
WHITE LABOR in the Business.**

They are made by a Brotherhood man, and were officially endorsed by the B. of L. F. Convention at Cincinnati, September, 1892. If no dealer keeps them in your town, insist upon getting them. The dealers anywhere will handle them if the Brothers will insist. Won't YOU insist on the Brotherhood Overalls made by **H. S. PETERS,**

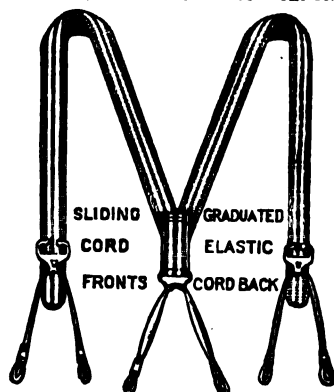
**Hinsdale St., Brooklyn.**

Lodge No. 3, B. of L. F.

Div. 419, B. of L. E.

## The "WORKER'S"

The New 25 Cent Suspender. Made for Active Men. IT PAYS to wear it.



PATENTED NOV. 29, '92.

It is the simplest, completest, most comfortable and most serviceable low-cost suspender made.

**Easy on Buttons.**

**Does not Slip Down on the Shoulders.**

**Has no Rubber in Web to Induce Perspiration  
Has a great stretch in back Elastic Graduated Cord.**

**Holds Trousers up Firmly.**

It has just been put on the market and your dealer may not have it, but ask him. If he does not, send 25 cents in stamps for a sample pair. Say if you like back.

**Chester Suspender Co.,  
60 Decatur Ave., Roxbury, Mass.**

# Railway Watches

Hampden 17-jewel adjusted movement in Dueber gold filled open face case, warranted 20 years, \$20.90. Sent by express prepaid on receipt of amount or sent C. O. D. Examination allowed on receipt of 50 cents.

**Solid 14-Karat Gold Chain, \$10.00.**

Solid gold emblem pins and buttons of any order, 95 cents.

**CHICAGO WATCH CO., 281 Wabash Avenue, Chicago, Ill.**

—ELY'S CREAM BALM—Cleanses the Nasal Passages, Allays Pain and Inflammation, Heals the Sores, Restores Taste and Smell, and Cures

# CATARRH

**Gives Relief at once for Cold in Head.**  
Apply into the Nostrils. —It is Quickly Absorbed.  
50c. Druggists or by mail. ELY BROS., 56 Warren St., N. Y.

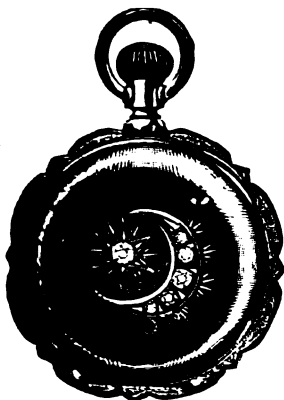
## NATURE'S CURE FOR

# ASTHMA

**FREE ON TRIAL.**

The WONDERFUL KOLA PLANT (KIMALYA), discovered by African Explorers on the Congo River, West Africa, is NATURE'S SURE CURE for ASTHMA. No Pay until Cured, and Positive Cures Guaranteed. Importing Office, No. 1184 Broadway, New York. For Book and Large FREE Trial Case, sent by Mail, address, Central Office Kola Importing Co., No. 132 Vine Street, Cincinnati, Ohio. See New York World and Philadelphia Press, May 10 and 19, 1900; also Christian Observer and Medical Journal, April 8, 1898. The Christian Advocate, May 20, 1890, says editorially: "The Kola Plant is a gift direct of God, to sufferers of Asthma, and His blessing will rest upon Stanley and associates, explorers of the Dark Continent. It is an unfailing cure for Asthma." Remember, No Pay Until Cured.

Established 1881



Ladies' SOLID Gold 14k. Watches  
from \$24 up.

**S. N. CLARKSON & CO.,  
THE RAILROAD JEWELERS.**  
182 State St., - - - Chicago, Ill.

**TESTIMONIALS:**

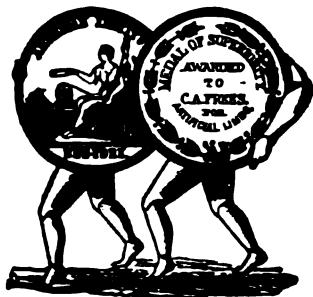
BROTHERHOOD OF LOCOMOTIVE FIREMEN, Lodge No. 47, }  
Chicago, May 23, 1893. }

To the members of the B. of L. F. throughout the United States, Canada and Mexico.

We the officers and members of the Brotherhood of Locomotive Firemen, Lodge No. 47, of the Illinois Central Railroad, cheerfully recommend the S. N. Clarkson Watches to our members, as they have given entire satisfaction on our Road, they having all passed the strictest inspection. Fraternally yours,

*J. H. Smith W. Leonard Charles*  
*Secy*

CATALOGUES sent to any address in the U. S. on application.  
We are the only Railroad Jewelers who have received testimonials for our Special Watches from the different Locomotive Brotherhood Divisions in Chicago.  
A perfect Bird's Eye View of the World's Fair, held in Chicago, 1893, size of picture 34 by 45 in., will be sent free of charge to any address to the purchaser of \$10 worth of our goods or more.



**ARTIFICIAL LEGS AND ARMS.**  
For Railroad Service a Specialty.

Unparalleled List of Awards.

Free Illustrated Catalogue.

HON. WADE HAMPTON (EX-Senator from Virginia), writes: "Wore leg 6 years. I commend your workmanship cordially."

FRANCIS FESSENDEN, Brig. and Bvt. Maj. Gen'l U. S. Army. "I wore your leg with entire satisfaction, and have lately procured a third."

JOHN CONNERY, Conductor B. N. F. & W. Ry. "For the past year have run a passenger train. Best have ever seen."

J. W. HAIGHT, Conductor N. Y., L. E. & W. Ry. "I would not part with artificial limb for five times its cost."

Send description of your case.

**C. A. FREES,**

781 Broadway, New York,

Branch Office, 106 Fifth Ave., cor. Washington St., Chicago, Ill.

Established 26 Years.



**FIRE UP!**

**FIREMEN!**

You have a furnace in front, cool drafts about you, and mishaps all the time.

**| ST. JACOBS OIL |**

**CURES BURNS, SPRAINS, BRUISES, CUTS, WOUNDS, SORENESS,  
STIFFNESS, SWELLINGS, BACKACHE, NEURALGIA,  
SCIATICA AND RHEUMATISM.**



**ARTIFICIAL LIMBS.**

Patent Adjustable Slip Socket. Warranted Not to Chafe the Stump.  
Largest Firm in the United States.

Received Gold Medal and Diploma at the World's Fair.

The Inner Socket, seen outside the limb in cut, is made over a plaster cast of the stump, giving an exact fit, being held permanently upon the stump by elastic fastened to lace above, and in act of walking, moves up and down in the Outer Socket, bringing all the friction between the two sockets, instead of between the stump and the socket, as is the case in all single and wooden socket limbs. With our SLIP SOCKET the most tender and sensitive stump can be fitted and limb worn with perfect ease and comfort. Endorsed and purchased by U. S. Government. Send for our New Catalogue with Illustrations.

**THE WINKLEY ARTIFICIAL LIMB CO.,**

323 Nicollet Ave., MINNEAPOLIS, MINN.

BRANCH OFFICES: 84 Adams Street, Dexter Building, CHICAGO, ILL.  
California Midwinter Exposition, SAN FRANCISCO, CAL.



# Times are Changed.



Even old Father Time has found it necessary to hang up his scythe and purchase a lawn mower and to shelve his hour glass and buy a Fahys Monarch 14 Karat Gold Filled Watch Case to keep his movement in. "Why?" Because it is the most durable case made, better protection to the movement

than any other. It is guaranteed to wear 21 years by a maker who has been in business since 1857. And, finally, it's as handsome as any gold case made. That's why Father Time has a case made by

Your jeweller keeps them. Look out for this trade-mark.

# Fahys

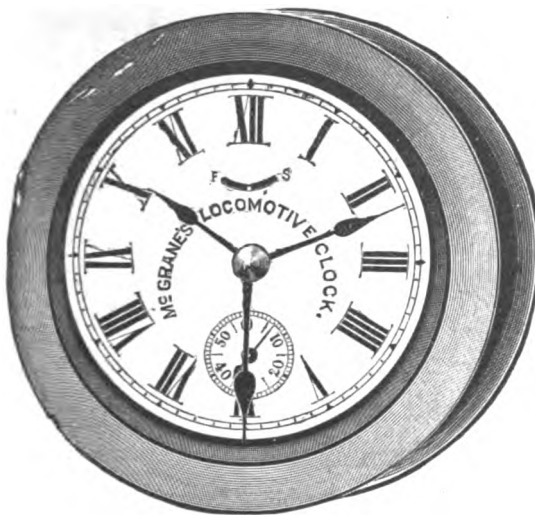
Established 1857.



All styles and sizes; hunting and open face. Send for free pamphlet "From A to Z of a Watch Case."

*Joseph Fahys & Co., New York.*

# THE BROTHERHOODS' JEWELER.



**McGRANE'S**

**"LOCOMOTIVE CLOCK."**

The only substantial, moderate price clock on the market. Movement has jeweled escapement. Case cast bronze; front screws on; side wind; six inch porcelain dial. Very elegant and accurate. The red hand shown at VI o'clock is on the inside of glass and is moved by a knurled nut on the outside. This is John Alexander's "Red Reminder." When it is moved out of its regular position, (six o'clock), it is put at the time of the next meeting point, order station, or what not, and serves to remind you that you must make a meeting point, got orders to side track at that time. No extra charges for the "Reminder," clocks furnished with or without it.

**Price, \$12.00.**

P. S.—Please note the change of address from 48 Maiden Lane.

**JOHN J. McGRANE, Wholesale Jeweler,**

**Member Division 105, B. L. E.**

**187 BROADWAY, NEW YORK.**

## REGALIA

FOR

**Brotherhoods of  
Firemen,  
Engineers,  
Conductors,  
Brakemen, etc.**

**Send for Price List to the**

**M. C. Lilley & Co.,**

**COLUMBUS, OHIO,**

**MANUFACTURERS OF**

**Military and Society Goods, Rail-  
road Caps and Uniforms.**

**PLEASE MENTION THIS MAGAZINE**

**Important to**

**Railroad Managers and  
Master Mechanics.**

## Sibley's Perfection Valve Oil.

More perfect lubrication insured, and guarantees entire freedom from corrosion, honey-combing of cylinders and destruction of joints of steam chest by fatty acids.

In exclusive use upon eighty-two railroads.

References furnished upon application.

Make exclusive specialty of Valve and Signal Oil for railroad use. BEWARE OF IMITATIONS.

**SIGNAL OIL WORKS,  
LIMITED.**

**J. C. SIBLEY, President.**

**- - - FRANKLIN, PA.**

**CASTNER & CURRAN,**

General Tide Water

**COAL AGENTS.**

CELEBRATED

**POCAHONTAS****Semi-Bituminous Coal.**

1 Broadway, New York. 308 Walnut St., Philadelphia  
 70 Kilby St., Boston. 36 Main St., Norfolk, Va.  
 1 Fenchurch Ave., London, England.

The **Pocahontas Coal** is acknowledged by all railroads that have used it to be the best American coal for Locomotive use. It generates steam with great rapidity, and at the same time holds the fire an unusually long time. The merits of the coal are shown by the unprecedented growth of the mines, which were not opened until 1883. Since that time the out-puts have increased over 1,200 per cent. beyond all precedent, amounting during 1892 to 3,000,000 tons. During the present year it will be at least 2,000,000 tons. We are therefore prepared to fill all orders with prompt dispatch.

## **BERWIND-WHITE COAL MINING CO.**

Miners and Shippers of the

### **EUREKA BITUMINOUS COAL.**

55 Broadway, New York.  
 Bullitt Building, 139 South Fourth St., Philadelphia.  
 19 Congress St., Boston, Mass.

**An Unexcelled Fuel for Locomotives and Steam Ships.**

Shipments Last Year, 3,500,000 Tons.

SHIPPING WHARVES:

PHILADELPHIA, Greenwich Point.

NEW YORK, Eureka Pier, Harsimus (foot Sixth St.)  
 Jersey City, N. J.

BALTIMORE, Canton Piers.

**CAST STEEL WORKS**

—OF—

**FRIED. KRUPP,****ESSEN, GERMANY.**

American office, 15 Gold St., New York.

Represented by THOMAS PROSSER & SON,  
 P. O. Box 2878.

**Locomotive Tires,  
 Crank Pins,  
 Piston Rods,  
 Spring Steel,  
 Steel Tired Wheels.**

After a test of over twenty-five years the "KRUPP TIRE" has proved itself the best in the market.

If a reliable article is wanted which will give satisfaction, get KRUPP'S.

**Tide Water Oil Co.,**

12 Broadway, New York.

The Leading Manufacturers of

## **Railroad Lubricants.**

**Our Signal, Valve, Engine,  
 Coach and Car Oils**

**Are in constant use on many Large  
 Railway Systems.**

References and comparative tests furnished on application.



## BURNISHINE

The Most Marvelous Metal Polish in the World.

Will Produce a Most Brilliant Lustre to Brass, Copper, Zinc, Steel, Etc.

Especially Adapted to Hot Metals.

SPECIAL PRICES TO FIREMEN:

One pound boxes, \$2.00 per dozen; one-half pound, \$1.25 per dozen; five pound pails, \$7.50 per dozen.

Send cash with each order. Money will be refunded if Polish is not satisfactory.

On receipt of 10 cents in postage stamps, we will send 2 oz. box prepaid.

**J. C. PAUL & CO.,**

121 Lake St.

Chicago, Ill.

ALL GENUINE  
INGOTS & MANUFACTURES  
BEAR OUR  
REG. TRADE MARKS.



"Phosphor-Bronze."

## PHOSPHOR-BRONZE

INGOTS, CASTINGS, WIRE, SHEET & C.  
THE PHOSPHOR BRONZE SMELTING CO. LIMITED  
2200 WASHINGTON AVE. PHILADELPHIA, PA.  
ORIGINAL MANUFACTURERS OF PHOSPHOR-  
BRONZE IN THE UNITED STATES AND SOLE  
MAKERS OF "ELEPHANT BRAND" PHOSPHOR-BRONZE.

HIGHEST AWARD AND MEDAL, WORLD'S COLUMBIAN EXPOSITION

## THE OLD RELIABLE STANDARD METAL POLISH FOR ENGINE WORK

Firemen Should be Careful and Avoid Imitations.  
PRICES REDUCED FOR 1894.

For this year prices to firemen (as agents) will be: One pound boxes, per dozen, \$2. Three pound pails, per doz. \$5. Five pound pails, \$7.50 per dozen.

Cash must always come with orders to avoid delay.

Best Rock prices are here given to firemen as agents and they cannot and must not expect to buy from dealers at these prices. Samples sent free on application. Address,

**THE MATCHLESS METAL POLISH CO.,**

69 Frankfort St. New York.

88 Market St. Chicago.



CHAS. MILLER, President

## Galena Oil Works, Limited.

FRANKLIN, PA.

## SAFETY, SPEED, ECONOMY

Are the results of the use of Galena Oils. Scientific and practical tests of the past twenty years have demonstrated the fact that Galena Oils are superior to any other oils in the market.

Galena Oils in winter stand a cold test of from ten to fifteen degrees below zero, and will not freeze in the coldest weather.

The superiority of Galena Oil is demonstrated by their exclusive use upon a large majority of the railways of this country. They are in use upon three continuous lines of railways from Boston and New York to the Pacific coast and on one to the City of Mexico, thus demonstrating their adaptability to all climates and all temperatures.

We also supply our patrons with Sibley's Perfection Valve Oil, which is in exclusive use upon a large majority of the leading railroads of the country.



**MAKE YOURSELF A Mechanical Engineer or Draughtsman; or qualify**

charge of, or to superintend the manufacture of machinery by devoting your idle hours to Home Study by the method of **THE CORRESPONDENCE SCHOOL OF MECHANICS, Scranton, Pa.** To begin, students need only know how to read and write. Moderate Charges. Send for **FREE Circular.**



ESTABLISHED 1836.

## LOBDELL CAR WHEEL CO.

WILMINGTON, DEL.

CAPACITY 500 WHEELS PER DAY.

Manufacturers of

### Chilled Wheels

Of all Descriptions, from 12 to 50 Inches in Diameter, for Broad and Narrow Gauge Cars, Engines and Tenders.

H. W. JOHNS'



**Asbestos  
Sectional  
Pipe  
Coverings.**

**Non-Conducting Coverings for Steam and Hot Water Pipes, Boilers, etc.**

READILY ATTACHED OR REMOVED BY ANY ONE.

**ASBESTOS BOILER COVERINGS.**

We are prepared to take contracts for applying Steam Pipe and Boiler Coverings in any part of the United States.

**H. W. JOHNS MANUFACTURING COMPANY,**

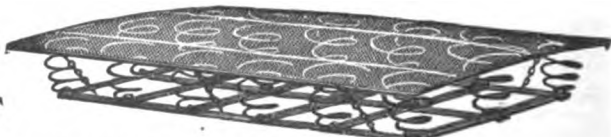
Sole Manufacturers of H. W. Johns' Asbestos Millboard, Shavings, Building Felts, Fire-Proof Paints, Liquid Paints, Asbestos Roofing, etc.

87 MAIDEN LANE, NEW YORK.

CHICAGO, PHILADELPHIA, BOSTON

**ALL STEEL**

**SPRING SEAT**



**Rough Riding Made Smooth by Using This Seat.**

In the manufacture of these seats we use only the finest tempered Steel Spiral Springs, heavy, band steel bottom frame, and tinned steel woven wire fabric surface. Our seats have been used in locomotive engines for years, and are endorsed by engineers and firemen in all parts of the country.

Made in any size or shape desired. Usual size, 18 in. wide 24 in. long. When ordering please give your weight.

Price per seat not over 24 inches long, \$2.00. Terms, C. O. D. or cash with order.

**SMITH & HAGGARD COMPANY,**

Cor. Sacramento and Carroll Aves., Chicago, Ill.

We refer by permission to the following users: D. J. Crowley, Engineer S. F. & W. Ry., 16 Jones St., Savannah, Ga.; John Horton, Engineer, Grand Junction, Colo.; Wm. Malloch, Eng. G. T. Ry., Belleville, Ont.

Digitized by Google

When addressing our advertisers mention this Magazine.



# NATIONAL TUBE WORKS COMPANY,

MANUFACTURERS OF

## BOILER TUBES

**STEAM,  
GAS AND WATER**

**PIPES.**

OFFICES:

BOSTON.

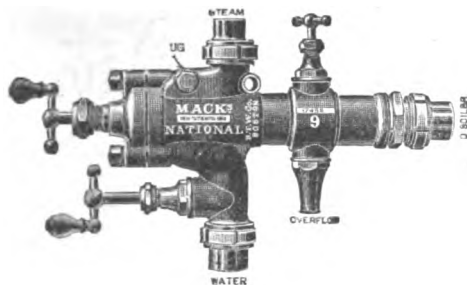
NEW YORK.

PITTSBURGH.

CHICAGO.

ST. LOUIS.

PHILADELPHIA.



## "THE DETROIT"

Lubricators No. 2 and 3 for Cylinders and Air Pumps of Locomotives are **THE BEST.**

**No Variation of Feed; Oil Cannot Syphon Out.**

**Sight Feed Glasses not WORN AWAY by STEAM or WATER.**

**Always Sure and Reliable. Buy the "DETROIT."**

ADDRESS

**DETROIT LUBRICATOR CO.,**

**DETROIT, MICHIGAN.**



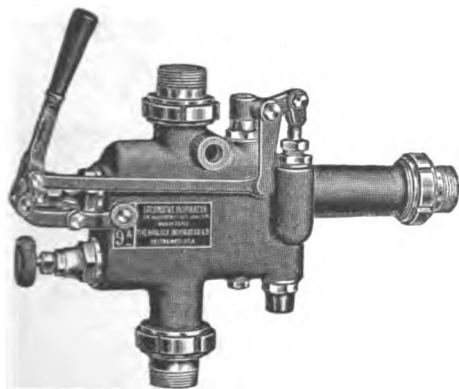
No. 2 Improved Cylinder Lubricator.

**IF YOU RUN AN ENGINE**

You want to know about the

## HANCOCK LOCOMOTIVE INSPIRATOR

Adapted to  
**STANDARD FITTINGS.**



It is the most reliable and efficient apparatus for feeding locomotive boilers that has ever been applied. Reliable under the most exacting conditions, and will work perfectly where others fail.

In use on fifty railroads, giving satisfaction. We shall be glad to send any man interested in locomotive engines, circulars and full information. A postal card secures it.

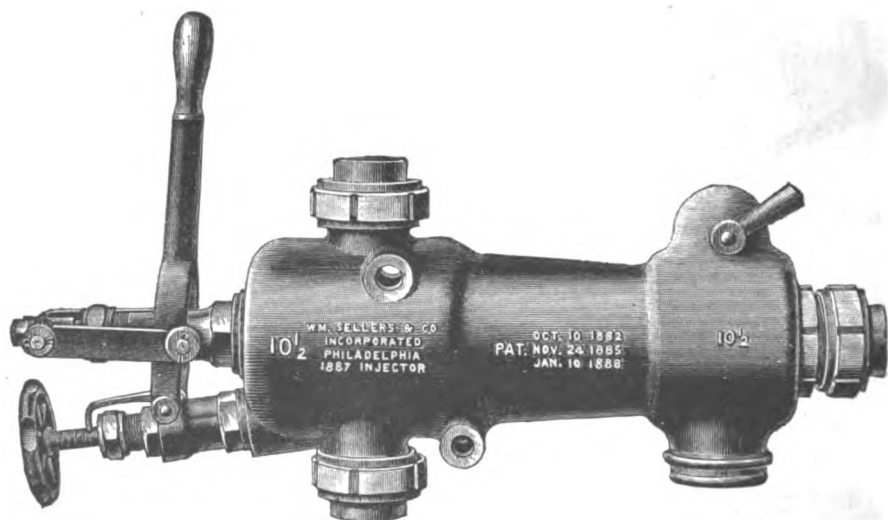
**THE HANCOCK INSPIRATOR CO.,  
BOSTON, MASS.**

*William Sellers & Co. Incorp.*

PHILADELPHIA, PA.

Sole Patentees and Makers of

## Self Acting-Injector of 1887.



**NOTE.**--There are many injectors which will work well when the conditions are favorable. This Injector is designed to work well under all conditions and is, therefore, the most reliable.

**IT WILL RE-START ITSELF.**

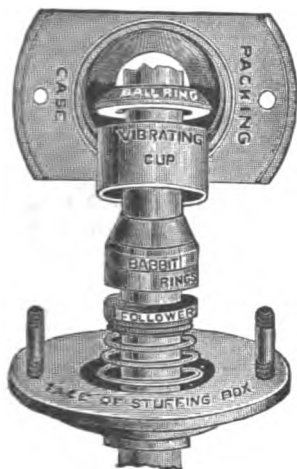
**IT WILL ADJUST ITSELF.**

**IT WILL LIFT HOT OR COLD WATER.**

Its range of capacity is over 60 per cent. and it can be regulated, therefore, to work continuously for light or heavy trains. It is operated by a simple lever motion which readily starts and stops its action.

# United States Metallic Packing Co.

PERFECTED METALLIC PACKING



FOR  
LOCOMOTIVES  
AND  
STATIONARY  
ENGINES,  
SAVES LABOR.

In Use on over 300 Railroads in all Parts of the World.  
Send for Catalogue.

435 North Broad St., Philadelphia.

## BROOKS LOCOMOTIVE WORKS,

Dunkirk, N. Y.



Compound  
Locomotives  
For  
Passenger  
And  
Freight  
Service.

Builders of Locomotive Engines for any required service from our own designs or those of purchasers.  
Perfect interchangeability and all work fully guaranteed.

M. L. HINMAN, Pres't and Treas.

R. J. GROSS, Vice Pres't.

T. M. HEQUEMBOURG, Sec'y

DAVID RUSSELL, Sup't.

H. TANDY, Ass't Sup't.

New York Office,  
45 Broadway.

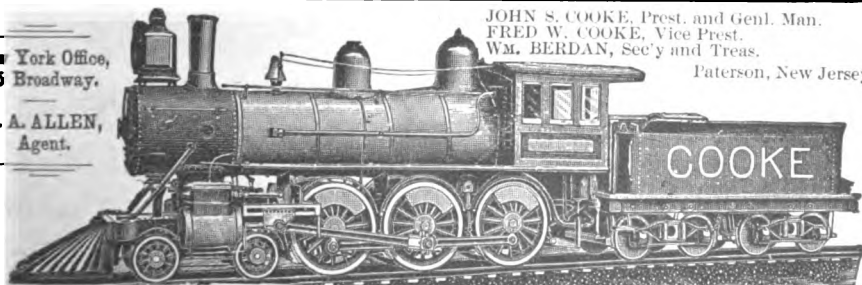
H. A. ALLEN,  
Agent.

JOHN S. COOKE, Pres't. and Gen'l. Man.

FRED W. COOKE, Vice Pres't.

WM. BERDAN, Sec'y and Treas.

Paterson, New Jersey.



COOKE LOCOMOTIVE AND MACHINE CO. (Formerly Danforth Locomotive and Machine Co.)

PATERSON, NEW JERSEY.

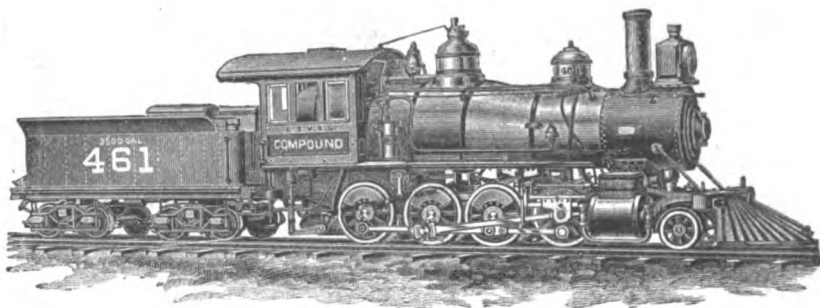
Digitized by Google

EDWARD ELLIS, President.  
WM. D. ELLIS, Vice-President and Treasurer.

A. J. PITKIN, Superintendent.  
A. P. STRONG, Secretary.

## Schenectady - Locomotive - Works,

SCHENECTADY, NEW YORK.



Locomotives of Standard Design for all Classes of Service, or from  
Designs Furnished by Railroad Companies.

### **COMPOUND - LOCOMOTIVES,**

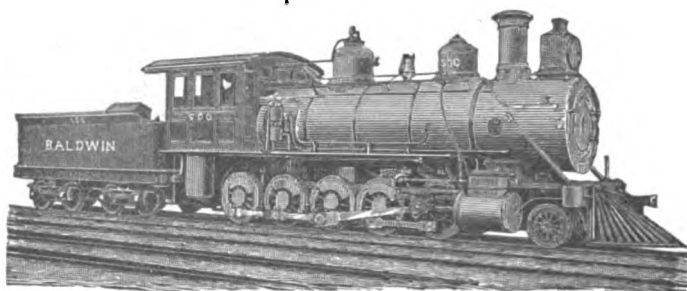
Showing an Economy of 15 to 25 Per Cent. in Fuel and Water.

===== **ANNUAL CAPACITY, 400** =====

===== **ESTABLISHED 1831** =====

## Baldwin Locomotive Works.

ANNUAL CAPACITY, 1,000.



## *Locomotive Engines*

Adapted to every variety of service, and built accurately to standard gauges and templates. Like all parts of different engines of same class, perfectly interchangeable. Broad and Narrow Gauge Locomotives. Mine Locomotives by Steam or Compressed Air. Plantation Locomotives. Noiseless Motors for Street Railways, Furnaces, etc. **Compound Locomotives.**

**Burnham, Williams & Co., Proprietors,**  
**Philadelphia, Pa.**

# LOCOMOTIVE FIREMEN'S MAGAZINE.

MARCH, 1894.

## AN EPISODE IN THE LIFE OF THE GODDESS OF LIBERTY.

BY S. D. GUION.

As I neared my native shores, after long wanderings abroad, the first object that greeted my eager gaze was the light held aloft by our goddess of liberty. The erection of the statue in honor of Liberty is the fulfillment of a prophecy uttered ages ago. It is altogether befitting that Liberty, the goddess of beneficence, should be thus honored in this country; that at the gate of the mighty metropolis of these United States should be reared this monumental colossus, for it was to this country that she received her first commission; it was here that first her influence was felt and appreciated; here that first her sway was acknowledged.

The early life of Liberty is shrouded in mystery, indeed it is almost wholly mythical, but from this mythical history we are able to group many incidents which formed an episode in her life of great interest to the people of this country.

First, a short sketch of her life previous to being commissioned to this country. By studying this mythical history we learn about as follows: Liberty was the daughter of the goddess Juno, and her father was Jupiter, the mighty. At the time the Mythology was given to the Greeks she was quite young. The earlier histories make mention of her and orators some times spoke of her. In the later histories there are instances recorded of her having inspired love for her in the hearts of a few to such a degree that they were willing to fight for her, to even lay down their lives for her, but it never became general in ancient times, and until quite recently she was never able to obtain the love of a whole people or of any considerable portion of any people. The love she did inspire was but spasmodic, her lovers were easily seduced from their allegiance by others whom they supposed to be of heavenly origin.

It appears from the first definite and

authoritative account we have of her, that she must have been roaming to and fro around the world seeking a permanent home, but having become heart-broken from ill success had returned to Mount Olympus and to her father, Jupiter, and poured into his ear her tale of woe. Jupiter had just finished his breakfast and had retired to his bower of indolence, situate on a pleasant plateau upon the side of the mount, through which the gentle breezes wafted the spicy and fragrant perfumes from the plains of Araby, and when Liberty came within the vision of his august eyes he was smoking his pipe of comfort and consequently was in a fit mood to sooth and comfort the disappointed and discouraged spirits of poor, unappreciated Liberty.

He placed her upon his knee, enfolded her in his arms and pressed her head against his bosom, throbbing, as it was, with emotion so god-like, and listened to that voice, once so angelic, but now hoarse and broken by the wailing sobs of despair, as she recounted her sad experience among the nations of mortal men. There were none that would love her, she cried, though she had courted them with all the seductive arts of a goddess. If, said she, at any time there should happen to be some who professed to love her, and to desire her friendship, it was only that they might the more easily gain some selfish end or achieve some sinister object. Peoples have called me to them and have declared unchangeable, undying love, have raised my banner aloft and marched to victory, but when victory was gained they have let my banner trail in the dust, have gone back into slavery again and driven me from among them. I have often been tempted to leave this world and to call on Charon to ferry me across the Stygian sea. Overcome with emotion, and her frame convulsed by wailing sobs, she ceased to speak, and throwing her arms around Jupiter, she clung to him with the energy of despair.

Now came Jupiter's opportunity to comfort her, and when, by his soothing caresses, she had in a measure become calmed, he opened his mouth and spake. Said he: "This day you shall go to a country the largest and most wonderful in the world, the people of which will eventually give you great honor and sing your praise; the longer you are with them the more they will honor you and the louder will be their songs of praise. They will love and cherish you and exalt you to the skies. The time will come when their banner—the insignia of your sway and of their devotion to you—will float over every sea and be unfurled in the uttermost parts of the earth. They will rear your image on high, so that all nations may gaze on it, and their great love for you will cause to shine from your very image a great light that will radiate over the whole world, and at last all the nations of the earth will bow to you and the very atmosphere will be burdened with hosannas to Liberty." He spake no more, but his words had sunk deep into the heart of Liberty, and from her eyes there shone a new light and the gloom that had overspread her countenance was chased away by the radiance born of hope.

There is mighty power in hope. It cheers the saddest heart, dispels the deepest gloom, and imparts to the spirit that courage which will impel to undertake even the impossible.

Liberty, becoming inspired with hope, sprang with a glad shout from the knee of the mighty Jupiter and besought him to name the favored land that was to be so greatly blessed. Tell it me, she cried, and I will fly to it on the wings of the wind.

Then the great Jupiter arose from his couch and seizing Liberty by the hand strode with her to the top of the mount, chained a chariot to the lightnings, placed Liberty therein and bade her hasten to America. With the last word he turned the electric throttle and he stood alone amid the lightning's flash.

With Jupiter I am done. Whether he ever came down from the mountain top, whether he took another chariot and went off on a visit to his brother Mars or his brother Saturn and left the throttle open, thus allowing the lightnings to play around the mountain top even to this day, I do not know and I do not care. I bid good-by to Jupiter, the mighty.

As Liberty neared the shores of the new country she reined in her fiery steeds and alighted on its rock-bound coast. Before her was the vast primeval forest. Roaming through the forest she saw multitudes of the native red men. She made her way to them and told them that the report had reached Olympus that Hiawatha had taken them all away with him to help him in his

new opera. They said such was the fact, but that Hiawatha proved to be a fraud so they had all come back again to their hunting grounds, their tomahawks and their scalping knives. Yes, said she, all the arguments you know or can understand are arguments with tomahawks and scalping knives. You would delight in the orgies of the infernal regions. The demoniac screech of the inhabitants of hades would be music in your ears. To you only tears and blood and the contortions of agony have power to minister to the highest pleasure of vision. Strife and havoc your hearts naturally long for. The liberty to murder is the only liberty you can understand. Peace and thrift you never did, you never can know. Your very presence is a curse to the land. You shall be driven from your hunting grounds, you shall dwindle and waste away until there will not be a red-skin left to mourn the fate of his people.

She turned her back on Lo and went to search for the people of whom Jupiter had told her. When she reached the coast she sat down upon a rock and gazed upon the sea. Far out on the rolling billows she discerned a tiny speck. As it neared the shore she saw it was a ship and on its deck a multitude of people. It was heading directly for the place where she sat.

Liberty had the power of becoming invisible to mortals and now she exercised that power, while at the same time diffusing about the place the spirit of liberty which eventually spread over the whole country and became the controlling spirit of the new world.

The ship came on, and guided by Providence it came alongside of, and the people moored it to, the rock. When they had all left the ship and had assembled on the rock they bowed their heads and the chief, Pura Pilgrimageus, stretched forth his arms and raised his eyes towards heaven and gave thanks to God for giving them a safe passage across the sea, for guiding them safely to the shores of the new world, where they could worship Jehovah according to the dictates of their own consciences and where they had been assured was the dwelling place of Liberty. Then all the people shouted for joy and sang songs of praise and thanksgiving. When Liberty saw that they had landed on the rock from which she had first discovered their approach, she declared that it should yet become famous; that it should become renowned in history; that poets should sing of it and that its story should be told to the latest generations.

Under the direction and guidance of Pura Pilgrimageus the people felled the forest, built themselves houses and temples, tilled the land which yielded abundant harvest,

and commenced the work which was to be kept up for centuries of driving "Lo, the poor Indian" westward farther and farther into the forest.

Time rolled on, and although Liberty had diffused her spirit abroad in the land, the people were slow to perceive, having never had a proper conception of the essence or attributes of liberty. It seems that in those olden times people must have believed—and even now at the dawn of the 20th century a majority of the people seem to believe so still—that liberty not only gave the right to demand and enforce justice and to do that which their judgment told them was the right, but also gave them license to treat with contempt the rights of others, and to set aside all restraint when it came in conflict with opinions, practices or passions. So now, although they were in the land where Liberty had made her home, where they had come ostensibly in search of her, and where they themselves had declared her home was, yet in her name they committed most horrible and shocking acts—acts the most wicked and unjust. The arch spirit of evil, whose abode is in hades, oft appeared to them, and imposing on their credulity, made them believe that he was the spirit of righteousness and at his dictation deeds were done the recital of which would make us sick with horror. At such times Liberty would seek to hide herself even from herself, and fain would have left them to their own degradation and destruction, but would think of the words of Jupiter and take hope. She saw that the people were intensely earnest and honest in their search for the right, and she felt sure that when they had once come to know what liberty was, what liberty really meant, that when Liberty in all her glory had become fully revealed to them, no power on earth could compel them to give her up. She had read the innermost thoughts and aspirations and knew the spirit that animated the heart of this young nation.

Now Pura Pilgrimaticus and all the people had sent greetings to their friends and neighbors in their fatherland. They had told them of the beautiful country they had found, how prosperous they were, that here liberty was to be found; that here, and here only, could all men worship God according to the dictates of their own consciences, and besought them to come over to this beautiful country and revel in its liberty, rejoice in the freedom of conscience, help build up this young, this new nation new that had sprung up on the shores of the world, until it should become a mighty power among the nations of the earth and be a refuge for the oppressed of all lands.

Hosts came over. Cities and towns sprang up. On the banks of every stream

there arose a mill, the roar of furnaces, the whirr of machinery and the hum of the toiling thousands were heard throughout the land. A degree of prosperity was reached unprecedented in the annals of history, and the national heart had become so thoroughly imbued with the spirit of Liberty that to eradicate would require no less than the destruction of the nation itself.

The country from which the people came who had settled in this new world and had planted this new nation, was familiarly designated by them as the mother country and was ruled by Britannia. Now Britannia wanted to rule the whole world, and proclaimed and demanded the right to rule this young nation. Knowing its prosperous and growing condition sought to enforce the right; essayed to impose upon the people most grievous taxes; to place over them obnoxious governors, and menaced them with the presence of his troops as a threatening reminder that the demand must be complied with.

The rule of Britannia became so unjust and galling that not to resist would have been to acknowledge themselves slaves. But the spirit of Liberty had become so generally diffused and had taken such deep root in the hearts and such a firm hold on the minds of the people that it was impossible to subject them to the will and rule of a foreign tyrant. They had experienced some of the blessings of liberty and were not in a mood to relinquish them, so they took counsel together and resolved that they would no longer suffer the tyrannical rule of Britannia. They declared that this was the land of liberty, and to maintain their declaration and to more firmly establish liberty they pledged their lives and their sacred honor.

And now Liberty revealed herself to Pura Pilgrimaticus. She stood before him in all her dazzling radiance. From her shoulders there hung a mantle of scarlet and white, on her brow there gleamed a crown of stars, and in her right hand she held a torch that was to be the beacon to light the nation through the darkness that was to come. It was the light of liberty that was yet to fire the national heart, inspire the people to perform heroic deeds, illumine their minds so that they could the more readily understand the dictates and intelligently perform the behests of Liberty. And now, as Liberty stood before him in all her majestic grandeur and gorgeous beauty, Pura Pilgrimaticus was wrought up to an enthusiasm in his devotion to, and his love for, Liberty beyond what he had ever before experienced, and he made a solemn vow that all his life and all his powers should henceforth be dedicated to the cause and spent in the service of Liberty.

Then Liberty took the mantle from her shoulders and gave it to Pura Pilgrimaticus. She took the stars from her crown and, giving them also to him, told him to weave them into the mantle and it should be the ensign of the nation. If, said she, at any time you waver in your devotion and in your allegiance to me that flag will droop and a stigma will attach to the whole nation. Maintain your honor, hold fast to virtue, be steadfast in your allegiance to me and you shall never know defeat, your borders will extend from sea to sea, your flag shall be known as the flag of the free and your land as the home of the brave.

Pura Pilgrimaticus having declared that he would no longer be subject to the rule of Britannia, Britannia became very wroth and sent her armies here to wreak vengeance on Pura Pilgrimaticus and the people. Then Pura Pilgrimaticus marshaled his men of war and many a bloody battle was fought. The army of Pura Pilgrimaticus was outnumbered by the hosts of Britannia, but what his army lacked in numbers it made up in spirit. The soldiers of his army were filled with the spirit of liberty. It is a well known fact that whoever is filled and animated with the spirit of liberty is a host in himself.

The emblem of Britannia was the lion. Seeing which Liberty caught an eagle, gave it to Pura Pilgrimaticus and declared that it should be the emblem of this new nation; that it should be the emblem of American liberty, and that henceforth whenever the lion of Britannia should roar the American eagle should scream. And now, even to this day, the people boast of the screaming power of the American eagle.

With the powerful aid of Liberty, the courage, heroism and endurance begotten by love for her, enabled the people after a long struggle to drive the hosts of Britannia from the land. The people rejoiced greatly, songs of praise to liberty were on every tongue. Bonfires blazed from every mountain-top. Liberty-poles were planted all over the land. From every tower and fortification, from every dome and flag-staff floated the stars and stripes, above which was perched the eagle, the emblem of American liberty. They erected temples to liberty. To liberty they reared great columns of lasting granite for enduring memorials. In the minds and hearts of the people liberty was indeed exalted to the skies. And now, at our most important gate, at the principal gate of the nation, has been erected this colossal statue to our Goddess of Liberty, outdoing an ancient trophy of monumental wonder and over-towering even any of the colossal wonders of this, the 19th century.

Now let us cherish and jealously guard this liberty of ours. Let us maintain our

honor and hold fast to virtue that thus we may be enabled to hand down to future generations, unimpaired, this great boon that we possess, our American Liberty.

But our goddess is still with us and is ever lighting and relighting in the brains of her followers sparks which will yet blaze into a more glorious liberty; is ever inspiring the minds and hearts of those who love her to reach a more exalted, a grander liberty, a liberty that the people of no past age have ever dreamed of being possible. As the ages revolve people are becoming educated up to a higher plane. Less and less does the animal, the brute nature, manifest itself in human conduct, although selfishness and greed have a firm hold on the hearts of men, and that, too, with imperious sway, yet the civilizing, humanizing influence of the spirit of liberty has, in a great degree, eliminated the boldness and brutality once invariably displayed in their exercise. The selfishness and greed may be as strong, the power to exercise them as great, and indulged in even more universally, yet it is done with such refinement and semblance of philanthropy that its victims have the impression that they have been blessed.

But the sparks are still being lighted, the inspiration is still going on, and the victims are becoming enlightened. Through the opening vista is the sheen of Liberty's light, and there begins to dawn on the gaze a scene of bewildering brightness giving premonition of splendor and glory. It has not yet taken shape and form; the imagination can only conjecture how beautiful and glorious it may become. It is the grand, good time coming of which prophets have foretold, poets sung and mankind so prayed and longed for. It will be ushered in in all its fullness with the adoption of the single tax unlimited. Then justice and liberty will reign supreme.

"Then shall wars and tumults cease,  
Then be banished grief and pain.  
Righteousness and joy and peace;  
Undisturbed, shall ever reign."

## SOCIALISTIC SCHEMES.

BY JOSÉ GROS.

In a conversation with an old friend on economic subjects, the writer was once asked: "Would you be willing to improve humanity through any other process than your own?" The friend in question happened to be one of the many American citizens who have for long years been perfectly infatuated with one of the two old parties. The writer has never cared a tallow candle for either. He has voted for different parties according to the conditions of the day, and he has often abstained from voting, when he could not really see how he could do any better. Naturally enough, the above sally



of our party friend revealed to us the mental condition of all men blindly infatuated with and attached to any given sect, party or clique. Such men don't seem to care much for humanity at large, unless their school of thought can carry the field and attain a victory regardless of general good results.

We are afraid that many reformers to-day are in that undesirable mental condition. If we suspected to be in such a box, we would not take the trouble to write any articles. We would consider it time lost, and could derive no joys whatever from our labors in that line.

We did not become attached to our school all at once. For some time we could not see any beauty in it, any real good point. It was only through slow mental processes, and at the expense of giving up many of our old ideas, that we became convinced of the intrinsic truth of such school of thought. Before that, and for about 40 years, we were familiar with all socialistic schemes. Very often, most especially in the last five years, we have let our minds enter into the spirit of such schemes, with all their details and ensemble, for the purpose of carefully weighing their value and practicability, so that to make sure of what was best for the future of the human family.

One central thought has presided during all our investigations, for nearly 20 years anyhow, whether in the field of history or that of science, in physical or in moral developments. We have noticed that in both realms success was to be found along the line of least resistance. That fact is more prominent in nature than in historical developments, only because the latter have been a mixture of two elements, the human and the divine, or rather the orderly and the anarchal. By the last one we mean human volitions led by greed and seldom by that altruistic and noble element which we can only fully develop when we try to co-operate with natural laws and the eternal principles of truth. Because even if we wish to eliminate God from the universe, that is, even if we prefer to believe in truth apart from any grand personality presiding over all phenomena, even then we must try to be logical with ourselves, and accept a certain order with its immutable connections of cause and effect. And we must extend that order and immutability both through the physical and the moral, through nature and through history, through all the routinary mechanisms in the cosmos and all the changing chemistry in historical developments.

We are are now ready to ask, from all reformers, as follows: Are you sure that you follow the line of least resistance in your schemes for the improvement of humanity? If you don't, then all the forces of nature

are against you, because nature invariably follows that line, in all its works and processes, and men as well as human societies are part of nature. You can suppress God if you like. That will not help you in the least. You will yet find nature with its laws as immutable as the horizons around yourself, bringing out certain effects from certain causes. When connected with men, the effects will be painful or joyful, according to our adaptation or repudiation to natural laws. And perhaps the most transcendent law of nature is that of working along the line of least resistance. Can we say that socialistic schemes work along that line? Let us quietly investigate that.

The schemes in question are as old as civilization itself, even if known by other names and only applied in rudimentary forms. The patriarchal social status of over 3500 years ago was socialistic. Abraham and Job, etc., etc., were the great captains of industry in their times. Joseph transferred that social status to Egypt, while he was all powerful under Pharaoh. Grant that all such socialistic schemes lacked the finished touches devised and concocted by modern socialists, lacked the mechanism of the popular vote, and were simply based on traditional social conceptions, on the silent common consensus of the masses, because of men's lack of individuality as yet. All the same we see there the property of the working masses, resulting from their own labor, handled by the classes, a combination of the priest and the aristocrat, under paternalistic principles. And communism, socialism, nationalism and what not, are essentially paternal. The mechanism of the popular vote would not change that, as we propose to prove in a few moments.

The French say: "*Le nom ne fait rien à la chose.*" Names never change the essence of facts. And what is the grand fact which permeates communism, socialism, nationalism or anything like it? That a few shall handle the property created by the many, as if the latter were a pack of babies. That a few shall direct and superintend the labor of the many, as if they were a group of wheels in a big machine. That a few shall fix the earnings of the many, because the former alone shall be able to see what the grand totality produced, because they alone shall be able to manipulate the wealth created by the many, and so they alone shall develop administrative skill, brain power, individuality, mental magnetism, etc. Only one man in forty or fifty shall evolve capacity to handle other men in large groups, and so large quantities of labor products.

Just as muscle only grows through muscular activity, so brain power only grows through mental action. And all socialistic

schemes imply that thirty-nine men out of forty, or forty-nine men out of fifty shall simply move and have their being according to orders received from the respective bosses at the head of each department or sub-department in each locality. And only one man out of a thousand or ten thousand shall develop capacity to be at the head of a large department in each district, and so on to the very top at the head of the colossal departments in state or nation! There you have nothing but industrial militarism with the mechanism of the popular vote for the election of officers, etc., giving them the power to manipulate the wealth produced by millions of human beings, politically free if you like, industrial slaves, as a matter of actual fact, deprived of the most cardinal natural rights, that of handling the wealth they produced.

The idea that the bosses in question should have more zest in the correct handling of wealth than the very creators of that wealth, when such bosses could not obtain any extra profits, because all profits must be exterminated under the socialistic regime! There is nothing natural, nothing logical, in that assumption. It sounds very poetic, very dreamy, very fantastic. It reads like a novel. That is all. Life is something far more solid than a novel. It should be anyhow, if life is to mean positive joys.

As a corroboration of the above thoughts, look at the results of our political system with that very mechanism of the popular vote as the foundation of all power. Have we developed healthy, intelligent citizens? We have developed parties handled by machines and bosses. We have totally failed to evolve the individual with political brains of his own. We have built up the political bigot, the infatuated party man, political corruption, national, state and municipal, such as history has seldom exhibited under monarchical systems without any popular vote. And socialists pretend that the mere extension of that vote, as a mechanism, into industrial life, shall convert the earth into an Eden with no serpent, no forbidden tree! Well, no wonder that humanity smiles at the pretensions of our socialistic friends, while letting them go on with their harmless dreams. Our plutocratic masters, who know where the shoe pinches, have always a few soft words for socialism. They know that all natural forces, and all natural human aspirations, are against socialistic plans. They realize that the individual is to-day somewhat stronger than ever before, as the inexorable result of social evolution, even if twisted and deformed; that men are more than ever attached to the wealth they may have individually created, and revolt at the absurd conception of society taking possession of the wealth, be it great or small.

As a matter of fact civilization is but the evolution of the individual, hungry and thirsty, to be his own master, the arbiter of his own destinies. To be sure, under a correct, because anti-monopolistic, civilization, the above tendency would develop in parallel lines with the perception of social duties and that spirit of justice towards all men without which civilization is bound to be a mass of incongruities, a pyramid of varnished crimes with less and less room for men towards the top, leaving the many forever down into broader and broader bottoms of tears, desolation and despair. All because of both political and industrial monopolies, the latter resulting from land monopoly, the former from insufficient political freedom. (See article on Government in the MAGAZINE for January, 1894.)

Forced co-operation, suppressing free competition, there you have the real essence of all socialistic schemes through all centuries, on a large or small scale, through the plateaus of Asia, India, Southern Europe and North and South America. The modern schemes have added a great paraphernal of details which would simply make them totally impracticable, however theoretically charming in some respects.

Forced co-operation when the divine plan is free co-operation, hence the individual with freedom of choice to obey or disobey God's laws!

And what about competition? Is not that one of the fundamental laws permeating the universe, through which nature improves all types, and evolves the highest forms of beauty? Our pen would drop from our fingers if we could not compete with other writers in the field of thought! Then why not to discriminate between free and forced competition, between the natural and the cut-throat one, when we deal with human activities? Why not to strive for competition under laws of freedom and equal rights, and thus suppress the unnatural one fed by laws of favoritism, monopoly and repression?

Socialism attempts to reverse the course of civilization backwardly to those historical periods when the individuality of man was yet in its inception, when most men needed to lean on each other and the masses tried to evolve one or more chiefs upon whose judgment to rely. Socialism would revive the human babyhood of primitive days, of days gone by, never to return. Revolutions go forward, never backwards. Grant that the tendency of modern industrialism is to convert men into machines. Yet every labor organization is a solemn protest against that. The whole drift of modern thought repudiates that tendency. To-day more than ever each man wants to be his own master, his own boss, his own man, with his own home and his own capital. Socialism is an attempt to strangle

such noble aspirations, constituting the full man, with his cognizance of what he owes to the social group for universal happiness.

Well, are socialistic schemes working along the line of least resistance, the line of nature in the cosmos and in history? Far from that. Do not they repudiate all natural law? If so, are not they a flagrant, self-evident impossibility? Let each one of our readers give his own answer to himself.

## ECONOMIC FALLACIES.

BY MARIE LOUISE.

In a time like the present one, when hundreds of thousands of working people are deprived of the necessities of life, when the gaunt hand of starvation stretches out and sweeps, with one stroke, thousands of them into eternity, two things appeal immediately to the heart and the action of the intelligent and the humane: Firstly, to promptly succor the hungry and save their perishing lives; secondly, to seriously investigate the cause or causes which are accountable for so heartrending a social condition.

It will be conceded by all that the hunger which to-day pinches the faces of so many men, women and children does not result from a famine in any department of agricultural or industrial production. Necessaries and luxuries of life are plentiful. What fails is the money to buy those necessities, and money fails because workmen are forcibly idle. The present destitution, then, is not due to impotency to work on the part of the workmen, nor is it due to nature's freaks, for the harvest has been satisfactory.

Politicians exert themselves to explain the cause of this industrial cataclysm. The Republicans affirm that the people have willfully brought on this curse by placing Democrats in power and ousting them. The Democrats, on their side, claim that the political atmosphere was cloudy and gathering for a storm previous to their entering into office. "This crisis," says the Republican, "is the work of Democratic incapacity." "This crisis," says the Democrat, "is the legacy of Republican misrule."

These wranglings among politicians, however, ought not to occupy the minds of the workers for a single moment. What concerns them is the fact that the crisis has been produced, not through bad harvest, nor through the insufficiency of their labor, but through the machinations of their political and industrial rulers. What concerns them still more is the fact that the crisis reduces their own class to beggary, despair, starvation and death, whilst the capitalists not only escape these horrors, but are able to enjoy much luxury. How the crisis affect the toilers and why it so

affects them, is the proposition which all workers ought to study analytically, inductively, *i. e.*, by reasoning from fundamental principles.

Economists (professional and amateur) prescribe, for the remedy of the existing industrial disorder affecting labor, a better adjustment of the relations of the capitalists and the workers.

This theory, I claim, is an absurdity and a snare. Just as well might they advise a compromise between a man and a cancer that gnaws at his vitals. The malady that convulses the realm of production is not seated in the lack of equilibrium between the wages of the workers and the profit of the capitalist. It is seated in the very existence of capitalism and of proletarianism. That aggravating complaint, called the labor question, never can be cured until the producer receives the full amount of his product and owns the instruments necessary for his labor. Capital is an instrument, a tool needed by the worker to produce wealth. By itself, capital produces nothing and, consequently, has no right to a share of the toiler's product. Labor alone creates bona fide wealth. The so-called wealth produced by stock-jobbing, speculation and other financial gambblings is merely artificial; it is a bubble, it is a dogma of the capitalistic creed which the ignorance of the masses has permitted to become an article of faith.

The Deity, who designedly created one portion of mankind to toil and the other portion to live in idleness, feeding on the product of their toiling brothers, that Deity has now turned its face towards the west and trails behind the whole fabric of religious, political, economic and sociologic superstitions. Soon the portals of the setting sun shall close behind the unsightly mass, for lo! towards the east a new day has dawned. Superstition and faith recede and vanish before the radiance of approaching reason and knowledge!!

Economists base their speculation on the fact that the industrial world is divided into two classes: *one which sells its labor and the other which buys it.* This assertion naturally implies that labor is a marketable commodity, subject to the economic laws of demand and supply, like cotton or lumber, or any other merchandise. This they accept as a social dogma and, consequently, they neither question nor reason it. Advancing on the line of logical deduction, they find that labor is the tool with which capital works and produces wealth. Proceeding with their mental gymnastic, they arrive at a conclusion perfectly logical as flowing from their premises, *viz.*: that labor is an implement of production to be used in the same manner as a locomotive that speeds the space, whose breath is its steam

and whose soul is its impetus. These dogmatic and fossilized economists stand in the position of a physician who, called to treat a case of small-pox, proceeds to argue that small-pox is in the patient's system, is a part and parcel of it; but to preserve the patient's life the virulent fever must be checked, and to preserve his good looks, the harrowing eruptions must be confined within, and lastly the general temper of the disease must be adjusted permanently to his power of endurance. By such a line of reasoning the physician overlooks the most important fact, viz.: that small-pox in the human physiology is an alien and must be cast out without compromise.

Such is also the attitude of our modern economists. They accept a dogma and completely ignore the law natural which makes motion in the realm of physics and progress in the realm of morals absolutely inevitable. They fail to recognize the axiomatic truth that a fact does not constitute a moral right.

Historical records, religious and secular, show that the theory of absolutism has been the base of human actions and ethics since the earliest period of the existence of our race. The shadow cast around by absolutism is fatalism. These two inflexible principles have benumbed the consciences of the people in general, and of the masses in particular. They took for granted that existing conditions, such as they were, were pre-ordained by an all powerful, immutable force. To the religious minded that force was embodied in a personal God, to the practical minded it was the law natural. Different, and even opposed, though these seem to be, both of them came to a junction on the theory of absolutism. They admitted, tacitly or otherwise, that God, or the great creative natural force, created animals to feed one upon the other, the strongest upon the weakest. The same decree, they found, applied to the human animal, but, lest so crude a definition awaken the lion in the breast of the oppressed masses, the rulers and teachers gave the decree a milder definition, one more genteel, and said: "The human race is divided, by the will of God, into rich and poor." This article of faith is the last and crowning term of absolutism—it is the exaltation of fatalism, it is the deification of despair.

The inoculation in the human mind of doctrines so baneful is responsible for the present misery we endure. Three millions of men and women in this republic depending on wagework to live, are unemployed and, therefore, suffer all sorts of privations down to hunger. Three millions of free born citizens! And yet so benumbed is the intelligence of these three millions and of their brother workmen that they suffer

and bear, waiting for the politicians and the economists to adjust the unadjustable wheels of a thoroughly dislocated machinery.

Who is he who dares to tell us that poverty and toilsome work is the pre-ordained condition of a portion of the human race whilst plenty and idleness is that of the other portion? On what first principle is this abominable falsehood grounded? I will tell you. It is grounded on the craftiness of one portion of mankind and the imbecility of the other portion. The entire structure, political, economical, ethical and religious, is erected on hypotheses and empirical speculations. One word of the eternal truth that lies in first principles can shatter the sand bed on which the construction is based.

Man, like any other creature, must procure his food by laboring. This is a first principle.

What an individual has produced by his own labor is his own property, since he and not the other man produced it. This is another first principle.

A man, to appropriate to himself a part or the whole of another man's product of labor must use violent means. He must, in some way, manacle his victim, he must gag him, either physically or mentally. This is another of the first principles.

The logical outcome of these three propositions, which are pure axiomatic truths, is the radical overthrow of the fallacies upon which our economists raise their theories of adjustment between the relations of the capitalists and the toilers. Capital is a factor necessary to industry, but the capitalists are not a factor, they are intruders. Capital, as I have said, is a tool of industry and when a tool is placed above the intelligence of the worker which, alone, directs his arms, a condition has obtained where the base is uppermost and collapse inevitable.

The question of the hour is to put labor (not the proletariat) on its proper and legitimate place in the world of industry.

Every thought involves its contradiction, so does every fact. This is by virtue of the incessant effort of nature to produce equilibrium, i. e., a balance in the order of things. A thesis is not destroyed by its antithesis, but is either affirmed or denied by a chain of reasoning on the two contradictories, or on a series of contradictories which the primary thesis involves. Thus our capitalistic system of industry, a thesis, involves its antithesis, the proletariat. Capitalism, so-called, is an economic contradiction, an anomaly; the proletariat, its antithesis, is likewise an economic contradiction, an anomaly.

A thesis is not negated by its antithesis, but the contrary is true, for the latter adds

to the content of the former and emphasizes it. But the thesis, by absorbing its antithesis and adding to its content, admits within itself the germ of disorganization which ultimately destroys both.

If we reflect a moment on this phase of nature's operations we shall soon be convinced of the utter futility of efforts tending to eliminate proletarianism and pauperism, and, at the same time, retaining capitalism. Our present economists are striving to operate a miracle. Were their field of labor in the mystic realm, they might hope for success, but in the realm of science and realism they are doomed to disappointment and ignominy. The sooner we dismiss dreams and deal with realities the better for us all, capitalists as well as toilers. Labor cannot be adjusted to capitalism; it must be adjusted to itself, *i. e.*, be itself. Labor is one of the greatest principles in the human economy; it is the preserver of life, the creator of ideas, and the perfecter of the intelligence. It has been said, and with reason, that *the idea is born of the action*, and not the converse, as was held by the adherents of absolutism in religion and politics. Civilization is born of industry; philosophy is born of labor. Object lessons in kindergartens develop ideas in the child, where the old routine system of committing rules to memory failed to evoke a single spark of knowledge. Tools are used as emblems and allegories of the profoundest principles of nature by mystic societies and educational fraternities. Tools are analytical in their teachings and in their operations; labor is the process by which man is preserved and achieved. The latest divinity devised by man is a great architect, wielding all the instruments of labor. Thus labor has been deified. Now, let us humanize that Deity.

## CHURCHES AND WAGE EARNERS.

BY W. A. ENGARDE.

A late number of an English magazine contains an excellent paper by the popular and talented Professor W. Gordon Blaikie, on "The Relation of the Church to Social Questions," in which he presents a few commendable remarks on the subject of wages and strikes, and these allusions are especially applicable and appropriate to the labor situation in the United States at the present time, and all working men should carefully peruse and digest them.

Admitting, as Professor Blaikie does, that the proportion of profit which bread winners receive in the form of wages is small, and that they merely exercise an entire legal right when they refuse to work for insufficient compensation, he yet comes to the conclusion that it is very unreasonable to expect that the churches and clergy

should intermeddle when the workingmen are compelled to institute strikes in order to secure due and proper recognition of their claims. He does so on the ground that the churches and clergymen are not competent to decide when an aggressive movement is or is not warranted. That declaration of inability on the part of the churches and ministers might, possibly, be accepted, were it not the case that too frequently the influence and resources of the churches and pastors are thrown adversely in the scales against the workmen in their struggles with employers. This is especially so in connection with cases where corporations are concerned. The churches were established as a bulwark against the perpetuation of injustice in any and every form. That they have not proved themselves so is strongly evident to every one who has given the least attention to their past history. Within, they have always been prone to give seats in the synagogue to the wealthy amongst their members. To the world outside their deference has only been displayed toward those who possessed the greatest wealth. Those men who have reduced the wages of their poorly paid and suffering workmen and workwomen, and then made a substantial donation to the church to ease their consciences have been eloquently eulogized.

This deference to Mr. Moneybags has been the main and dominant reason why the Christian church has made so little progress in the work committed to its care. Nor will it ever be able to leaven the community with the spirit of its founder until it returns to the just and true principle of the gospel, which is reverence for inner character and not for outward circumstance. Complaint is frequently made that working people are forsaking the churches. That this is, to some extent, true, we may admit. But who is to blame? Let it not be supposed that the absence of the hard working, honest and deserving wage workers from the churches is an evidence of growing irreligiousness on their part. That is not so.

The chief and indisputable reason is to be discovered in the lack of interest shown by the churches in all that concerns the social and material wellbeing and advancement of the working classes. In the early centuries of the church's history there was a glow of enthusiasm of humanity which is now absolutely and entirely absent. When that is again restored the church will emerge from the cloud of indifference which now overshadows it, and will enter upon a new career of conquest. Let it accept and act upon the motto of the Roman pagan: "Nothing that interests man is foreign to me."

If the church is to fulfill its proper mission it can do nothing less. The church is

the symbol of universal brotherhood, and its bounden, sacred duty is to protect all oppressed brethren. When it leaves that undone, no matter under what pretense, it is unworthy of that respect to which it would otherwise be entitled. We sincerely long to see the church assume its true and elevating position as the messenger of peace and good will among God's people. But before it can do that it must hurl aside all those entangling chains of gold by which it has permitted itself to be ensnared and fettered by Dives and his designing, unscrupulous and grasping brethren.

### WHY ARE MEN IDLE AND STARVING?

BY W. H. STUART.

To answer this question intelligently, it will be necessary to examine briefly the conditions under which wealth is now produced.

The starting point of the socialist theory is the proposition introduced into the science of political economy by Adam Smith, that wealth, economically considered, is the product of labor exclusively, and costs nothing but labor. This theory was endorsed and more firmly developed and established by Ricardo, and upon this base, succeeding economists, as Sismondi, Rodbertus, Proudhon, Lassalle and Karl Marx, have successively demonstrated that our present industrial system is based on the robbery of the producer.

If, then, it is admitted that wealth is the product of labor alone, the logical deduction follows that the actual producers have in justice and equity a just claim to the total product. But as under our systems of minute sub-division of labor, under which many co-operate in the production of one commodity, it is technically impossible that each laborer should receive his product *in natura*, there must, therefore, be substituted for the claim for the whole product the claim for the whole value of the product.

This natural and equitable claim is not recognized under our present industrial and social system. The laborer of to-day receives only a part of the product in the shape of wages, while the remainder and major portion flows as "surplus-value," i. e., rent, interest and profits, into the pockets of the owners of land and capital. Both rent of land and interest represent an income obtained without personal exertion, solely by virtue of possession.

It must, however, be understood that by "labor" is meant all exertion, whether mental or physical, that is necessary for the production of wealth. More unnecessary exertion would not be considered "socially necessary labor." For instance, the business of a burglar requires both mental and physical exertion, it is also a dangerous oc-

cupation, they are frequently shot at, and sometimes captured, yet, they are not laborers in the socialist meaning of the term. Then there is the business of wrecking railroads, it requires ability of a high order, superior shrewdness, cunning and *finesse*. The road to be wrecked has its stock depressed by skillful stock manipulations, and combinations against its business, then, when the stock has been sufficiently depressed, and the small holders of stock frozen out, the stock is bought up and inflated by means of a process known as "watering." Under our present industrial system such ability is highly rewarded, one man having made in a few years fifty millions of dollars, a sum equal to the salaries of our presidents for a thousand years. Yet this kind of exertion would not come under the socialist definition of "labor." Like the labor of the burglar it merely consists in appropriating wealth already created by others. So, also, the business of "cornering" products, requiring great "nerve" and capital.

And then land grabbing, which requires excellent judgment and foresight, and a thorough acquaintance with the natural trend of business, and of localities likely to become valuable by increase of population. The mental exertion required in this business is so great that unsuccessful operators have been known to have taken their lives, owing to disappointment over the failure of their schemes. Yet, again, this would not be considered "labor" from the socialist point of view. By none of those means has a particle of wealth been created. It has merely been appropriated by non-producers, and by means as morally indefensible as that employed by the burglar. The labor of a million such parasites would not produce as much wealth in a year as that produced by, say a locomotive fireman, in one day.

And yet, on the other hand, the socialist would consider the man who wrote a useful book, or an inspiring poem, or composed a symphony, or a drama, or who does anything to instruct, or amuse, or to elevate taste, morals or intelligence, a laborer, and "worthy of his hire."

I trust I have now made clear the socialist definition of labor, and laborer. The wealth of those societies in which the capitalist mode of production prevails presents itself as an immense accumulation of commodities. Therefore, as under the wage-system the laborer receives as wages only part of the product, he is unable to buy back what he produces. For instance, it is estimated that the product of every adult male of this country is worth ten dollars, but the landlord, the profit-monger, and a host of unnecessary middlemen and parasites have to be supported out of the ten dollars so

that the share that the actual producer receives is only sufficient for a bare subsistence.

It is evident, therefore, that under this system of unjust and unequal distribution, commodities are continually accumulating in the hands of the capitalist, or non-producing classes, who are, of course, anxious to dispose of them. For this purpose all commercial nations are engaged in a perpetual struggle in the endeavor to dispose of their surplus products and commodities. Nearly all wars are the result of this endeavor to extend trade, and jealousy of rivals having the same object in view. It was for this purpose that England conquered India, and forced, at the cannon's mouth, her trade on China, and it is for this purpose that the leading European nations are now engaged in dividing up Africa and massacring its unfortunate inhabitants; this is why we want Hawaii, to rob the natives of their land and reduce them to wage-slavery. They can now live on bread-fruit and bananas without much exertion on their part, but when we gobble up the land we will make them work ten or more hours for the same bread-fruit and bananas. Great scheme! Won't that be cheap labor! All done in the interests of Christianity and civilization?

But to return to our laborers. Why are they forced to produce under such conditions of injustice and robbery? We have before explained that under our present systems of private property in the means of production—land and capital—the laborer is divorced from all means by which he can make his labor effective, so that we have to-day in our country two distinct classes; one of capitalists who possess nearly all the natural sources of subsistence; all the machinery, factories, railroads, telegraphs, telephones, the medium of exchange, in a word, all valuable land and capital, and everything that is necessary to carry on the great work of production and distribution. On the other hand, the wage workers, composing the great bulk of the population, the members of which are disinherited, without the means of obtaining an independent living, cut off from all the natural sources of subsistence and culture.

Under this system of private capital and competition we are all engaged in a fierce and bitter struggle for the possession of those means which are alike necessary for the sustenance of all. Those who have developed the most sagacity, cunning and unscrupulousness; in whom the truly human instincts are the least active, and who take the most delight in this scramble, euphemistically called "business," are the ones who come to "the top" and succeed in crushing and overpowering those who have little or no fighting experience, and

having thus gained the advantage over their weaker brothers, they undertake to make the latter their slaves for all time. Having obtained the mastery over their fellows in this way, and holding as they do all the material resources in their possession, they hire sycophants to teach their ignorant slaves how important it is "that the poor should be contented and the rich secure" in their plunder. That the interests of capital and labor are identical, which is true, but by "capital and labor" they mean "capitalists and laborers," in which they are liars and the truth is not in them. To amuse the laborers and keep them from examining the real methods by which they are plundered they subsidize speakers and the press to howl about "free trade," "protection," "free coinage of silver," and other catch-penny phrases to distract the attention of their dupes. Other well-meaning men waste their time in denouncing our financial system, urging that contraction of the currency and inflation in the value of gold is the cause of all our trouble, but even admitting our financial system to be rotten, this is not the real reason of the poverty of the masses; the reason is to be found deeper, it is in the fact that labor receives back only part of what it produces, and as long as this robbery continues the best financial system that the wit of man could devise would not prevent the continual flow of wealth into the coffers of the capitalists. The man without capital would still be forced to work for a subsistence, whether his nominal wages would be fifty cents, or five dollars per day.

Owing to the continual introduction of labor-saving machinery into productive processes, we have now reached a stage where even during prosperous times it is impossible to furnish all work, so that for the past five years we have had on an average a million of idle men, and lately, more than twice that number. Now the point I want to distinctly impress on the reader is, that never again, while the competitive system lasts, will all willing workers be able to find employment. Our industrial system is breaking down. Men are becoming superfluous and unnecessary; we are no longer receiving skilled laborers from other countries; American wages are rapidly sinking to the level of European countries. Only the unskilled and common laborer is emigrating to this country, and even now, Italians are returning to their native land, preferring to starve among their own kindred.

Every new invention of labor-saving machinery is throwing workmen out of employment, and making labor more uncertain and precarious. Is, then, machinery a curse to the wage-earner? Under present conditions—yes. Let me illustrate. A man

owns a factory and employs one hundred men, he introduces a machine that will do the work of ten men, he accordingly discharges ten men, one or two of these men may get employment making the new machines, the other eight or nine will form an industrial reserve from which the employer can draw in case he lowers the wages of his ninety other employees. But if the men are united in a strong union they may succeed in keeping wages up by allowing the idle men half wages while they are idle. But suppose another machine is introduced that displaces ten other men, we have now, say, 15 per cent. of the men idle, result: competition for work grows fiercer, the union breaks up; the employer lowers the wages, if the men strike the "scabs" take their places. But under such conditions there will not likely be a strike, the men will submit, as Carnegie's men are now doing, although up to a year ago the "Amalgamated Iron Workers" was the strongest labor organization in America.

The day of the strike is over. See the complete failure of the Lehigh Valley men, although they stuck together like heroes, over one thousand of the old employees now are idle.

Is, then, machinery, *per se*, a curse to labor? No, under a better industrial system it would be a blessing. Take the case of the factory employing a hundred men. Under the co-operative system each man would be an equal owner in the factory. How would the introduction of a machine doing the work of ten men effect them? It would enable them to produce 10 per cent. more than formerly with the same amount of labor, or, their hours of labor could be reduced 10 per cent. and still do as much work as formerly. Under the capitalist system all the improvements in the productiveness of labor effected by labor-saving machinery inures to the benefit of the capitalist exclusively, while enabling him to reduce the laborer to a lower standard of living. While under socialism, every labor-saving device would not only serve to increase the general wealth, but the wealth of every individual worker. It would increase leisure; work, instead of being a hated toil, would be a pleasure which none would seek to avoid.

Reader! is it now clear to you why in a country like ours, of unbounded resources, that men are idle and starving, and that there is no future to which we can look with confidence, as long as our present unjust industrial conditions remain unchanged. Will you do anything to change those conditions for the better? or will you continue in the old rut of apathy, indifference and ignorance, until perhaps goaded to desperation you set the laws that you helped to make, or at least tacitly assented to, at defi-

ance, and be perhaps shot down by another wage-worker as ignorant as yourself. For don't be deceived, a man who has not the intelligence to use his ballot right, cannot be depended upon to shoot right. Remember that among the militia that were called out to overawe the Homestead strikers were a regiment of iron-workers who, while in full sympathy with their brother workers, declared they would "shoot to kill" if necessary! and why should'nt they, indeed? We are living under a competitive system. The system of "free contract," a system in which the employer is under no compulsion, either legal or moral, to pay one man more than another is willing to work for. Labor under our present system is a commodity and has its prices like raw material. In reality labor produces all wealth, but has itself no value, and under proper industrial conditions it would be as meaningless to talk of the "value of labor" as to talk of the value of the earth. Now, if you are satisfied with those conditions, you have no right to quarrel with the laws that are made to enforce them. If you are ground to the earth, don't repine, if you have to starve, do it peaceably and quietly, and don't curse the laws and conditions that you have helped to sustain, and that you were too ignorant or indifferent to protest against, as long as you yourself were not pinched.

But if you are dissatisfied with capitalism, and the wage system, and its inevitable degradation, or if you at least desire to leave your children a heritage better than that you were born into, come out boldly and intelligently on the side of those who are trying to make this a world where justice, humanity and human brotherhood would triumph and prevail.

Mr. Geo. C. Ward shows in the February MAGAZINE that the votes of the railroad men alone, if intelligently cast, would have elected a judge of the supreme court, in Nebraska, at the late election, but instead, a judge backed by the railroad interests was elected!

The man who is too indifferent to vote in the interest of his class, and against oppression and injustice, is a traitor, and should be held in contempt. I tell you, men, the economic question is the bread and butter question. Every hour devoted to intelligent examination and discussion of those questions is worth more to you than a day's pay. Nor is there any excuse for ignorance on these questions. Any fairly intelligent worker with an earnest desire to learn can do so easily. Subscribe to the papers and magazines devoted to the interests of your organizations, and of labor generally. Having subscribed for them, read them. Many of you firemen never tear the wrapper from your magazines;



now don't deny it, because some of your mothers and sisters and landladies have told me so more than once. Don't be distracted by the demands and arguments of the petty bourgeoisie, who are trying to maintain an existence against the assaults of the capitalists, and still continue to live at your expense. Nor let yourselves be led astray by the arguments of the college professors of political economy. They are paid, or it is their interest to defend the present system of exploitation. No professor of political economy could hold his chair for a month in any American university who should teach socialism, and expose the system of industrial robbery by which his patrons are enabled to endow colleges and universities.

Nor do I think it should be difficult for the average workman to decide whether it would be better for him and his children, that the land of this country should be the property of a few capitalists who could levy a tribute for its use, that would keep you and your children slaves forever. Or, that the people should own it jointly to be administered for the benefit of the living. Nor should it be difficult to decide whether it would be better that the transportation interests of this country should be in the hands of a few private capitalists to be managed in their interests and for their exclusive profit; or, that the people themselves should own and operate the means of transportation in their own interests exclusively. Or, whether it would be better that one man should own a factory employing, say one thousand men, paying them one dollar per day each, and making \$1,000 profit per day himself, or that the 1,000 men should own the factory jointly, and divide the product equitably among themselves. Or whether, finally, it would be better for us to continue our present capitalist system, by which a few control all the means and instruments for the production of wealth, and are thus enabled to confiscate all surplus wealth over the bare cost of the subsistence of the actual producers; or, that those means of production should be used for the benefit of all.

It seems to me there is no room for choice to the intelligent workman. As a preliminary measure, however, every railroad man should join the American Railway Union. Not until the men are so thoroughly united that they can stop every wheel on every road from Maine to California can they expect to succeed. In your organization caste should be abolished. The interests of every workman is identical; their enemies are the same. Then when you are so organized, and then fail, it will compel the government in self-defense to step in and assume control and ownership of the roads. This, in my judgment, will be inevitably the final out-

come and solution of the question, and that before many years have passed.

Under the caption "Some Consequences of Socialism," Mr. W. P. Borland, in the February MAGAZINE, is generous enough to admit that the theory of socialism "is indeed a noble one," but fearing that this admission might unduly elate us, he proceeds to raise, *a la* Middleton, the gaunt spectre of religious persecution as a necessary, or at least a possible result of the adoption of socialism. To both of my critics the doctrine of total depravity is something to believe in and cling to. In ages of ignorance and fanaticism, men persecuted those who differed from them in religion, *ergo*, while humanity exists, human nature under all conditions will remain the same. The logic is weak, and my critic's pessimism discredited by experience.

There is no more reason why religious persecution should obtain under socialism in America than it does at present; on the contrary, there are many reasons that could be urged why it would be less likely under a social democracy. He admits that "modern socialism is truly a purely economic movement," and then somewhat inconsistently asks "if the frankly materialistic ones are not the only real logical socialists," and quotes "The Religion of Socialism" in support of that view. This book, he asserts, is much better authority on the subject than I am. Let me assure Mr. Borland that he is mistaken. "The Religion of Socialism" is a clever book, by a clever author, but it is not a classic on that subject, for the reason that the title of the book is a misnomer. There is no "religion of socialism," any more than there is a religion of chemistry, or physics, or of the differential calculus. There is a morality, and a humanity of socialism, but no religion of socialism. Socialism is concerned solely with this earth and its inhabitants; of the political economy of the skies it knows nothing, and has no theory on the subject.

All the difference between the "frankly materialistic," and the Christian socialists, is that the latter claim that socialism is merely applied Christianity; that the precepts of the New Testament, if carried out, would evolve in socialism, and they call Christ the "first socialist." The materialists demur to this, they point to the fact that slaves and their masters have been attached to each other with an undying affection, yet without any sense on either side of injustice in their reciprocal relations.

The Rev. W. D. P. Bliss, an orthodox Christian, and an authority on socialism, says: "I am a socialist because I am a follower of Jesus Christ, and a Christian, because I am a believer in Karl Marx." Mr. Bliss is quite as good authority on the sub-

ject as Mr. Bax. Mr. Borland, however, appears to think that if the Bax men are in a majority in the socialist state, that they will make Mr. Bliss recant his belief, that the ethics of socialism and Christianity are identical, or burn him at the stake, or at least expatiate him. The subject is really not worth discussing seriously. It is merely an effort to apply the *odium theologicum* to socialism.

Mr. Borland concludes his article by "pointing out a fallacious assumption of Mr. Stuart's . . . although our government is theoretically one of the majority, practically it is not so, and when Mr. Stuart makes the assumption that he does with respect to our government, he displays as complete an ignorance of the canons of criticism as that of which he accuses Mr. Middleton." To which I reply, first, that the "canons of criticism" have nothing to do with the matter, it is a mere question of fact. Secondly, in making the assertion he was quite as captious and probably less sincere than when he raised the religious question. I assert, on the contrary, that not only theoretically, but practically, the majority rule in this country. If Mr. Borland replies that the multitude merely follow a few leaders, and that practically a minority rule, I reply: that fact does not vitiate my statement, it is still the majority of votes that counts. There is not a law desired by a decided majority of the American people that could not be enacted and put in force within six months. That so much vicious legislation is enacted is not because the majority does not rule, but because the majority is economically ignorant, and consequently apathetic and indifferent. The power, however, rests with the people all the same, as the changes in the electoral rule within the last two years clearly prove.

Mr. Borland is quite as well aware of this fact as I am. In an article in the *Twentieth Century*, of January 11th, he says: "Why, if there was any such universal awakening among the masses as many reformers assume to be the case, our present economic conditions would not endure for a month. We should certainly have a rearrangement of our social system or a bloody revolution within that space of time . . . They are apathetic, indifferent, they want no change in the existing social status, because they are utterly unable to conceive of any different state of things than the present as a possibility."

Mr. Borland has stated the case accurately, it is not because the majority do not govern, both practically and theoretically, that they do not change present conditions, but because they don't want to. When they want to, and are in earnest about it, the conditions will change quick enough, and here I would like to answer Mr. Borland's query, why, in view of the admitted apathy and indifference of the masses, "intelligent socialists predict the coming of the co-operative commonwealth within the space of a dozen years." Socialists do not, for a moment, suppose that so great a change in our industrial system will be effected solely as the result of their propaganda. Mr. Borland, however, should take into consideration the forces that are working in our favor. See the object lessons the trusts are in—showing the ease and economy with which large businesses can be managed. The elimination of competition renders the control of those large aggregations of capital a matter of a few simple rules. Then think how insignificant our efforts are in making socialists compared with the splen-

did work done by Rockefeller, Vanderbilt, Whitney, the Standard Oil Co., *et id genus omne*. While we are appealing to the brains and intelligences of the workers, those gentlemen, our auxiliaries, are converting them through their stomachs. Those we fail to reach one way we will be sure to the other. The evolution and tendency of industrial conditions are inevitably forcing us to socialism as an alternative from starvation, or a bloody revolution. Even that astute apostle of individualism—Herbert Spencer, predicts the "coming slavery," as he is pleased to term it. The capitalist system is rapidly breaking down over the whole world, and I shall be greatly surprised, as well as disappointed, if it lasts a dozen years longer.

Mr. Borland concludes his criticism, in the February MAGAZINE, with the statement that:

But even in theory the majority has now no power to decide, absolutely, what the people shall eat, drink or wear, while under socialism they unquestionably would have such power; and the question up for discussion is, would it be in the interests of humanity to give such an extension to the principle of majority rule as social democracy (ochlocracy) requires?

To which I reply, that under our present political system the power of the majority is absolute. The majority, providing it is strong enough to enforce its action, can now absolutely prescribe what the people shall eat, drink and wear, and what religion shall prevail. No extension of the power of the majority is contemplated, or would be possible under a socialist regime. All devices and checks against hasty legislation that now obtains would be retained under social democracy. I know of no class of people who would be more likely to guard their individual freedom than socialists. No such interference with freedom of action as now obtains would or will be permitted in the co-operative commonwealth. So that Mr. Borland's somewhat querulous query, "Would it be in the interest of humanity to give such an extension to the principle of majority rule?" is as unmeaning as it is unnecessary. Unless Mr. Borland can explain why the majority, having now the power, fail to use it in the manner referred to, and why they will do it under the admittedly better social and material conditions that will prevail under socialism; he should frankly admit that he has been raising bugbears to frighten the timid and ignorant. It is barely possible that he has underestimated the intelligence of his fellow workmen. *Quem scire!*

In the March, 1893, number of the MAGAZINE, Mr. Middleton closed his first article with the statement that:

I know of but one panacea for social ills, and that is the elimination of ignorant selfishness and unscrupulous greed in the individual. Without the moral intellectual elevation of the individual, the most per-

fect form of government might prove the worst form of exploitation and ruin.

It would appear that a year's defense of the single tax method of exploitation has not raised his opinion of the value of economic changes as a "panacea for social ills;" on the contrary, his conviction that moral improvement is the basis upon which humanity must principally rely for any betterment of "social ills" is strengthened and confirmed, for in the December MAGAZINE he declares:

That state will be reached only when the golden rule shall be the guiding principle of all intelligent workers. When that shall be, then nations also will be controlled by the same principle, and not till then. The individuals compose the nation, and the nation cannot be long above the average moral standard of the individuals that compose it.

"Methinks I have heard something like this before. 'First make men individually good, then justice will prevail and all injustice will cease,' is the universal cry of the canting hypocrites and Philistines as an excuse for them to continue the present system of exploitation and robbery. To such sanctimonious snivellers all efforts to improve our material and social conditions are futile. Its 'a' a muddle," and there is no use in human efforts; better leave it in the hands of the Lord, who, in His own good time, and His own way, will bring all things right, if not in this world, then in the next world, without an amen. This is the parrot cry heard from a thousand pulpits by men who have either not the brains and inclinations to help make this world fit to live in, instead of fitting us for another world, or who think it is wicked to try to improve humanity by mere earthly measures.

Yet, there is no fact in sociology more scientifically established than that no improvement in moral or intellectual conditions can be effected among those who are in the grasp of continual poverty. No mental or moral improvement can be effected in a man with an empty stomach. Material improvement must precede moral or intellectual. Man is a creature of circumstances. It is everywhere admitted that vice, crime, mortality, are the direct result of environment, and that with every improvement in the environment crime will decrease.

In the tenement districts of New York City it is possible to predict the small percentage of the children that are brought up under such conditions that will become respectable members of society. Remove the children from such conditions before they have become contaminated, into better environment and it is possible to completely change the ratio so that it will be the small percentage who will turn out bad.

Forty years ago an earnest Christian commenced work among the slums of English towns for the purpose of saving souls

for Christ. He started with the idea that a soul once "soundly saved" would likely remain saved regardless of earthly conditions; that, indeed, salvation would so fill his whole soul that he would consider earthly things as dross in comparison with the everlasting joys in store for him when this wicked and fleeting life was ended.

After forty years of experience among the poverty-stricken "submerged tenth" of England, General Booth has written a book—"Darkest England," in which he states after an experience greater than any other man on earth, that no moral or spiritual improvement can be expected of a man unless he is permanently raised out of a state of continual poverty. A man's material wants must first be attended to before any appeals can be made to his moral nature, and not only so, but any improvement in his moral nature, to be permanent, must be accompanied by better and continuous material conditions.

So that for the mere purpose of saving souls, General Booth has been compelled to appeal for help, to put into practice an immense project for giving employment to the outcasts of London and other cities. He is not a philanthropist, or a humanitarian in the ordinary sense of the terms. He merely wants to save souls. If poverty would help him in that effort, he would gladly abandon his social schemes, and devoutly pray the Almighty to bless us with poverty, but he has been literally compelled, as a condition precedent to the saving of men's souls, to adopt measures to permanently save their bodies.

A withering indictment of present industrial and social conditions is, that the ambition of General Booth is to raise the condition of the lowest orders of English society up to the level of comfort of the London cab horse! Think of it, one-tenth of the population of London whose condition in regard to food and shelter are below that of the London cab horse.

General Booth's experience has furnished an unanswerable argument to every reformer who is trying to improve humanity by purely secular and economic changes in our present industrial and social conditions. Our competitive system puts a premium on dishonesty, self-assertion, cunning and unscrupulousness. The possessors of these qualities are the "fittest" to "survive" under present conditions. Let us substitute for this system one of human brotherhood; of fraternal co-operation, in a word—the social democratic state.

The public debt of the United States is authoritatively stated at \$1,588,464,144. Labor can look at the figures and remember, if the debt is ever paid, it will be by working-men out of their earnings.

## AN INTERRUPTED LOVE FLIGHT.

*A Manx Story.*

BY FRANK A. MYERS.

Isle of Man! O, yes, I know a great deal about it, for I was born there, and lived for over thirty years in that delightful land. When I came to America, forty years ago—that is a long, long time—I spoke very poor English, and my life has been a very hard working one, so that I've had few opportunities for learning the language and its literature as I would like. But I know much about the customs, the legends, the genii, and the romances of that proud little world in the Irish sea.

Just a word about the Isle, then I'll tell you a romance. I will not say it is mine, but I know a good deal about it.

This beautiful little world is twenty-six miles from England, sixteen from Scotland and twenty-seven from Ireland. A ridge of mountains traverses the whole length of the Isle and terminates in Mt. Sneafeld, 2,004 feet high, from the summit of which can be obtained a panoramic view of the Island and England, Ireland, Scotland and Wales. To think of a little kingdom of over 50,000 people all dwelling on an area of 227 square miles, and blessed with every variety of scenery, and pursuing every pleasure that belongs to mankind elsewhere on this big, round ball. This teeming, populous land is only eleven miles wide and thirty-one miles long, but its men, in my day there, spent their lives principally on the sea in the herring fishery business. Its capital is Castletown, at the southern end of the Island, and its principal cities are Douglas, Peel and Ramsey. It has a delightful climate, but on account of the gulf stream its sun is almost always obscured by impenetrable fogs and clouds. The Island was originally peopled by the Manx, a Celtic tribe, whose language, a sub-dialect of the Gaelic, or Celtic, forming one branch of the Erse and Irish, is still spoken in parts of the Isle. Their speech is much like the Welsh.

It is a little kingdom, I might say, by itself, having all the beauties and glories of nature and all the manly independence and sturdy good sense that belong to a race of fine physical beings. Look at me now, even in my old age. When I straighten up I'm six feet six in my stocking feet, and I'm a fair sample of the Manx race, and a pure lineal descendant of that early, hardy people.

Knowest thou that green spot, 'mid the billows of ocean,

Whose valleys are wild, and whose mountains are bare:

Ever shrin'd in my heart's deep, undying devotion,  
The lonely lov'd mist gem of Mankin Mac Leirr!

Knowest thou where Holm Peel's proud ruins rise hoary,

Where the ghosts of the princely at dead midnight mourn?

Knowest thou where Rushen still frowneth in glory  
Hast thou heard where the death-shot laid low  
William Dhoane?

Knowest thou the spot where the rose and the thistle,  
The leek and the shamrock are lovably bent;  
Where shrill on the hills is the hollow wind's whistle,  
Where the fairies by moonlight dance over the bent?

Well, now—I suppose that is the way to begin a true tale—a little portion of the early life of John Ramsey will be a page torn out of the history of the Manx people, an epitome of all that they are and do—I mean socially. Look at me and you will see a fellow about like John; tall, athletic, strong, spirited, bold, a good runner, a good swimmer, and shapely and of the manly weight of about 180 pounds. Many saw him catch a sheep by outrunning it, so swift was he on foot. The beauty of his manly face was a strength to the beholder, and of course all the girls—it is their way, you know—fell in love with him. Indeed, an Aaron Burr in his general make up, they very naturally fell in love with him, and I never blamed them. But the close circumstances of life, I might say, drove him to a sea life, and he became a fisherman at fifteen. Every Saturday he was on the Isle to spend Sunday, and then was when he did his courting.

No one ever got a better recommendation from his parish for good behavior than John Ramsey, and he was always beloved for his religious benevolence and broad, human intelligence. He was at sea fifteen years, and in that time he had many adventures. You have never been overboard at sea, have you? No. Well, you don't want to be, I can tell you. John was overboard once, when the sea was surging like a monstrous boiling cauldron of his Satanic majesty, and he floundered in this "measureless expanse" for fifteen minutes, an age to him then, and had he not caught in the nets and been pulled in by his mates he would have been lost, lost in this "image of eternity" in its ever changing aspect of "breeze, or calm, or storm." The last seven years of his sea life he was captain of a vessel, and while he was captain the boat never made better runs, and not a man was lost. That was a proud record.

Farmer William Kian lived a mile up the river from Douglas. The road was elegantly macadamized from Douglas to Peel, across this lovely and scenic Isle, and Farmer Kian lived on this road, in the midst of the beautiful river scenery. He had a lovely young daughter, Ellen, with cheeks as sweet as the sun-blushed peach, and a disposition as pure and modest as the rose that embraces the sun's bright rays.

One Sunday, just after church, John Ramsey made her acquaintance in an accidental way, and that led to further communication between the two. A small thing sometimes

hinds young, untethered hearts for life. It all happened this way. Just as Ellen was about to enter her carriage after service, to drive home with her parents, who were already seated in the vehicle and waiting for her to step in, a son of a nobleman, admiring the lithe, shapely, airy, divinely beautiful maiden, stepped up and bowing and scraping in a simpering way, and making a courtly obeisance to her, asked if he "might be permitted to hand her to her carriage." Her foot was already on the step. John Ramsey, standing near, saw all this and smiled inwardly at the fustian-like antics of the serious son of a nobleman. I'm not sure but a visible smile also glimmered upon his lips, which opened, we will say, like a pretty-by-night after the sun sets. Bith Fintain, that was the name of this scraping son of a nobleman, put out his delicate white hand, that never knew the joy of labor, and offered to take her hand and aid her to get into the carriage. Here the impatient, restless pair of blacks dashed suddenly forward, perhaps scorning such a piece of luncheon human flesh as that which they saw approach Ellen, and hurled the girl to the ground with stunning force. As was to be expected, Bith Fintain stood in helpless pain and simply gazed at the prostrate girl. But John Ramsey ran up quickly and lifted her to her feet. Fintain gave him a reproving look and knit his eyebrows threateningly. The truth was, he felt the reproof of John's manful act.

Ellen turned her lovely eyes upon her helper, and said sweetly: "I owe you many thanks."

In response to her John said: "I'm sorry—are you hurt?"

"Oh, no, sir; but I—I— might have been, but—"

The beautiful mercurial dappled blacks were checked within a rod, and John assisted her to the carriage, and she took the occasion to ask his name.

"John Ramsey," he answered.

"I hope to see you again, my friend, under more favorable circumstances," and away she sped behind those fine horses.

From the peculiarly happy light on John's face I should judge he was lifted up into the seventh heaven of prospective and imaginary love. The ugly scowl on Bith Fintain's face was a joyful proof of the significance of his triumph over him, and John walked carelessly away, thinking more about the girl than anything else in the world. All that week, with every swash of the waves against his fishing smack, he heard her sweet voice, and, dreaming in his bunk at night, he was assisting to her feet one of the purest and loveliest maidens in the universe. His rough mates twitted him all day long about the beaming smile that turned up the corners of his lips, and declared he

must have seen an angel last Sunday. With unequivocal good humor John always responded to their banters that he did see one.

The next Sunday night about nine o'clock John stole softly into the yard of Farmer Kian. It was the custom there for the young men to visit the young girls quite late, and then not stay very long. These visits were kept profoundly secret from the girl's parents up to the time of the engagement, and I must say, for I know, that a more honorable and respectable attitude toward each other never was practiced by any other class of young people on God's green footstool. There was no particular reason for it that I know, save that it was the custom of the Islanders, and had been practiced by our parents and long before them. A young lady, you may be assured, knew pretty well who were acceptable to her parents and who were not, and it was not very often, perhaps a little more frequently than the appearance of comets but not very much, that she willfully and utterly disregarded their wishes. Now and then one of Mother Eve's lovely daughters who permitted her untamed affections to carry her away into by and forbidden paths would consult her own feelings and, as it often happened, her better interests, and thus clandestinely meet her proscribed lover; and sometimes taking the bit in her teeth, would marry him. These buxom, lilting, blithe, sweet Manx daughters knew what the decorum of courtship was, and any young fellow who did not "walk the chalk" of these common, unwritten laws was at once most effectually ostracized and marked off their acquaintance books. No apologies, no sort of apologies, could amend boorishness or impropriety. His reputation was no less dependent on his conduct than his chances of winning the heart and hand of the fair damsel. Such a strict, ostracizing sentiment in this great land of ours I fear would get rather a cold shoulder. And I do not say this in a bold, senseless way, for I believe that America contains the finest type of beautiful, modest and chaste women; I defy the world, not to beat them, but to equal them. They are as pure as Penelope, who undid her importunate suitors by her knitting, and like St. Pulcheria, they are as eminent for nobility as worthy of unqualified admiration.

Now, on this Sunday night, John, as I said, stole softly into the yard of Farmer Kian, not as a criminal hiding from justice, but as a lover who would win Ellen, who, in his fresh, young imagination, was the peer for beauty and loveliness of any maiden who ever trod the echoing chambers of some ancient castle or hall. He tossed a pebble lightly against her window pane, a custom to notify the awaiting beauty of the pre-

ence of her gallant knight, and in a moment he had the unalloyed satisfaction of seeing her window raised silently and a maidenly form framed therein for a moment in expectant hesitancy. It was but a black shadow in the darkness, but the conscious knowledge of who it was not only made him rejoice but bow in worshipful adoration. You see, not to open the window and not to appear at all is a flat and peremptory refusal to see the petitioner for an hour's *tete a tete* with her. No wonder, then, that John felt at the instant that the word Ramsey had a new, and broader and more significant character than it ever had before. No wonder he imagined the Isle of Man was the center of the universe. If before he thought Ellen the most proper young lady in the world, he now conceived she was as wise as she was beautiful and charming. Bowing her noble and queenly head through the window near him, she whispered gently:

"Who?"

"John Ramsey."

Immediately turning, she walked away, leaving the window open, which was not only welcoming him in by an act that spoke louder than words, but a silent admission on his first call that if his purposes were right he might not in vain lay siege to her unpledged heart. The girls there scorn to coquet and dally with numerous lovers. They do not squander their sacred love on one and another till they cannot count the number, and finally bring to the altar a mere fragment of honest love for the one they finally make choice of. They are not omnivorous lovers. They pledge their plight to a man whole-hearted.

The open window was soon darkened by his strong form climbing in. Closing the window the two were alone in the dark chamber. A light, you see, might disclose them to the young lady's parents. The hazard in this regard made their meeting all the more pleasant and memorable.

She did not know whether to expect him or not, she naively confessed in modest undertones, but she had often thought of him since that awkward accident in Douglas last Sunday. Hope sprang eternal in her breast that she would see him again some time and renew her thanks to him for his gentlemanly behavior on that occasion, and here this opportunity was most benignly, as if an angel had heard her sighs and brought her wish to a happy reality, granted to her.

With a rather stammering tongue, unused to the felicities of speech prevalent in the social circles, he declared he only did at that time what he saw the emergencies demanded, but that ever since then, he acknowledged, with humble frankness, he could not but think that her gracious manner then, the outcropping of a sweet nature, was a warrant for his call on this evening.

Then he began to tell her of his life on the sea—it was his fad since he had become a sea captain, which was a new and honorable experience to him—and before they were aware of it the allotted hour—by custom allotted—had passed away into unforgettable sweet memories. They were now well acquainted, and when he climbed out the window and disappeared in the darkness it was well understood between them that he would make regular Sunday evening calls.

The parents—it may seem strange to you—did not ask their daughters who visited them. They respected the daughter's secret, and trusted her upon her honor. They were not unhappy Paul Prys. But if the father could unravel the secret for himself, he would do it more for a joke than as a personal gratification. Gifted with as much honorable and investigating curiosity—nothing of the itching kind—as fellow mortals can boast of elsewhere on the green globe, they took what they considered a fair and sportive way of discovering the young lady's secret. After a time—sufficient for the lover to have made a path by his numerous comings had not so much space of time between each call permitted the grass to grow again—Farmer Kian decided he would exercise a prescriptive right belonging to parents and turn the light of discovery on the young man. So one night as hapless John, at the end of his sweet hour with blest Ellen, climbed out of the window to return home, he was not a little astounded to find a masculine hand reaching out of the darkness for him. The patient-tempered lady, standing at the window and seeing the unexpected event, comprehended what was in the wind, and boldly cried out:

"Run!"

John's wits were not dull, and he knew the meaning of the grasp made a little vaguely by reason of the night shades. By a lithe and dexterous swaying of the body he escaped the black arm that merely brushed his simple frock coat, and the next moment he dashed away with all his speed, leading Farmer Kian a splendid race across the fields and hedges and goss. The farmer was not a clumsy sprinter, and John's feats in rapid leg motion were well known by his friends, and the chase was a very close one. Here they went, hurry-skurry, jumping and leaping, flying right on, the one close upon the heels of the other. Spurred by the glowing sense of keeping fair Ellen's secret inviolable, John ran with a laughing but spurring heart, and Farmer Kian, feeling the exulting pride the young man would have in the event of his escape, trebled his efforts to capture him. An unsuccessful joke is no joke at all. But with all he could do he could not overhail him, and after wearing himself utterly out in his vain effort

he at length gave over the chase and sat down far from home to rest. John disappeared in the darkness. Farmer Kian's purpose was to catch him and discover his identity. His hoary incognito should no longer be a proud secret. Though he did not tell Ellen, yet she knew when the exhausted jester returned from the race that her secret was still her own, and she thanked John's excellent running gears. The next day her father was so stiff and overcome with his unwonted exertions in the race that he could not go to Peel, though he had some important business there on that day. I want to say now that he never again attempted to run Ellen's beau down to the daylight of discovery. The next Sunday evening John and Ellen had a big laugh over the affair.

One night while sitting by their little peat fire—peat is turf dug out of the bogs—John proposed to Ellen, and after some little halting and limping—a sort of fashion among the ladies (I know no other reason for it)—refusing to consent yet consented. There are emotions of the human heart for which words have not been coined, and these sweet echoes of the divinity in him he experienced for some time afterward. These feelings, sweet and pure and deep down in the heart, clog and grow heavy when weighted down with imperfect words. Every ethereal thought has not yet been caught in the meshes of a word to be uttered by the lips, and therefore John, in his limited vocabulary, was as happy as the lover gifted with linguistic gymnastics, if not happier.

That night as he went home he was wrapped in a sensation that was heaven itself. Passing slowly along, head down, in deep, meditative thought, he was startled from his reverie of blissful love by a dancing light a few rods away near the edge of the bog. Lifting up his eyes in doubt of his senses, and pausing to view the flashing, flickering lamp of the morass more closely, he saw it move gently back and forth, with a motion of quivering nervousness. It was not as high as the amphitheatre where his heart was trembling, divided between his love-bliss and this ghost-like light, and there was no person near it as far as he could determine. It was a pale, mellow, yellow light, but sparkling like an infinite brilliant in the azure dome circumscribing the opaque earth. His pulsing life-ventricles started up a little more lively, a shiver of inexplicable mystery chased up and down his vertebrae, his hair under his wideawake became porcupine quills, and he had a general sense of having been met in the dark alone by an unknown enemy. In a minute this unpleasant sensation was succeeded by a desire to know what the light was, and how it could be there like a warning from the

grave of some ancient Norseman or Druid, or bold warrior of the days of good King Orry, who once wisely ruled this beautiful "sea-girt Isle." Its motions were not unfriendly, and he imagined it beckoned him to follow. If it was a spark let down from God's own throne, it would do him no harm; if it was a light of this earth he was not afraid of it; if it was a lamp from Dante's Inferno there was no reason why he might not cease following it at any moment. And if it was the fairy lamp of Robin Goodfellow, who often held mystic dances with the fairies on the bogs at the witching hour of midnight, when graves yawn and ghosts walk, and the long past dead hold their saturnalia, he would simply be disturbing a fancy frolic of these night waifs, and Friar Tuck would not hold malice against him for that. The first step was taken, the Rubicon crossed, and he started toward this wavering lamp. But he had not reckoned with his host very well. As he approached the mystic light, quivering, it receded gently deeper into the bog. Quickly he followed after, getting deeper and deeper into the wet and marshy ground and the impenetrable darkness. Now, as if under the influence of an unwilling charm, impelled by a spell he could not throw off, he followed after, whithersoever it went, here and yon, up and down, round and round, until he was wet and muddy from feet to head. Then he became conscious that the fairies had him, these merciless elves of the night, and that he was moving along without a will, a mere atom of blind fate, like a man of destiny. Another power ruled him, the night-dancing fairies. He was perfectly self-conscious, knew who he was, thought as he always did, but a dumb, ague-like feeling possessed him, and his legs moved on and on in spite of himself. And now he felt the little urchins of midnight festivities clinging to his hair in myriad numbers, and his whole body was fairly weighted down with them. One was perched on each eyebrow, and the master of ceremonies sat astride of the bridge of his nose. An aroma like the sweet incense of the finest perfumes that ever tickled the coarse sense of the human nose pervaded the air. The bit of a fairy bridle, made of the finest impalpable material and brought from a kingdom brighter than the human imagination can invent, was pressed between his teeth, when his subjugation to fairy whims was complete. There was no alternative but to tramp and trot at their whimsical dictation all night long, till the god of the orient drove them away with his first gray beams of the morning. Up and down he went, through water and slush and fog-damp grass, now speeding along a little plateau like a horse under galling spur, now winding through a tangled growth of bog brush as docile as an Orkney

pony, and now splashing into water that he could not predetermine the extent of on account of the black, Cimmerian night—always and forever onward. Rest! My dear friends, fairies are merciless riders. Drearily and all too slowly the long night hours move away. There was Hobson's choice, and that was *on, on*. First the fairy bridle bit pulled him to the right and then again to the left, and sometimes these midnight prowlers and whisperers in lovers' ears of foolish things turned him entirely around, and made him retrace his steps, sportively unmindful of the comfort and wishes of their human horse. It was a night of hilarious jollity to them. They blessed the *ignis fatuus*, now long deserted in the edge of the bog, for bringing them a horse to ride in gleeful mirth till old Sol drove them to their hiding places. It was not often they had such a rare and racy privilege, but when it did come they made the most of it, like a young girl does of her first love. They tangled his hair in hopeless knots, and now and then the proud rider on his nose would make that member tingle with his dainty quirt. Occasionally the taunting little fay beneath his chin would make his throat smart with his sylph-like whip, and spring around in glee over his shirt bosom, in ecstasy over his own activity. The irrepressible little sprites on his ears kicked their heels against that member like idle boys on a large pine box, and now and then they would race over his cheek bones in a mad spasm of glee and tickle the winkers of his eyes. O, sirs, I only tell you what I know. You have never lived in that grand old ocean-washed Isle, I have. There were the scenes of my fond love life, trebly sweet now because they occurred in my hopeful youth. It is a pity, I say, that youth and love cannot last always, notwithstanding the elfins of the bogs. Well, lovers do sometimes fall into bogs, nought their efforts to keep out. Poor, fairy-riden John was sustained in this trying ordeal by the fond remembrances of Ellen, that lily of the heaven, who had only that night promised to be his for better or worse, a partner of his joys and sorrows as long as they lived. Trudging, stumbling on wearily, like a night demon of the swamp, he knew no rest till jocund day stood tip-toe on the misty mountain tops, and the broad, expansive morning came like a new birth from God's own eternity. Then the spell was gone and this fairy victim was, like Richard, himself again. But what a miserable, unrepresentable plight he was in! What a crestfallen appearance he wore! How overtaxed his physical strength! And what a stress of mind he endured—conscious but yet helpless! His father and grandfather before him had often told weird and uncanny stories of their experiences with the fairies—those ghosts of genera-

tions long ago mouldered back to mother dust—but they always seemed so far away that he never imagined he would have similar experiences. Great heavens! When he began to understand the force of what had actually occurred to him he shuddered. Ridden by fairies all the night long—was he sane, or was this the awkward delusion of a dream? Look at himself! No, his outward condition and his stunned feelings were orators of too forcible eloquence to impeach by argument. As the gray beams of day shot up along the eastern sky like streamers from the battlements of heaven, and began to arouse sleeping nature enrobed in the pall-like ceremonies of night, the twin brother of hades, and shadowed forth in the misty morning the hills and valleys, the dark spots of leafy timber and the cleared farms, gradually unrolling a beautiful panorama of the earth to waking eyes, he began to wonder where he was. What was the flower-flecked earth to him, or the gorgeous scenes of ample and omnipotent nature, that he should pause to behold these glories? Where was he? In the fullness of time he "picked himself up," as the phrase of the stupid goes, "two or three miles from anywhere," in the midst of the bog, where the echo-mocking night bird pipes his jarring flute of inharmonies, and the storied monsters of imagination dominate, and the shades of Pluto in hapless disorder are the regnant spirits. And what a shock to his high-keyed senses after full arousalment to his true situation! A week, a month, scarcely sufficed to tone down his sense of that event to the ludicrous view of it, but in time his chaotic apprehensions assumed form and body, and he could smile to himself a little. Then he told Ellen about it. At first she was disposed to be wonder-touched, and anon laughed with him, and by and by rallied him over it as an infinite jest.

After the announcement of their engagement to the parents of the pure Ellen, a storm cloud began to gather over their heads. Farmer Kian, remembering his bootless race, had no unerring predilection for John Ramsey, and roundly berated his daughter for her unwise choice of a life partner. With parental malignity, such as presumptuous parents sometimes exercise, he assumed to make choice for her, just as if she had no right in the matter that he was bound to respect, and as if he had a holy prerogative to spoil her happiness for his own if he so desired it. He urged her to take Bith Fintain, the nobleman's son, who was pouring honeyed words into her unwilling ears, and in language more forcible than elegant sought to compel her to yield to his imperialism. As a dutiful daughter she had the too well trained sense that obedience to her parents was a divine injunction.



tion, and with reluctance she began to loosen her good heart from its entwinements with the simple heart of her betrothed who knew no better than to love with all his mind and soul and strength. She endeavored to chop up the roots of her love, as a gardener does certain obtruding grasses in his well watered and carefully tended flower bed; but which the more he cuts the more prolifically they recreate themselves, but, poor girl, the work was greater than the seven labors of Hercules, or the "evic" or fine demanded of the three sons of Tureen by Luga, for the murder of his father, as faithfully recorded in the forgotten yesterday of Irish legend. It is not for me to tell you of her sorrows and repeated efforts and failures to conquer herself, of the tears and crashes in her tempest-tossed soul, of the reverberations and dreads that populated her aching, joy-blasted heart, of the gorgeous and solemn crowned demons of wrath and cheerlessness that sat supreme in her love now, and issued ukases against her outlawed bolier feelings, of the epiciedial ditties ever ringing in mournful mockery of her dead first great love like wind requiems in the solemn pines in God's half acre, of the burnings and midnight wakings in her vanishing soul-life, of the listless eyes and half-formed faith in the insincerity of all earthly hopes, of the slow, cruel process of burying all the best she had so far found on earth—her first young love—of the echoes of the clods on the coffin in the new made grave in her heart of hearts, of the abuses and sneers and commands and loud, heartless words of her misguided father—what we might call father storms—of all these things which were the dowry portion of a ruthless, dead, unthinking parent; but I will let you imagine a little for yourself.

John Ramsey noted her loss of something toward him, he could not conceive what, and finally, after persistent requests to divide her sorrow with him, she told him the whole story. Tempest-riven, shocked as the earth is by a great seismic quake, he felt like going forth and plucking up the world by the roots and hurling it into the sea. Where was Adam Cupid now, that the whirlwind of death had swept away his love hopes into the abyss of pain, and why could he not stay the tinkling death knell on his heart as well as begot bright hopes that were never to be realized? Where were all his fond dreams as he paced the deck of his little fishing smack at noon and at night, under the midday sun and under the twinkling stars of heaven? These pleasant and life-stimulating imaginations, that peopled his brain as thick as the studied baldrick of the nightly sky depths, were swept overboard in the storm and lost. At one word Ellen had been removed from him as far as the antipodes. What was his by

all the honorable laws of love, by a *finesse* of parental interference had been snatched away, and the flowers and beauties and glories of the earth that still nourished him from her bosom had vanished as by the trick of a prestidigital manipulator's wand. His soul had gone up in smoke and in its ashes had arisen a stone—a cold monument over the grave of his love. He surrendered to the fates, and he knew no better. In the simplicity of his heart he respected the parental decree, because he knew not how to escape it. The license of elopement was not a custom there among the youth to escape the galling chains of paternal tyranny—not a vigorous, highhanded means of self-assertion—as it is in America. John bowed his head to the yoke like a dull beast of burden, and went on with his existence without an animating, life-giving purpose. Unspeakingly unhappy was his aimless being now, with the glad, inspiring sun of hope everlastingly obscured in his love life. He was passing under the rod.

An old man longs with aching sadness to tread once more before he crosses the river of death, whose murmurs echo a painful cadence in his age-hardened ears, the paths his youthful feet danced over in sprightliness and bounding joy—his dead youth revives in him with his expiring throes,—and John could not refrain from going to Farmer Kian's, if but merely to look on the face of her who was dead to him. Ellen, Ellen, what a ruin you wrought!

One Sunday afternoon his feet, by a half-unconscious motion, carried him to the farmer's home. He stayed around the premises for some time, indecisive, wounded, bleeding, almost like a prowling thief. Bith Fintain was there, and others, and among them his brother from another parish. At length his dumb feet carried his wearied frame languidly up the walk among the unobserved flowers to the door. He was looking for Ellen, and was met by the proud, haughty, overweening young Fintain. This son of a nobleman, upon whose land Kian dwelt, confronted him with a lowering frown and gruffly demanded:

"What do you want here?"

The poor, forlorn fellow stared stupidly at him, scarcely understanding anything, in his colorless, wordless, dumb state, and answered nothing. Reiterating his insolent interrogatory, Fintain said:

"Sir, what brought you here?"

"I don't know," answered the simple fellow unconsciously, after a pause, as if under compulsion.

"What do you want?"

The tone awakened John.

"By what right do you ask?"

"I'll show you, you impudent puppy—lying around here for no good purpose, I'm perfectly satisfied—trying to see Miss Ellen,

who would spurn you with her dainty foot as she would a repulsive whelp—hoping to get some clew to rob her of her good name and trail it in the dust of foul disgrace—spying out what you may be able some dark night to steal from Farmer Kian's plentiful larder or—"

"You lie in your throat deep down as your boots," broke in John with simple anger. The arousalment was complete, but in his trustful, respectful nature he felt prohibited from laying his heavy hands on one of the scions of the nobility—they were too powerful to resist in any way. A quiver of dread already stole into his heart over what he had just uttered.

"You vile cur of the damned! I'll show you." As quick as a flash of light the young blood—that is the way you would say it here in America—threw his large silk handkerchief—none but the noble could afford such an article of luxury and distinction—threw it over John's fated neck, and drawing it close, pulled him near to him. John could have lifted his brawny arm and spread the pretentious young man full length upon the floor, but the long-drilled dread of the land proprietors restrained him. In his credulous mind resistance was fatal. The silken noose tightened.

"Murder! Murder!" he screeched, half strangled. The noose was thrown as dexterously as if done by a strangler of India.

"Murder! Murder!" he gurgled. But his brother offered not to come to his assistance, because they were of different parishes. Humanity and family ties extended not across imaginary parish boundaries there then. It may be no better yet in such a case, for aught I know. Religious enthusiasm went only as far as the limits of the parish, so narrow and restricted were they. A little touch of grand American tolerance and charity would help that people, and liberalize their short-sighted and circumscribed views of humanity. Conquered by his social restraints, imposed upon him by a scornful and purse proud aristocracy, and held in check by the long indwelling sense that non resistance was the proper attitude of the lower toward the higher class, John was literally the victim of wrong training and erroneous conditions of society. But he understood by instinct that his brother ought to come to his relief, and when he did not a wound was made in his heart that cicatrized and remained a scar forever. Parish regulations and social habits, in this case as in numerous others, sealed a scorching hatred between members of the same family. These two brothers sundered their ways here forever. It was the forks of the road, each going different directions on to the end. And nobility—so called—did it.

Thrown entirely upon the law of self-defense, and preferring life to the observ-

ance of the rule of passivity, John strove to free himself from the hands of a rival, who was successful, not by honorable methods, but by the interests and power of a father, and in a helpless, child-like manner began to kick the shins of his antagonist and strike him about the body by throwing his elbows backward. This was in nowise to the taste of Fintain. This farcical, simple manner of resistance had no meaning to him, nothing unmanly and humiliating in it, nothing unfair about it, but he felt horribly outraged that any opposition should be offered to him, a nobleman's son, and more especially on his father's own land and at the threshold of his prospective father-in-law. With a whimpering "ouch" and an infantile cry of pain, lifting his too-ready mouth to a vicious oath, he gave the murderous silken noose a vigorous jerk and pushed John away from him. Freed but restrained by false impressions of his own manhood as compared to the wealthy class, John walked away with an abased air. Not a word in retort escaped his socially sealed lips. Ashamed that he had given occasion to such an unhappy event, he shouldered all the blame upon his own broad and charitable back. It could not exactly be said of him that of the *peras* Jupiter placed about his neck the front one was swelled to bursting proportions, nor that the rear one was unnaturally distended like a gormand's stomach. There was no disposition in him to search out his own faults or find delight in singling out the peccant steps of others. As he strode meekly away the last rounds that greeted his soul dead ears were:

"You imp of the old boy! Now carry your worthless carcass away from here to the carrion crows!"

The worst of all was that Ellen was in the room at the time and lifted not up her voice against the accursed assault on his life. She was a cold statue to him ever afterward.

Just as he reached the gate he heard the snarls and yelps of the two dogs kept by Farmer Kian, and he knew that they had been slipped from their leashes for devilish purposes toward him. Springing over the gate at a bound, like a frightened deer he started down the road toward Douglas on a dead run. His hope was to get beyond the usual limit of dog guardianship before they overtook him, in which event they would not be so vicious. The idea of being driven away from Ellen's door by dogs! What a change! What would not the world come to, if you gave it time!

Chance placed a stout, short club in his way, which he snatched up as he ran. Bounding along with all his assembled strength, he felt it was a race for life. In the event of being overtaken by the clamorous, ululating brutes, his club was his weapon of warfare. Their sharp teeth must

not rend his body like they would the flesh of the unthinking hog. He passed the limits of Farmer Kian's farm, skimming along like a mist cloud before the mast, the hounds bellowing closer and closer behind him. Now one had approached near enough to make a heavy lunge at him. The brute, enraged, missed its spring. With the rapidity of thought, John halted, and the dogs shot past in their accumulated momentum. As they turned one made a bound at his face, but a well-timed sweep of the club, dexterously handled, fell upon the animal's head and stretched him sprawling in the highway. The other brute, seeing the fate of its brother, fought more cautiously, but before it could fasten its fangs in him he had dealt it a sounding rib-roaster, and with a howl it turned back and galloped away. The other one, having recovered in a degree, crawled up, and giving John a wide berth, also slunk away home, an undignified, whipped cur. He almost wished the hound had been Fintain. The remainder of his way to Douglas was made without incident.

Connected with his priggery and his poor imitation of cockneyism Bith Fintain had the mean trait of revenge. Indeed, his undesirable qualities placed in the balance against his higher attributes would make his virtues fly up as if they were but of the weight of a feather. He was not only cowardly and mawkish, but he was an ape with male toggery on his useless frame. If he had a heart he never knew it, nor did anyone else. His capacity for proper and noble things was cracked in his creation, and there is, perhaps, an excuse for one who has only half a talent for better things, when others, less showy and theatrical in constitutional composition, possess ten or more.

To glut his craven and sandless maw, filled with the slag and filth of the base, he sent a valiant knight of mutiny, a veteran in sin and crime, to brew evil against John.

"With smooth dissimulation, skilled to grace,  
A devil's purpose with an angel's face."

This henchman of Fintain secured a place on Captain John Ramsey's boat and went with them on a fishing expedition. In a week's time he had poisoned, as with the deadly nightshade, the minds of all on board except the incorruptible friend of the captain, known by the name of Richard McCorkin. Things were ripe for a mutiny, and this henchman, who for humanity's sake shall be nameless, and further because I do not wish to perpetuate his identity—let it be buried in the dead past—had laid plans to throw the captain overboard and then steer his vessel to port and say he was lost by falling into the sea. In Richard McCorkin this schemer struck an unseen rock.

"The best laid schemes o' mice and men  
Gang aft aglee."

and this was one of them. One day at noon, while John was taking his accustomed mid-day nap, the gang of mutineers, headed by Fintain's moneyless dupe, surrounded McCorkin and began a struggle with him to hurl him overboard. This accomplished, they could the more easily work out their purpose of tossing John into the wicked sea. McCorkin fought with such life-defending grit that he knocked three or four down with his mallet like fist before they could seize him. Just then John appeared upon deck. He came as if the good angel, whom the Moslems believe attend every human creature, had warned him and brought him in the nick of time to the rescue of his friend.

"Ye devils!" shouted John, in a stentorian voice, and sprang toward them as if he would eat them alive like an orang-outang. The act gained him a moral victory, for bravery subdues evil-minded cowardice as a cyclone levels a forest, by superior force. Instinctively he knew what was in the wind, for he had observed beclouded brows and unfriendly faces for several days. There was not the shadow of a doubt in his mind but Fintain's friend—and what a fitting, soul-companionable friend he was—was at the bottom of the whole trouble.

"Cowards!" hissed the sturdy captain, awakened from his love-dead lethargy to a sudden, renewed object in existence. The cowards, detected in their plot by the very one of all they would have concealed it from, fell back, and as it happened, enclosed McCorkin in a ring. There they stood, sullen, defeated, rage-riven, like a whipped army glaring in the cannon-jaws of death, and awaited the new birth of the next moment from the womb of time.

By a shake of his arms behind him John's coat, or sailor jacket, dropped from his shoulders to his hands, and with a sweep of his arm it flew twenty feet away and into the sea. His piercing eyes, set on fire by the discovery of the mutiny, never wavered from the mad crowd.

"We'll kill the first man that enters this ring," Fintain's henchman at length found tongue to utter, more in the spirit of bragadocio than real purpose. When he spoke, John saw that they quailed before him, and, with the deliberation practiced by a young lady primping before her psyche in her boudoir, he loosened his suspenders and tied them tightly around his waist and pushed his sleeves to his shoulders. Now, with a bound, he leaped into the ring, and the mutineers moved back a pace further. Grasping McCorkin's dutiful right hand, he said to him:

"I've lived with you, and now I'll die with you."

The unwavering determination in his bold tone struck their wavering souls as ef-

fectively as the war-club of the unconquerable Atrides did the bony heads of their enemies. This act seemed like braving ruthless odds, like tempting the parcel, but it was his only safe course. He did not stop to reason; instinct and friendship guided him. Friendship was his pole-star, his Charles Swain. His classic soul, simple in its habits, never vacillated in the course it determined as the right one.

"Now, you hellians," turning about as he spoke, "to your places, every mother's son of you, or by St. Neptune's trident I'll throw you all into the briny deep. Go!" stamping his foot on deck till it sounded almost like the drop of the anchor on board.

Slowly, sullenly, one and another slipped away, till the last one had gone, and John and McCorkin were the only two remaining on the scene of this tragic act. These minions of Fintain—such unconsciously, but none the less contemptible and revolutionary for that—had no real grievance against their faithful captain, but like most men—in truth all men at the bottom of their hearts—they were foolish-witted enough to heed the specious propositions of their new seaman, who, with an oily tongue, promised them "changes" and "something new," the whole earth, for that matter. And they too readily accepted. Like fish, men bite at "bait," and sometimes they get caught, which is no more than a matter of unmixed justice. Detected and defeated in their scheme, as unprincipled as the African slave trade, they not only felt themselves to be devils, but they knew it. They consequently stole away to secret places, and there stared the heinousness of their contemplated deed directly in the face. One, and then another, repented, and these met and consulted, and decided that this "new man" was the cause of all this vengeful fury that had fallen on their thick-shelled numbbates.

After they were gone, John seized McCorkin's strong right hand, and looking through the windows of his soul, with the shades or lace-curtains drawn back, into the innermost depths of his friend's untainted bosom, saw the unspeakable language of fear written on one page and the measureless joy of escape on another.

"That master-mechanic of the bottomless pit of death is at the bottom of this—you know who I mean," said John, an electric fire leaping in indescribable corruscations from his eyes.

"But, thank God, you saved us both," acknowledged McCorkin, the seriousness of eternity in his face and manner.

The little bark rocked upon the waving, restless sea, and the wind, hissing fitfully through the rigging, filled the crescent sails.

Walking to the compass, John made an

observation of their locality, turned his eyes to the cloud-bleared sky, and then said to McCorkin:

"To Douglas at once."

Their friends were surprised to see them enter port a day sooner than usual, and few ever understood why.

Not long after this, in Bith Fintain's presence—as if it were a visitation of divine providence—this foolish, unprincipled henchman was kicked to death by one of Fintain's herd of horses. Fintain himself, whom the unfortunate wretch served so faithfully, did not mourn for him. All the mutineers, who humbly acknowledged their unmitigated crime, were restored to their places on the vessel, each accepting all the conditions required. The "Wave Sweeper" proudly rode the bounding billows as before, Captain John Ramsey still directing her destinies.

The hands on the dial-face of time had not moved far after this incident when John received this invitation, written in a dainty, smooth feminine hand:

"I'm to be married next Wednesday, and I extend to you an invitation to be at my infare that same evening."  
ELLEN KIAN."

At first the recipient of the note imagined it a heartless joke, then as his Cyclopean forge hammered on it a little he was inclined to get angry, and at last he concluded to show it to his unfailing friend, McCorkin.

"What do you think of this?" he inquired, handing the formal, cold, bloodless note to his friend. After perusing it, he replied, more forcibly than elegant:

"A cool insult, by the powers."

"How is that? Is it not a joke?"

"Joke! That a joke! No, by St. Mary. no."

"How an insult, then?"

"Was she not yours by fair promise once?"

"Yes."

"Now she's to be married to Fintain?"

"Yes."

"And now she has the hardihood to ask you, her first choice, to her marriage to your enemy, as if to torture you and heap coals of fire on your innocent head. Does she suppose you will be pleased to see her marry another? Then why does she ask you? Why, to show you she has utterly and wholly forgotten you. That, my friend, is a heartless insult—eh?"

"But it shows she has not forgotten me, or she would not ask me there."

"It shows she *has* forgotten you, for if she regarded your feelings she would not heap this pain on you."

"I cannot believe Ellen has forgotten me. Her father ruled her choice."

"O, no doubt. And I'd go, too."

Seated at a table in the bar of the Royal Hotel, drinking a pot of porter, much more

conversation of a similar character occurred between them. At McCorkin's suggestion, a plan was adopted which should govern John's conduct and dress at this infare. It was late Saturday night when this fraternal conference ended.

On account of some repairs the "Wave Sweeper" did not sail the week of Ellen's marriage, and this circumstance afforded John the opportunity to carry out the scheme adopted. The plot agreed up was unique, and I might say outlandish, but John was socially unsophisticated enough to carry it out to the very letter.

That evening, never to be forgotten by him, came, not a pause or a jar in the clock of time delaying it, and the merry dancers assembled from all the surrounding country. The hilarious, uproarious, windy laugh was there, the fanciful feet of youth tripped lightly to the strains of discordant music, the rosy lips of maidens fresh from the mint of innocence gurgled sweetly like rippling, purling waters, the unclouded brow as yet untouched by the ploughshare of carping care shed a beautiful spring-glow over the entertainment, the god of mirth and pleasure was enthroned supreme arbiter of the evening.

In the early part of the undignified, clear-cut-down revelry, careless freedom and frail abandon stalking like giants through the hall, John Ramsey appeared in the midst thereof.

"The cynosure of neighboring eyes."

conscious of his grotesque, extravagant guise, he boldly walked into the midst of the merriment clad in the garb of green cabbage leaves—green, forsaken. As an invited guest he had a right to be there. Everybody looked their objections to his fantastical, if not insulting costume, but no one ventured to make open remark about it. He approached Ellen, who was moving alone to another room for some temporary purpose, and as her eyes fell upon his fastidious habit she paused and looked down understandingly. John, almost with animal instinct, detected a faint blurring discolor of sadness in the foreground of her life, and in his own way he placed himself at the easel where her life portrait was undergoing the last finishing touches. The stylus of pity pierced his heart as he gazed into that face that was once his pride and joy, the glory and prefiguration in all his dreams, the glimpse of beauty from heaven itself, but now forever and forever uprooted and cast out from his life that with her in it had promised so much, and with a forgiving sympathy and an innocent smile he caught her hand.

"Ellen! Ellen!" What was not in those words! After a slight pause, that seemed long enough for words to perish and be forgotten, he reiterated:

"O, Ellen!" Tears brimmed over her lowered eyes. She could not lift up her head and look him in the face, but faintly and in hollow tone she sobbed:

"I deserve your worst thoughts."

"You are another's now—and forever. Is it *your* wish? Tell me, Ellen. Just this, and I'll be satisfied." Had he spoken from his coffin in his yet uncovered grave, he could not have shivered her soul more.

"No!" He dropped her hand. Tears, that always lie so close to feminine eyes, fell at their feet—an unwilling shower that nourished their grief.

"Say it again—was it your father?"

"Yes."

"And your heart is still mine, if not your hand?"

"I am Mrs. Fintain now, and I must not speak more." Still she did not look up. The consciousness of her feeble nature accused her. She painfully pressed a handkerchief to her tear-stained, down-pressed eye-lashes.

"Forgive me. I overspoke myself. This green suit speaks a silent language to you. I am here at your bidding, and I would spare you pain. The past is the past forever. I will live. Farewell forever—farewell."

"John!" in great anguish. The name, trembling on her lips, sounded like a call from the beyond.

"It is over, Ellen. Your father willed it, Fintain desired it. You have made your choice, and—it was not me. So be it. This is your marriage day. Go to the dance—and be merry, for life lasts not always. This is the last"—here he gulped down a great lump in his throat—an accumulated sob—an inhospitable pang that took root in his bosom like a parasite when their trouble first began and grew ever since—"the last that shall ever occur between us. Go your way and I will go mine."

They parted.

Just then Bith Fintain, who impatiently saw this brief conference, thrust his unwelcome presence upon John.

"You are gay," turning his little head to one side with a babyish leer that was meant to be insulting.

"Yes," simply.

"You are green."

"I grew in a cabbage patch, and have just walked in."

"In that cabbage suit, sir, you have insulted the kindness of Mrs. Fintain that invited you here."

"That is your opinion."

"That is *my* opinion, and it is backed by the power to avenge the injury. You're a brute, and a whelp."

"Take care."

"I saw you just now, with clownish effrontery, talk to her. I wonder that even her goodness permitted her ever to speak to you."

"Jealous, eh? We were engaged before you were."

"I have long suffered at your hands. You tried to get your betters, but thank fortune you were timely prevented and the dear girl was saved from a ruined life with you. I saw all that, and I nipped it in the bud. Now, sir, we have no further use for you here, and you can go. You understand that." Fiercely and with smothered rage did these cutting words fall from his thin, closely-pinched lips. His little, angry head nodded in futile hate.

"I remember your henchman and his mutiny, but, thanks to the god of waters, he has gone to his fate. I don't fear you one bit, but your station saves you." In John's voice there was a presence that made the little soul before him quake. But John's admission of the saving grace of his birth emboldened him. This young sprig of nobility, so in law but not in nature, now ranted like an excited termagant, and he swore and berated the hapless, helpless John till his bluster and noise brought a crowd of young men to the scene. Of course as Fintain's guests they were his friends, and John was the innocent object of their opposition and displeasure. Fully comprehending the situation he turned and walked out of the lighted hall into the night, merely pausing long enough in the door to say:

"I, the subject of your jealous hate, go and leave you alone to your drunken frolic."

As he stepped out a hideous yell, something perhaps like our Indians gave when they rushed with murderous tomahawk and scalping knife upon defenseless pioneers, arose upon his ears, and the motley crowd of young men dashed out after him. This yell lifted his feet and he ran as lightly as if a rubber-pad were under each foot. Eighteen howling, screeching, aimless young fellows dashed after him, but he soon left them behind in the darkness. Had they caught him they would have used him roughly.

This was the everlasting parting of John from Ellen. Her subsequent life was not happy.

Not long after this, in a spirit of revenge perhaps, John married his cousin, Jane Ceasair, and moved to America, where he prospered mightily and became a true republican king.

And this, my good friends, is my short romance about a Manxman.

---

THE legislator who travels on a railroad pass and draws his mileage from the public treasury obtains money, "technically," under false pretenses, and in the eyes of honest men is "technically" in the penitentiary, and metaphorically wearing stripes.

## INSPIRING WORDS.

BY WILFRED P. BORLAND.

Were it possible to fully estimate the extent to which the destinies of the human race have been influenced by those simple words which, from time to time, have been brought forward with the object of exciting the emotional side of man's nature, it would undoubtedly prove to be the most interesting psychological study of the age.

Man is a singularly emotional creature; and, under the influence of his emotions, he has been led to support the wildest vagaries, and even commit crimes which, were he influenced by calm reason alone, he would denounce with vigor. Men have sacrificed home, family, honor, country, even life itself, in obedience to sentiments which have been aroused by a successful appeal to their emotions; and it is not too much to say that, thus far in the world's history, man's emotional nature has been his greatest curse. Those who have been the leaders of men have, all along in the world's history, been quick to take advantage of this peculiarity; and they have recognized the fact that, when the conditions for a successful appeal to the emotions are present, any appeal to the intellect is not only superfluous, but quite useless. The means of exciting man's emotional nature have always been simple, in the extreme; first, the people are presented with some grand ideal; some sentiment calculated to arouse all the nobler feelings in man's nature; some picture of millennial happiness, for the attainment of which men might well sacrifice even life itself. The human intellect is so constituted that comparatively few men are capable of fully grasping and analyzing these ideals, when presented in their entirety, and it thus happens that some simple word, or words, comes to be used as a rallying cry for the masses; which cry becomes, in the common mind, invested with all the significance of the ideal itself, and is thus capable of arousing the very excess of enthusiasm. These inspiring words are sometimes put to strange uses, and it is through such uses that man's emotional nature rises up to do him injury. Originally, these inspiring words have a real connection with the ideals they are intended to represent, and they are of real service in holding men together for the attainment of a common purpose. But, sooner or later, (such is the experience so far, anyhow), the nexus between the word and the ideal is broken; and the masses, not perceiving the fact, are rallied to the support of measures totally foreign to their wishes and interests, while under the delusion that they are still pursuing their ideal. The history of the world is full of instances of whole masses of men being led away and duped into becoming the

tools of selfish and designing men by means of those inspiring words.

Take those great religio-military movements of the middle ages—the crusades. Men were held together for these movements for nearly two centuries—from the council of Clermont, 1095, to the fall of Acre, 1291. The ideal which rendered these movements possible was, for the age in which it was conceived, grand and noble; it was to rescue the tomb of Christ from the hands of infidel Turks; to place it under Christian control and protection, that the Christian pilgrim might visit the hallowed spot in peace and quietness. The ideal was first presented by Peter, the hermit. It acquired dignity from the papal sanction at the council of Clermont; and there arose that rallying cry which inspired men to undergo all the awful hardships of the crusades for nearly two hundred years: "God wills it."

The ideal soon became a subordinate consideration; indeed, in the very first crusade, the action of the leaders, Baldwin and Boamund, was sufficient to demonstrate that the idea of personal gain and foreign conquest had much more weight than any idea of rescuing the Holy Sepulchre, but still the multitude answered to the inspiring words, "God wills it," and continued to assist in furthering the ambitious schemes of their leaders, under the delusion that they were all the time pursuing their ideal.

"God and St. George!" Who can estimate the influence of those inspiring words upon the sturdy yeoman soldiery of medieval England? It nerved their arms for the wonderful victories of Crecy and Agincourt. They supposed they were striking for their own salvation and the honor of their native land. Alas! history tells another story! "Death to heretics!" This inspiring cry was the very incarnation of the ideal of Roman Catholic unity. It produced such monsters as Wallenstein, Alva, Phillip II, and Catherine DeMedici. It lit the fires of the inquisition, and filled the world with untold horrors for centuries. In consenting to these horrors, that stain the pages of history, the masses supposed they were all the time nursing their ideal, when, in truth, they were but lending themselves to the support of the ambitious political schemes of their leaders.

Liberty! Freedom! Ah, my fellows, here are words to conjure with! Here are words to arouse all the nobler feelings in man's nature! Here are words which give expression to the grandest ideal of which the human mind can conceive! It is not strange that some of the grandest deeds of history have been committed under the inspiration of these magic words; and it would indeed be strange if they had not sometimes been put to selfish uses. Under the inspiration

of those words, a band of noble Spartans defied the Persian army, and perished to a man in defense of their ideal. Under the inspiration of those magic words, a mere handful of Greeks overcame the Persian hosts at Marathon and Salamis; and, at a later period, this same race of Greeks accepted the iron yoke of Rome, without a murmur, because it was presented to them inscribed with the inspiring word "liberty."

It was under the inspiration of those words that Spartacus—that first representative of the fourth estate—and his band of heroic followers, defied the united power of Rome so successfully; it was this that caused the Gracchi to sacrifice their lives in defense of the rights of their fellow men; led the heroic Winklereid to immolate himself upon the sheaf of spears; planted a race of free men upon the western continent, and nerved the arms of our revolutionary fathers to secure their independence. Well may we sing psalms of praise in honor of words which have inspired the human race to the performance of such noble deeds; and strange, indeed, would it be if the powers of despotism had not, sometimes, borrowed the cloak of liberty with which to cover itself while performing some of its most despicable acts.

The French Constituent Assembly, in 1789, borrowed the cloak of liberty with which to clothe itself while abolishing tithes, and imposing a burden on the whole people that rendered real liberty impossible; it was liberty for the classes, not for the masses. The same thing happened in England during the long parliament after the accession of Charles II. They invoked the name of liberty while sweeping away the feudal dues; it was liberty for the few, but the many were, by that act, bound hand and foot and delivered over to their masters.

But it is here in this boasted land of freedom and equal rights where the word liberty is put to its most incongruous uses. Men and women are here toiling their lives away for a mere pittance; just barely sufficient to keep soul and body together; joyless, hopeless, and in a condition scarcely above the level of the brutes, they pass away their lives; and yet they are expected to praise Almighty God because they are allowed to live under a government which guarantees them the liberty of quitting their employment any time they choose. The word "liberty" is indeed fallen from its high estate when it is distorted in such away as to make the acceptance of industrial conditions, totally abhorrent to every true sentiment of humanity, assume the character of a free contract.

We talk about the "liberty of the press," and yet we have a censor, in Washington,

who presumes to decide, after the manner of a Russian autocrat, what literature a free people shall read, and what they shall not. We say we have "liberty of the ballot;" and yet, to avoid the humiliating spectacle of men being led to the polls in droves and counted like sheep, we are compelled to enact secret ballot laws. We do, indeed, enjoy liberty when a free American citizen dare not stand up and announce his vote before all the world.

We talk about "religious liberty," and yet we send men to the penitentiary because their religion prescribes the fast, instead of the first, day of the week as a day of rest and worship, and they are thus led to scandalize the community by the high crime of breaking "the Lord's day."

Not only this, but the whole power of the general government, is invoked to sanction a particular form of this observance of this so-called "Lord's day," which form is dictated by the morbid intellectual perceptions of a few dogmatic Christians (?).

Oh liberty! truly you have shed but a partial light upon this American continent, when your power of arousing men to the performance of grand and noble deeds is fallen so low!

"Patriotism!" Here is an inspiring word which has played an important part in the world's history. It gives expression to one of the noblest of man's ideals: the love of country and the honor of native land.

"Breathes there a man, with soul so dead,  
That never, to himself, has said  
This is my own; my native land."

While this word has, next to "liberty," inspired men to the performance of some of the grandest deeds in history, it has also been more often and more successfully used than any other to justify and perpetuate the most revolting deeds of oppression. It is a peculiarity of this word that it inspires sentiments which take no account of abstract notions of right or wrong, but sink every consideration into the ruling one of love of country. Probably the best illustration of what I mean is contained in those words credited to Decatur: "Our country, right or wrong."

This peculiarity has rendered the word an exceedingly dangerous one, as regards its influence upon the liberties of mankind. Those who have been entrusted with the government of nations have recognized the fact that when the people are driven to the point of desperation by deeds of oppression they have but to invoke this magic word and in an instant all is forgotten under the inspiration of love of country.

Let them once succeed in bringing about conditions which render an appeal to patriotism possible and they are saved; the people forget all their wrongs in the presence of the new sentiment, and rally, to a

man, in defense of their native land. Probably nine-tenths of the wars which disgrace the annals of history have been inaugurated for this very reason. The people becoming restive under the oppressions of their rulers, those rulers have sought pretext for war and thus caused the people to forget, or lose sight of their wrongs, in the presence of the higher sentiment of patriotism. So true is this that it has long been a recognized policy of statesmanship (?). It is well understood that the simple people are easy to forgive the most notorious local iniquities of their government in the event of that government inaugurating what is known as "a vigorous foreign policy." Thousands, ay, millions, of human lives have been wantonly sacrificed in order that the rulers of men might pursue their selfish schemes undisturbed by the murmurs of the people, because they—the people—when once controlled by the emotion of patriotism, are not capable of subordinating it to any other emotion. England furnishes the most notable example of a people being ruled, robbed, and slaughtered through successful appeals to patriotism. Her rulers have, time and time again, gone deliberately to work to provoke foreign war in order that some despicable scheme of robbery might be covered over with the cloak of patriotism. The immense public debt under which England grows to-day, and which forms the bulwark of her aristocracy, was made a possibility only because of the patriotic emotions of the people. The English statesman to-day as fully counts on "a vigorous foreign policy" as the main factor in holding his government together as at any period in the history of the country. England has had many imitators in this line of state policy, but none have been so uniformly successful as her in attaining the desired results. The Franco-Prussian war of 1870 was precipitated upon the most frivolous pretext by the French emperor with the avowed purpose of uniting the French people and securing their wavering allegiance to his government. The event did not exactly answer to his expectations, but this war furnishes a good illustration of how readily a people may be led to sacrifice blood and treasure in obedience to a bastard sentiment, which they mistake for the real.

While it would probably be unjust to say that our civil war was of this character, it is at least certain that the patriotic emotions of our people were taken advantage of during that struggle for the passage of measures which, in the absence of patriotic impulse, would have been rendered impossible. It is quite certain that conditions were fastened upon the people during our great war which they would have utterly repudiated at any other period; and it is also true that those persons who have been



foremost in taking advantage of the conditions spoken of did very little of the fighting. Oh patriotism! verily, the greatest crimes known to human history have been committed in thy name!

Closely allied with those words, "liberty" and "patriotism," are other inspiring words which are useful as a means of keeping the masses in subjection and furthering the political ambitions of the few. Many of such words as "the people's friend," "the incorruptible citizen," "the valiant warrior" and "the upright judge," have done duty for centuries. Others are of quite modern origin, but they all have the same purpose, viz.: the stimulation of the emotional faculties and the subordination of the intellect to them. Many of the modern inspiring words are indigenous to our country, and if the American workingmen could but rid themselves of their influence, and learn to estimate them at their true worth, the labor problem would soon be in a fair way of solution. For years and years workingmen have been deluded by the inspiring cry, "Protection to American industry;" time after time has it been demonstrated that the cry was a delusion and a snare; time after time have workingmen been furnished with indisputable evidence that the "protection" which they established with their votes meant no protection to them; time after time has the American workman seen the party, which his votes placed in control of the government, legislate in direct opposition to his interests and in opposition to specific pledges given to the whole people, and yet, when election time rolled round again, he has once more answered to that inspiring cry, "Protection to American industry," and cast his vote so as to forge anew the fetters with which he is bound. Those who have been prominent in labor affairs have often pointed out the dangers of patriotism; they have appealed to every sentiment of logic and common sense to induce workingmen to lay aside party prejudice and use their political power for the common benefit, but all their arguments have availed nothing when confronted by such inspiring words as "the party of the people," "party of equal rights," "equal rights to all, special privileges to none," and other inspiring sentiments calculated for campaign purposes only.

Time after time have workingmen been betrayed by their representatives in the legislative bodies of the nation and yet, under the inspiration of "workingman's friend," "the foe of monopoly," "the enemy of privilege," or some other sentiment suited to the occasion, they have returned—"like a dog to his vomit"—and rallied to the support of a known enemy to their interests.

The inspiring power of "protection to

American industry" seems to be on the wane, but "the party of the people" may be counted on to invent something to take its place before 1896. In the meantime the American workingman will have leisure to note the course of events under "the party of equal rights" and see how nearly his ideal of "equal rights to all, special privileges to none" is realized.

Of late the inspiring word, "patriotism," is coming nobly to the front and it may be put to some strange uses within the next few years; indeed, it has already been used to induce workingmen to shoot down his fellows in various sections of the country, and it would, at no time, be surprising to see one of our great states launched into all the horrors of civil war through differences between rival political factions within her borders, each of which claim to be acting under the inspiration of that noble word, "patriotism."

The emotional nature of man is the best part of him; all the nobler, more refined feelings of humanity find expression through the emotions. When man is ruled by reason alone he is no better than a block of stone. It seems a part of the divine plan that man's emotional should dominate his intellectual nature, and the fact will probably exist as long as humanity itself, but it does seem hard that the nobler side of man's nature should be turned against him.

The remedy seems to be either the cultivation of such a high standard of honor as would cause men to scorn to take advantage of the weakness of their fellows (the application of the true spirit of Christianity) or the cultivation of the intellectual faculties of the masses to such a pitch as to enable them to instantly perceive the difference between the false sentiment and the real, or perhaps a little of both.

## SOCIAL ILLS AND THEIR REMEDIES.

BY B. C. STICKNEY.

I commend to those interested in social questions the address delivered by Mr. Louis F. Post before the recent Single Tax Conference at Chicago. It is a clear statement of the causes that lead to hard times; and these causes must be better understood on the part of the professedly intelligent portion of the community before remedies can be successfully applied. The address gives a true explanation of the gradual decline in wages, notwithstanding the activity of trades unions. Those who have in former numbers of the MAGAZINE attacked the position of the land reformers, will here find a complete answer to their cavilling; and, if they are not averse to receiving elementary instruction in these matters, will perceive that social disease centers in the private appropriation of land values. Here is the address:

## I.—THE OLD SCHOOL.

Though economic speculations are traced to the time of Aristotle, the mercantile system which flourished between the sixteenth and nineteenth centuries, is in history the oldest school of political economy; and that has passed away. Some of its fallacies survive in arguments for protectionism and the patter of financiers who worry over "favorable" and "unfavorable" balances of trade; but the school itself was long ago supplanted by the classical school, of which Adam Smith was the founder and John Stuart Mill the principal expositor, whose system Ricardo enriched and Malthus distorted; and which is now called "the old school" to distinguish it from efforts like those of the Austrian economists to establish new ones. To this school the single-tax, with which I am invited to compare it, is by both friends and enemies often placed in opposition. But they are in error. So far from being at war with the essential principles of the old school, the single-tax idea proceeds logically from them. It is in fact the true development of the system—the ripened fruit of the tree that Adam Smith planted; and as an economist Henry George is really what an adversary has dubbed him, "Henry George the Orthodox."

## II.—FUNDAMENTAL PRINCIPLES OF THE OLD SCHOOL.

Dividing the subject into the general departments, production and distribution, the old school of political economy assigns to each a fundamental principle, the truth of which cannot be successfully disputed. The fundamental principle of production is the postulate that human effort and appropriate natural objects—labor and land—are the requisite factors; the fundamental principle of distribution being Ricardo's law of rent. And though prior to George no economist of the old school had formulated the law that "men seek to gratify their desires with the least exertion," nor definitely made it the touchstone of economic reasoning, it has nevertheless always held a place of vital importance in the system.

## III.—DISTORTION OF THE OLD SCHOOL SYSTEM.

But in the earlier development of old school doctrines these simple and axiomatic principles, when not wholly ignored, were distorted almost beyond recognition. Labor, the term for human effort, came to mean not the whole body of labor—employer and employed, skilled and unskilled, mechanical and professional, agriculturist and trader, sailor and farm hand—but hired workmen alone; and not all hired workmen either, but only those of certain grades in certain occupations. And while labor was made to include less than all labor, land was made to include both more and less

than all land, urban land being usually not considered at all, while improvements were reckoned in; as if land, the natural material, and improvements, the artificial product, were economically identical.

From such confusions it was an easy step to the absurd notion that accumulated capital, as well as labor and land, is a requisite of production. Capital was supposed to provide tools and subsistence for labor during production, it being inferred that labor could not work until subsistence and tools had been accumulated. By thus assuming that man gathers subsistence to enable him to work, instead of working to gather subsistence—that he eats to labor instead of eating to live—labor was made to depend, for opportunities to produce, upon the supply of accumulated capital and the disposition of its owners to devote it to productive uses. And, by way of strengthening this puerile notion, the impious theory of Malthus, and its concomitant error, the so-called law of diminishing returns, were introduced. Capital being in this way made the master of labor instead of its servant, the farm hand who said, "The 'squire is a good man; he gives me work!" was regarded even by political economists as an oracle of economic wisdom and a paragon of gratitude. The rich man's function in society was taken to be the giving of work to the poor, while the poor were expected to be grateful for the work the rich allowed them to do; for without rich men it was gravely inferred that there would be no work and that the laborers would suffer and die. What would have happened to the rich but for the work done by the poor was never regarded as a question of sufficient importance to call for an answer.

Not one of these doctrines was in itself sound. Capital does not employ labor; labor employs capital and produces it in character and quantity as required. Population does not tend to outrun subsistence, as the theory of Malthus has it; on the contrary, as all economic history shows, the inventive genius of man—a phase of labor—draws from the exhaustless fountain of matter and force—the "land" of political economy—increasing supplies of wealth, coincident with increasing demands and corresponding to them. And land does not yield diminishing returns to labor: this or that spot of land may temporarily yield diminishing returns of this or that product, but the earth as a whole does not yield diminishing returns of anything, and while the indestructibility of matter and the physical laws of growth persist it cannot.

Neither have these doctrines the faintest logical connection with the fundamental principles of old school political economy; so far as they are related to those principles at all the relationship is one of antagonism.

To the confusion of economic reasoning and the inversion of natural justice they secured temporary lodgment in the system, and were long advocated by its eminent teachers; but they never really belonged there, and as of doctrines in jurisprudence, which, when discredited, are said by lawyers to have always been "bad law," it may now be said of them that they have always been "bad economics."

The logical strain to which they subjected the system while they had lodgment in it, was shown in the attempts to formulate the laws of distribution. First of all, capital invested in production was replaced from the produce. Then one part of the produce, its proportion to the whole being determined in accordance with Ricardo's law, was taken out for rent. Another part of the produce, quite regardless of the doctrine that labor is employed by accumulated capital, was assigned to wages, without any law for determining its proportion, but upon the extraneous theory that wages are high or low as the amount of capital devoted to the employment of labor, relatively to the demand for employment, is much or little. Still another part was allowed to the owners of capital as interest, not for something that the capital had produced, but as "compensation for saving." Then a share was set aside for insurance, as if it were any more possible for the community to insure itself against loss than for a man to lift himself by the boot straps. And finally come wages of superintendence, which, if not already paid by accumulated capital, must at least have been covered by the general item of wages in distribution, for what are wages of superintendence but wages for labor? There was not the least approach to a mutual relation between any one of these shares and any of the others, and the distribution was in utter defiance of the principle that the whole is equal to the sum of its parts.

#### IV.—TRUE DOCTRINES OF THE SCHOOL.

On account of such logical aberrations as these, the old school political economy was long made to serve the interests of those who get wealth without earning it, by silencing with the voice of economic authority the complaints of those who earn it without getting it. But a thorough re-examination of the system has displayed its symmetry and harmonized its teachings with the moral perceptions of mankind. Let us consider its leading doctrines as now understood.

##### (A) THE CENTRAL LAW.

The central law about which the system revolves is the familiar truth that

Men seek to gratify their desires with the least exertion.

By this law every economic doctrine is tested and all industrial phenomena must

be judged. It governs both in production and in distribution. A universal law of human nature, which has only to be stated to be accepted, is, as George describes it, "the metaphysical expression of the physical law that motion seeks the line of least resistance." What that physical law is to students of the material universe, this law of human nature is to students of political economy.

##### (B) PRODUCTION—ITS PRIMARY LAW.

The first law in the department of production is the simple proposition that—

Men gratify their desire for wealth only by the application of labor to land.

As modified by the central law, it may be stated in this form:

Men gratify their desire for wealth by the application of labor to that land which, under all circumstances, and to the best of their knowledge, yields the most desirable results to a given expenditure of labor.

Political economy in the department of production is but the aggregation, or perhaps more correctly, the interlacing of individual economies. Its fundamental law, therefore, must be identical with the fundamental law of individual economy. A man cast upon an uninhabited island would be obliged, in order to procure continuous supplies of food, clothing, shelter and other wealth, to apply his labor to the land of the island; and in doing so, guided by that natural instinct which leads men to seek the gratification of their desires with the least exertion, he would, within the scope of his knowledge, confine his labor to the localities on the island that yielded the greatest satisfaction to given effort. Likewise, mankind cast upon this rolling planet, which is to man as a whole what uninhabited islands are to individual men, must obtain all the wealth that it or any of its units enjoys, by the application of labor to the land of the planet; and the same instinct that governs the island cast-away will, within the scope of human knowledge, tend to confine the labor of mankind to the localities that yield the greatest satisfaction to given effort. The principle is the same in its application to mankind at large as to individuals; the same to the people of a village, of a city, of a nation, of the world, as to a Robinson Crusoe. Produced by his labor and by that alone, from the land and only from the land, come at all times and under all circumstances all the things that minister to man's wants, from frugal food to rich apparel and palatial shelter.

##### (C) PRODUCTION—CO-OPERATION OR DIVISION OF LABOR.

It is co-operation and not accumulated capital that really makes the difference between the simple individual and the labor of a Crusoe and the complex labor of the whole community. Co-operation in production, or division of labor, as Adam Smith called

it, augments the productive power of labor. As a thousand men working co-operatively produce more than a thousand times the wealth that one man could, if working alone, co-operation is economy of labor. Hence, in obedience to the central law, we have that differentiation of employments at which political economy, as distinguished from individual economy, begins. But in co-operation, labor is still dependent upon land, and only upon land. The first law of production is never abrogated. When men co-operate to build houses or to make food or clothing, or, as is the case in general co-operative industry, to make all these things and many other kinds beside, they secure better results in proportion to numbers than one of them working alone could secure; but just as his work, from first to last, is the application of labor to land—of human effort to natural material—so is theirs.

This is the law:

In seeking to gratify their desire for wealth, men co-operate in the application of labor to land, because co-operation yields to a given expenditure of labor better results than isolated effort.

#### (D) PRODUCTION—TRADE.

We do not make things, however, for the sake of making them, but for the sake of enjoying them; and until completed products reach final consumers the purposes of production are not attained nor its processes at an end. And, that this may be accomplished in co-operative industry, we must have trade. The surplus products of every worker must be traded for the surplus products of other workers, until each has received what he would have made for himself had isolated production been more economical than co-operative production. It is impossible to think of a form of co-operative production that excludes trade. Even in communistic forms the essential principle of trade is active. To prevent trade is to prevent co-operation, and to the extent that trade is obstructed co-operation is obstructed. It is a necessary factor of co-operation and is therefore a mode of production. To transfer commodities from those who want them less to those who want them more is in reality to assist in the production of those commodities. It is to produce them from a place of less to one of greater usefulness; and essentially that is all that can be said of any other phase of production. Transforming cloth into clothing or flour into bread adds to the usefulness of the cloth or the flour, by changing the less into the more desirable form. Trading bread for clothing adds to the usefulness of each, by transferring it from the less to the more desirable place. There is no economical difference.

From the law of co-operation or division of labor, therefore, this law of trade pro-

ceeds: To attain the purposes of co-operative production, men trade the products of their labor.

#### (E) PRODUCTION—DEMAND AND SUPPLY.

Trade also automatically regulates the supply of products. No one would make a surplus of anything without reasonable expectation of trading it for something that he desires. When he finds or anticipates difficulty in doing this, he contracts his production. Consequently, there is a constant tendency toward a supply of labor products in accordance with the demand for them, which gives rise to the law of demand and supply, formulated by George as follows:

Demand for consumption determines the direction in which labor will be expended in production.

It is from the operation of this and the preceding law that the idea of value is derived. A relative term, by means of which any given commodity is, for purposes of trade, compared with other commodities, value is not inherent in anything. It merely expresses the ultimate exchange relation of things to labor. In the first instance, the equilibrium between the demand for a thing and the supply determines its value. But inasmuch as the supply of labor products is dependent upon the ordinary cost, in labor, of reproducing them in form and place, it follows that the value of a labor product oscillates about the ordinary labor cost of production. This gives the following law of values as regards things produced by labor:

The value of a labor product is ultimately determined by the equilibrium between the demand for it and the supply, and oscillates about the cost in labor of reproducing it in form and place.

Thus value becomes an economic barometer, which indicates the state of demand for products. When demand for any kind of product arises, the equilibrium between demand and supply is so disturbed as to tend to raise the values of that kind of product above the ordinary cost of reproducing it; when the demand falls, the disturbance of equilibrium is such as to tend to reduce its value below the labor cost of reproduction. And labor, observing these fluctuations, alters the direction of its efforts toward the production of those things that are rising in value and away from the production of those that are falling, until a new equilibrium of demand and supply is established.

#### (F) DISTRIBUTION—RENT.

Value expresses the idea whose boundaries lie partly within the domain of production and partly within that of distribution. Engendered by trade and furnishing a barometer of supply and demand, characteristics which connect it with production, it extends over into the department of distribution, and regulates the division of products, primarily by indicating and measuring economic differences in land. As the

value of an object of ownership produced by labor oscillates about the ordinary cost in labor of reproducing it, so the value of an object of ownership not produced by labor—economically “land”—oscillates about the ordinary saving of labor that it affords the owner in securing a given result. These are two manifestations of one principle, that value is an expression in trade of the labor required for the production of things.

With the beginning of co-operation or division of labor, which becomes more and more minute as civilization advances, producers desire less of the particular things that they make themselves and more of those that others make. If, now, labor were the sole factor of production, or if all land were equally easy to utilize, each producer would receive, in any desired products, brand and force aside, the labor cost equivalent of those he made himself. The whole produce of labor would then be the wages of labor. But land as well as labor is a factor in production, and all land is not equally easy to utilize. Superiority of location, therefore, gives an advantage, the value of which differs from wages and must be distinguished. The usual distinguishing term is “rent.” Hence we have the following classification:

Wealth is primarily distributed in wages, corresponding to labor, and in rent, corresponding to land.

The productiveness of land so varies that a given expenditure of labor at some points yields more wealth than the same expenditure at other points, a phenomenon which is by no means confined to agricultural land, but finds its most emphatic expression at centers of trade, where land in the agricultural sense may be and often is entirely barren. Pursuant to the laws of production, labor flows to the most productive places; but as all labor cannot use the most productive places at the same time, some labor is obliged to resort to those that are less productive, and economic rent, or the value of land, forthwith rises. What the whole body of labor produces in excess of what it could produce if all land were neither better nor worse than the poorest to which labor is forced to go, is due to the superior productiveness of the lands to which some laborers to the exclusion of others gain access. It is this that constitutes rent, the law of which is as follows:

The rent of land is determined by the excess of its produce over that which the same application of labor can secure from the least productive land in use.

#### (G) DISTRIBUTION—WAGES.

The law of wages, a necessary inference from the law of rent, takes the following form:

The wages of labor applied to land are determined by the return which the same application of labor can secure from the least productive land in use.

#### (H) DISTRIBUTION—CORRELATION OF THE LAWS OF RENT AND WAGES.

Under the operation of these two laws, wages and rent rise and fall conversely. Considering them as proportions of product, this is invariably true, for a larger proportion of product in rent necessarily implies a smaller proportion in wages, and as both rent and wages, as proportions, are determined by the opportunities for earning that are offered by the least productive land in use (which is said to be at the margin of cultivation) the two laws are correlative, and may be united in one statement as follows:

Both rent and wages depend on the margin of cultivation, rent as a proportion rising as it falls and falling as it rises, and wages as a proportion falling as it falls and rising as it rises.

#### (I) DISTRIBUTION—EFFECT OF INCREASED LABOR POWER.

The margin of cultivation is normally lowered only by the advance of labor from better to poorer lands, as the better fail to yield wealth enough to meet the demand. But the withdrawal of better lands from their best uses, which forces labor to poorer lands before the demand for wealth is greater than the better lands are capable of supplying, abnormally lowers the margin of cultivation. This process may continue until the margin of cultivation coincides with land that will yield only a bare living to ordinary applications of labor, in which case ordinary applications of labor will return to the laborer no more than a bare living from any land. This is the lowest point to which wages, either proportional or quantitative, can fall without a rise in the standard of labor or a fall in the standard of living.

Meantime as proportional wages are falling, the rise, fall or maintenance of quantitative wages will depend upon the changes in productive power. If, with the fall of the margin of cultivation, productive power so increases as to enable ordinary labor to secure, at the lower margin, equivalent results to what it received at the higher, quantitative wages will be maintained, though wages as a proportion fall; if the result at the lower margin is greater than it was at the higher, quantitative wages will rise, though wages as a proportion fall; but if the lower margin yields less than was formerly secured at the higher, quantitative wages will fall when the margin of cultivation falls.

The force that operates to maintain and even to raise quantitative wages, in spite of a falling margin of cultivation which proportionally reduces wages, is the tendency of improved processes and more minute co-operation to raise labor power high enough to counterbalance or more than counterbalance the effect of the falling margin of cul-

tivation. Water in a vessel, for example, remains at one level if the supply always enlarges equally with any enlargement of the discharge; and the level will rise, no matter how much the discharge may enlarge, provided the supply be enlarged in greater degree. But if the discharge expands and the supply does not, or does it in less degree, the water level necessarily falls. Somewhat so it is with quantitative wages. They may be maintained or may even increase, as rent increases; but not unless improvements in labor power keep pace with increase of rent or advance beyond it. If improvements fall short of this, quantitative wages decline when proportional wages do.

And in any progressive community there must come a point at which, if land in that community is treated as a commodity, improvement in labor power will fall short. Lands lying at and to some degree below the margin of cultivation, are, by improvements in labor power, raised above it. The common perception of this fact makes investments in land especially desirable. They are found to be not only the safest, but also the most profitable. In prosperous times, therefore, all productive lands, those that lie above the margin of cultivation, and even unproductive lands, those that lie at and below the margin of cultivation, are in demand at valuations based not upon their present but upon their probable future productiveness. This demand generates an upward movement of land values, which, disturbed only by recurring periods of hard times, spreads to lower and lower grades of land until the best lands to which value does not attach are those which, even with all improvements in productive power, will not yield ordinary wages to ordinary labor. When that point is reached, it is difficult to secure ordinary wages for ordinary labor from any lands. The low grade lands being at the margin of cultivation, while better lands are withheld from use, they, instead of better lands, determine wages on the one hand and rent on the other. There is no limit to this process short of the depression of ordinary wages to the level of a bare living; pressed below that level, and the laborer is in the dilemma in which Malthus placed him. Here is the true explanation of the industrial phenomena from which the discarded Malthusian theory and the obsolete law of diminishing returns derived the only plausibility they ever had.

Following is a formulation of the law:

The appropriation of land without fully utilizing it tends to so lower the margin of cultivation as to reduce wages as a quantity as well as a proportion, and to lower wages for ordinary labor to the level of a bare living.

#### (J) SUBORDINATE LAWS.

Most of the leading principles to which I refer have not heretofore been formally

stated, and few of them are formally recognized by college teachers or found in college text books. They are nevertheless essential leading principles of the old school, which none of its latter day teachers would be apt to dispute; and they constitute the skeleton of the system. They are, of course, not all the laws of the school; but every other law, and the number is limited only by the possibility of sub-dividing the subject, is subordinate to these, and harmonizes with them if it does not proceed logically from them. Failing in this, no matter by whose authority published, it cannot be rightly regarded as a legitimate law of the old school, unless we agree to substitute authority for reason. Examples of subordinate laws are those relating to capital, which is but a sub-division of labor; to its product, interest, a sub-division of wages; to money, a sub-division of value; to the incidence of taxation, also a sub-division of value; and to differences in individual wages due to the exceptional skill of the laborer or the exceptional disagreeableness or danger of his employment, which, like interest, are sub-divisions of wages. But none of the subordinate laws require any consideration here.

#### (K) SUMMARY.

Summarizing the leading principles of the old school as I have presented them, we find that men gratify their desire for wealth by the application of labor to land; that in doing so they apply labor to that land which under all the circumstances and to the best of their knowledge yields the most desirable results to a given expenditure of labor; that in the application of labor to land they co-operate, trading their products to secure their object, because co-operation yields to a given expenditure of labor better results than isolated efforts; and that demand for consumption, indicated by values of labor products, determine the direction in which labor will be expended. This with reference to production. In distribution we find that wealth is primarily distributed in wages, corresponding to labor, and rent, corresponding to land; that the rent of land is determined by the excess of its produce over that which the same application can secure from the least productive land in use, and conversely that the wages of labor applied to land are determined by the return which the same application of labor can secure from the least productive land in use; rent as a proportion rising as the margin of cultivation falls and falling as it rises, and wages as a proportion falling as the margin falls and rising as it rises; and finally that the appropriation of land without fully utilizing it tends to lower the margin of cultivation so as to reduce quantitative as well as proportional wages and to lower the returns for ordinary labor to the level of a bare living.

## V.—APPLICATION TO THE SINGLE-TAX.

From these leading principles, considered with reference to our industrial conditions and with a view to solving the social problems that beset us, the single-tax idea is a natural and necessary inference. To accept them is to approve that. There is no alternative but to stop short of applying the principles to practical affairs, which would be to political economy much as mere stargazing is to astronomy.

## (A) THE NATURAL LIMITS TO PRODUCTION.

Inasmuch as men gratify their desire for wealth by the application of labor to land—co-operating, and trading, and expending their labor in the direction of demand—the only natural limit to wealth production is the power of all labor and the productiveness of all land. Therefore, demand for wealth in any producible form cannot naturally co-exist with lack of employment for labor, until all productive land is in full use. If they do co-exist, the difficulty is not with natural conditions, but with human laws which in some way obstructs labor in its efforts to obtain access to productive land and to interchange its products. This is the answer of the single-tax philosophy to the explanation that such phenomena as unemployed labor, "cut throat" competition, stagnant business, and insufficient wages are attributable to pressure of population upon subsistence. It is an answer that admits of no logical reply while its premises are allowed to stand.

## (B) JUST OWNERSHIP OF WEALTH.

For the same economic laws, in the light of the simplest principles of morality, the single-tax philosophy teaches that wealth belongs to the laborers who produce it, in proportion to their contribution to production, as automatically indicated in the processes of trade by values. It can justly belong to no one else, and it can be fairly measured in no other way. But this proposition depends upon equality of opportunity to produce. When rent arises, that fact shows that opportunities to produce are unequal, and so long as this condition exists some wealth does not belong to the laborers who produce it. To each laborer, then, justly belongs so much of the wealth he produces as falls into the category of wages, for this represents what he could produce from the best free land; but so much as falls into the category of rent is not justly his, for it represents the advantage, over men who have access only to the best free land, which the possession of better land has given him. Normal rent is not a burden upon labor. It is an equalizer of the wages of labor, taking from laborers who use the better lands so much and no more of their produce than is due to the superiority of those lands over the lands

that other men are forced to use, and leaving to each exactly what his labor, as distinguished from his opportunity, is worth.

But that rent may equitably equalize wages, so that laborers shall receive in proportion to their earnings, it must be made a common fund. If this be not done, one part of the community, the owners of land lying above the margin of cultivation, obtain labor products in excess of their contribution to production. And since the proportion of wealth that goes to rent increases as the margin of cultivation falls, every extension of cultivation will increase the unearned income of this class. Conversely, the proportion of wealth going to labor as wages will decrease. This, in itself, would be unjust. Still, if it went no farther, it might not be practically harmful. Though the land owning class lived luxuriously upon labor products without contributing their production, and the community were plundered of its just revenues, yet the condition of laborers might advance. While they would retain as wages for a given expenditure of labor only a diminishing proportion of the product, what they retained would nevertheless be an increasing quantity; for such improvement in labor power as we have a right to expect, would more than counterbalance the effect upon quantitative wages of a normally receding margin of cultivation.

## (C) SOCIAL DISEASE.

But the effect of such distribution would not stop at practically harmless injustice. It has not stopped there. It could not, for social injustice is the living germ of virulent social disease, and nothing but extermination can stay its destructive course. Increase in labor power, the very force that should naturally lift all men higher and higher above poverty and the fear of poverty, the force that in just conditions would do it, only tends to make poverty deeper and the fear of poverty more hopeless. For increase of labor power implies more extended uses of land, the effect of which, by lowering the margin of cultivation and increasing rent, is to augment the value of land; and expectation of higher land values, excited by this generally observed tendency, induces the withholding of land from use, or what is to a degree the same thing, from its full or best use. In this way the margin of cultivation is forced so far downward that quantitative wages, despite improvements in labor power, are driven toward the level of a bare living. Here the disease touches the vitals of the social organism. Unemployed labor perpetually burdens and menaces employed labor; fluctuating business, with occasional failures, recruits the army of the unemployed, and makes employment harder to get; debasing poverty is seen, and felt, and feared; the

pure become corrupt and the innocent fall into crime; independence gives way to servility, and as men in their struggle for subsistence lose interest in public affairs, government, though nominally popular, becomes autocratic and irresponsible.

The only check upon this tendency is the periodical depressions it generates. These act directly upon the cause of the disease. They are to inflated land values what war, pestilence and famine were in the theory of Malthus to overpopulation. When the margin of cultivation is, by the withholding of land from use, carried to a point so low that labor can no longer secure accustomed returns, a falling off in production results and is perpetuated until it culminates in a commercial crash, the apparent cause of which may be any petty disturber of public confidence from a broken bank to a controversy over government purchases of silver. This ends in a contraction of land values. In a sense, it begins with contraction of land values, for buyers are "timid," as it is called, at a very early stage; but as sellers hold stubbornly on, values do not actually fall until hard times become so hard that all but the strongest sellers are forced to unload at the best prices they can get. Then market values begin to fall; the margin of cultivation begins to rise. When the rising margin of cultivation reaches a point that leaves to wages sufficient to stimulate labor into activity, there is for a time a revival of business. Or, without a contraction of land values, labor power may be so increased or the standard of living so reduced that labor becomes active upon a lower plane of living or a higher plane of production. In this way so-called good times may revive without a rise in the margin of cultivation. But in either case this revival is only the beginning of a new industrial period, which terminates as did the one before it. The probabilities, however, always favor a lower margin of cultivation and consequently a lower level of ordinary wages, at the close of each period.

Thus we find the leading principles of old school political economy pointing to the private ownership of rent as the fundamental cause of social diseases.

#### (D) THE REMEDY.

The single-tax philosophy, founded as it is in the principles of old school political economy, and following the common sense policy of curing diseases by abolishing causes, proposes to remedy the social disease by abolishing the private ownership of rent. This is the essence of the single-tax idea. But the mode of operation, from which the name is derived, is the abolition of all taxes save a single tax on the owners of land, in proportion to the value of the land they own, and regardless of its improvements.

Such a tax, by encouraging the full utili-

zation of land and discouraging mere ownership, would raise the margin of cultivation from the abnormally low toward the normal point, thereby tending to advance wages toward the level of the actual value of labor in the freest conditions. This would stay the course of the disease by impairing the vitality of its germ. The higher the single tax the more complete would be the effect. When it had reached a point at which it was no longer profitable to hold land out of use it would also have reached a point at which rent would be taken for common uses, and the essential purposes of abolishing the private ownership of rent would be completely realized.

Meantime, all taxation upon labor having been abolished, the law of demand and supply would operate freely, so that the most profitable avenues of production would be continually open and easily accessible to labor; unhampered trade would raise the possibilities of co-operation to the highest; and the vast supply of very productive free land (for the productiveness of land at the then margin of cultivation would be far superior to that of the present margin) would unite with improvements in machinery and the extraordinary facilities for trade to enormously increase the product of a given expenditure of labor. And quantitative wages, instead of falling with a receding margin of cultivation as they do now, would rise; because land at the margin of cultivation, even as that receded with fresh demands for land, would with enhanced labor power yield more wealth to given expenditure of land than land at the previous margin.

Finally, under his single-tax system, the community would come into its own. An immense and growing common fund would no longer be diverted to private use, to the embarrassment of the state, the impoverishment of labor, the enrichment of a useless class, and the constant menacing and ultimate destruction of social order.

#### VI. CONCLUSION.

All the consistent principles of the old school, those that I have neither mentioned nor alluded to, alike with those that I have tried to formulate, admonish us that if we would establish justice and really save society, we must embody the essential principles of the single-tax in our legislation. So plain is this admonition that old school economists who insist upon opposing it are either drifting into socialism, which clings to the unnatural and antiquated doctrine of the supremacy of capital, or are wandering helplessly in the metaphysical labyrinths of the Austrian school. The old school, divested as it now is, of the absurdities that for a time attached themselves to it, affords no logical ground for opposition to the single-tax idea. That idea is, as I said at the



outset, the true development of the system which, rudely sketched by Adam Smith and strengthened by Ricardo, has been logically adjusted, harmoniously rounded out, and practically applied by Henry George.

## GOVERNMENTAL BANKING THE SOLE ENTIRE REMEDY.

BY GEORGE C. WARD.

In a recent issue of the *New Nation* the following paragraph appeared:

A bank bill is a note, bearing no interest, that the bank owes. Now if you go to your neighbor to borrow \$100, he says, "All right, make out your note with good security at 8 per cent." You do so, and give it to him and he gives you his note bearing no interest for yours. Wouldn't you think your neighbor rather cheeky? Well, that is just what you do when you borrow of a bank. They have had some law put behind their note to make it better than yours, and they draw interest on their notes while you pay interest. Do you think a law that gives your neighbor that advantage over you a fair one?

Commenting on the foregoing the *Locomotive Firemen's Magazine* says:

Manifestly the bank has a decided pull on the borrower. But as matters stand just now the banks decline to loan money for the purpose of carrying forward industries, and as a result men are idle by the million. The proprietors of factories say "We can get orders, but cash down is out of the question." Customers require time but the banks refuse to loan money to help the proprietors, hence men are idle. Within the past few months four or five hundred banks failed. Why? Because, when their depositors called for their money it could not be had; it was loaned out. The idea is to do away with banks. Just how it is to be accomplished, and what is to take the place of the banks, if anything, remains unevolved.

Said a not very well informed American, to an Irish friend of his, "Who is this Irishman, Luck O'Confidence, that is raising so much devilment in this country?" "Shure! an' I dunno," said the Irishman; "I used to hear av him in the ould counthry, but I niver saw him. He was always doing devilment in ould Ireland."

And this is the gentleman whose antecedents and habits we wish to investigate.

Ever since the late panic was in its incipient stages, we have been told that it was not money that was lacking, but confidence; that there was money enough in the country to do the business of the country, but that the people lacked confidence.

But the Populists have ever claimed that it was not confidence the people needed, but money; and they have ridiculed and belittled the idea that confidence was all that was lacking. And when Gov. McKinley, himself an ardent believer in the confidence theory, failed and had to make an assignment for the lack of sufficient money to meet his claims and utter inability to obtain the same, it was cold comfort that he found in the gibes and sneers of the Populist. And yet it was lack of confidence that caused his downfall. And when Ex-Secretary of the Treasury Mr. Foster had to make an assignment, and

gave as the reason, his failure to raise money to meet his maturing obligations, there were those who were unfeeling enough to taunt him with the fact that he had been one of the loudest in proclaiming that all that was needed was confidence, and that there was plenty of money if people would only have confidence.

And yet, in spite of the fact that it was apparently a lack of money caused their failure, Messrs. McKinley and Foster were right, everlastingly and irrevocably right. It was confidence that was lacking; but the trouble was that no amount of confidence possessed by them could possibly have saved them, from the fact that the confidence must be exercised by the other fellow. They were would-be borrowers, and the confidence that saves must be in the possession of depositors. I take square issue with all those who assert that an increase in the volume of money in circulation will prevent panics. First: because, an increase in the volume of money simply increases prices, without increasing the number of distinct exchanges, or business transactions, or their relative ratio to the volume of money. Second: because savings and commercial deposits and time and call loans will ever bear about the same relative proportion to such volume of money; that is, provided the banking system of a country is fully developed and systemized.

Savings and commercial banks are the most vital portion of the body social and politic, and have the most important functions to perform. Banks have fitly been compared to the heart of the social community, or nation; and the several and various channels of commercial, productive and distributive activities to the arteries and veins. Money is the life-blood of a nation; and even as in the human body, the blood is pumped into the arteries and veins by the heart, to return to the heart again and be again pumped out, so also money is loaned out by the heart (banks) and returns again to the heart (banks) in the shape of deposits, to be again loaned out. But even as heart disease is one of the most dreaded and fatal diseases, so also, when the heart of the nation (the banks) refuses to perform its functions, the life-blood of the nation (money) becomes stagnant and ceases to flow and circulate in the arteries and veins, and the nation, or body politic, becomes sick unto death; so that, if circulation is not speedily restored, all (business) life, activity and energy must cease and the nation die, or relapse into barbarism. And this death may be caused in two ways. First: by lack of confidence in the soundness and stability of the government hence in all forms of wealth-security protected by the government; but this form of disease and death is rare.

Second: by lack of confidence, on the part of depositors, in the soundness and solvency of the banks. This is the common and prevalent form of the heart (bank) disease, and the one from an attack of which we are just now recovering. But what should we think of such a freak of nature as a human body with no heart within itself, but dependent for life upon a precarious and intermittent connection with the heart of another. Such an anomaly seems beyond our power of imagination; and yet, just such an anomaly is a nation with its banking system in the hands of private corporations, or individuals. If not, why not?

The power that controls the issue of a nation's money has, to a great extent, all productive and distributive industry at its mercy. But if the power conferred by the control of *issue* is great, greater by far is the power inhering in the control of *distribution*. If any power, other than the nation itself, has the control of both the issue and the distribution of the nation's life-blood—credit—money—then that power has the nation by the throat. There is no other mode of distributing a nation's token-credit (money) than by loaning such credit owned by those who do *not* wish to use it, to those who *do* wish to use it in the productive and distributive industries of the country and in the development of its resources. This function—power—the banks now possess in their system of deposits, loans and discounts. An unsecured pledge is given by the banks for the safe return of this token-credit (money deposit) at such time as those owning it may demand it. This pledge is secured by the actual wealth-credit of those who thus borrow the token-credit (money), such actual wealth-credit being a portion of the entire wealth of the whole people, upon which all token-credit (money) is based. Thus the people furnish the credit, while the banks get the credit of furnishing it.

There is no way of dispensing with, or avoiding, the continued utilization of the people's surplus credit, or savings, erroneously termed "bank credits," unless we should adopt the altogether absurd and impracticable policy of issuing new money to take the place of the money, or token-credit, saved by the people; leaving such savings to constitute an uncertain, though potent, factor in producing intermittent periods of inflation and contraction. Specially fallacious is the theory expressed by a leading Populist paper, as follows:

General Warner shows that the "lawful money" in the country amounts to \$1,500,000,000 (only \$1,100,000,000) and that bank credits before the panic amounted to \$4,000,000,000. What a lovely banking system this is, to be sure! For every one dollar of the people's money they hold, they lend eight dollars of their credit, upon which the people transact their business.

This makes a total of money and credit, the people require, amounting to \$5,500,000,000, or \$81 per capita. If the population is sixty-eight millions. If this \$81 per capita was lawful money, gold, silver and paper, we would be on a safe, sound and stable financial basis.

Under our present system of banking the result of such a policy would be that bank deposits and loans and discounts would be multiplied by four, as expressed in terms of money units, or dollars, although representing, as deposits, or as loans being secured by the same amount of wealth-capital. It is a popular misconception that this fund of four billions of dollars, erroneously called "bank credits," is fictitious money. It consists of individual holdings of the common credit of the people, actually deposited in the form of money; or token-credit, and loaned out in the same form. Were there four times as much actual money, or even of gold and silver coin, in existence as at present, this common-credit fund of the community would continue to be, as it is now, four times as large in volume as the volume of money. The issue is not the elimination of the factor termed "bank credit," but by whom and for whose benefit shall such fund be controlled and distributed—by private corporations for their own benefit, or by the people's government for the common benefit of all, at the cost of administering the trust.

The issue is squarely drawn between the people and the banks. As to money: shall it be based upon bank credit, or upon the credit of the nation—the people's wealth? As to the deposit and security and loan distribution of the people's several surplus savings, or token-credit—money: shall its safe keeping and judicious, careful loan distribution be undertaken and guaranteed by irresponsible banking corporations, or by the people themselves, in their sovereign capacity, as a co-operative banking corporation, through government agencies.

Consider the violent fluctuations in price and the terrible demoralization and destruction of values, with the consequent *rich harvest* of unscrupulous and piratical "bull and bears," speculators and money lenders, the inevitable concomitant of these intermittent, or periodic, panics and booms. Take, for instance, the following statements of the New York associated banks:

	MAY 20
Loans . . . . .	\$416,961,300
Specie . . . . .	71,281,100
Legal tender . . . . .	62,861,900
Deposits . . . . .	439,651,300
Surplus reserve . . . . .	\$21,422,17

	AUG. 12	Aug. 19
Loans . . . . .	\$411,750,700	\$400,540,300
Deposits . . . . .	372,236,500	370,562,000
Legal tender . . . . .	22,860,700	22,177,000
Specie . . . . .	31,624,800	34,332,800
Reserve deficit . . . . .	\$16,545,375	\$12,044,000

	SEPT. 30.	OCT. 7.
Loans	\$382,494,400	\$383,341,800
Deposits	390,980,400	400,195,900
Legal tender	41,079,400	44,305,000
Specie	80,786,200	84,372,700
Surplus reserve	\$24,320,500	\$28,628,725

	DEC. 31.	DEC. 30.
Loans	\$416,287,000	\$417,608,900
Deposits	498,847,700	506,437,800
Legal tender	98,129,000	101,108,200
Specie	104,520,700	106,316,400
Surplus reserve	\$77,937,775	\$90,815,150

This inflow of money to the banks and plethora of money in the money centers, with the resultant scarcity of money in circulation, may be an unavoidable incident of a private banking system. It is true, perhaps, that, Mr. "Lack O'Confidence" moves his headquarters, and that he is domiciled with the banks, instead of, as just previously, with the depositing public; and that, while those having money have regained confidence in the banks, the bitter experiences of the panic and the vivid remembrances of the "run," restrain the banks from again loaning out the people's deposits. Be that as it may, whether avoidable, or not, the condition exists and constitutes an unanswerable argument in favor of a system of governmental banking, under the operation of which these intermittent panics and booms would not allow speculators and holders of unbanked money to buy in the people's wealth at panic prices and sell it out again at the fancy prices of a boom. With governmental banks, there would be a mutual confidence steadily and continuously existing between the people and the banks, and a run upon a bank would become an altogether unlikely, if not an impossible event, while panics would become a thing of the past. Nothing but natural causes could then boom or depress values, and prices would remain steady.

Under the present system of banking, all these banks have to do to produce hard times, and, if they wish, a panic, is to call their loans in and refuse further accommodations. They can produce flush times, or a "boom," by loaning out their reserve funds to the minimum amount required by law. This power is too great to be lodged with any other depository but the nation, or government itself. To a lesser extent, the banks can make good or bad times, by expanding or contracting the volume of their circulating notes. These combined powers make them masters of the situation.

The banking combine, with the Rothschild syndicate as its head center, is what is vaguely termed "the money power." The ultimate aim of the money power and the goal toward which it is hastening, is the absolute control of the finances of the

world. The means to this end are the destruction of all actual money but gold money, and the substitution thereof of bank notes based upon interest-bearing, long-time bonds, issued by the nations of the earth and payable in gold.

The demonetization of silver is but a step in the direction of the coveted goal, and was instigated in England, Germany and the United States by the bankers, headed by the Rothschilds. Already demands are being made for the destruction of our green-back currency, and all other forms of paper money but bank notes. With the volume of money-issue dependent upon their selfish interests, and the distribution of all money under their control, the nation must do the banks homage and all interests bow subservient to their will.

Already, in their Associated Bank Clearing House, the banks possess the most powerful and effective weapon of aggression and defense in the world, and the battle may be said to now be fairly on between the money power and the people. "Eternal vigilance is the price of liberty." Now is the time to strike, before it is everlastingly too late.

Consider for a moment the appalling net results of the panic that was deliberately brought on by the banks for the purpose of creating public sentiment adverse to silver and forcing an issue of interest bearing gold bonds.

In its recent issue Bradstreet's has this to say about the record of failures for the year that closed on December 31, 1893:

What will doubtless be known as the "panic year 1893" has brought with it, as was to be expected, the largest number of business failures ever recorded in the United States since records of the same have been kept, the total as reported to Bradstreet's amounting to 15,560, in which are included only commercial, industrial and financial business failures in which estimated actual assets are smaller than reported liabilities. For this reason about 240 banks and banking institutions which have been forced to suspend since May 1st last, owing to restricted credits, hoarding of funds and panic, because they were not able promptly to liquidate their total indebtedness, are not included among institutions reported failed, their aggregate liabilities amounting to about \$65,000,000 in round numbers, as contrasted with corresponding assets of about \$100,000,000. But more than 370 remaining banks and banking institutions out of more than 600 reported suspended during the past twelve months are included in the accompanying statistics of business failures for 1893.

The increase in the number of mercantile failures in 1893 as compared with the year before is more than 51 per cent., which, it is unnecessary to explain, is the heaviest annual increase on record. The proportion of individuals, firms and corporations having a recognized place in business communities throughout the United States, which failed during the past year, has been 1.51, or 1½ in every 100, as compared with 1 in 100, or 1 per cent. in 1892, and as compared with 1.32 per cent., or nearly 1⅓ in every 1,000 in the last preceding important panic year 1884.

The grand total of estimated liabilities of individuals, firms and corporations in business, including banks which reported liabilities in excess of their actual assets, amounts to \$103,000,000 in round numbers, or nearly four times the corresponding total of 1892, when the total number of failures was two-thirds as large as this year. The next largest aggregate of liabilities was in the panic year 1884—\$248,700,000, and

after that in 1891—\$193,100,000, next in order in 1882—\$175,900,000, and fifth in the rank in 1890—\$175,000,000.

This number of failures, vast as it may appear, does not represent one-fourth of the failures that have taken place. It takes no account of the thousands of mortgage foreclosures, the most disastrous of all failures, the thousands of liquidations through deeds of trust and other well-known methods. In fact the above report represents only the larger commercial failures. If the truth could be definitely ascertained the number of business wrecks during the past year would amount to more than 100,000. The coming year promises no better.

It is, indeed, a ghastly and fearful record. But this was written not so much for the purpose of setting forth the causes and results of the panic, as to emphasize the lesson taught thereby and epitomized in the statement, or the assertion, that *these events could never have happened under a system of governmental banks.*

The burden of interest-bearing debt is crushing the life out of the people of this nation and of the world. Interest—accursed of God and a curse to man—has ever enabled the idle few to live in luxurious splendor, at the expense of the toiling masses, who make out a bare existence in penury and want.

It remains for the United States to present to the world a realization of Bartholdi's dream, "Liberty, enlightening the world," by banishing forever from America's fair land, the robbers and spoliators of humanity—rent and interest. Armed with the mighty weapon, the freeman's ballot, labor, hitherto robbed and despoiled, can crush and obliterate all present dynasties and systems and erect and inaugurate upon their ruins the temple of human freedom and an industrial system under which "those who sow will reap" and those who work not, will not have to eat. Then shall be made to bear equally and alike, the Divine injunction, "in the sweat of thy face shalt thou eat thy bread," and no man shall thereafter be compelled to furnish sweat to moisten another man's dough.

Interest can be destroyed only by the people, as a community, or government, entering into competition with individuals in the business of loaning to each other, severally, their collective credit, or money, at the cost of carrying on the business.

Let us have governmental banks, operated at cost by the people, for the people. All that is needed is an educated people and an intelligent ballot.

THE law ought to provide that railroad corporations should state under oath, the amount they pay out to purchase legislators, courts and congressmen. The public ought to know the price of such "commodities."

## AN IDEAL CURRENCY.

BY JAMES MIDDLETON.

The true ideal in a currency is to have it as stable as possible and to have it so sound that it will be desired by every one within the nation or who has commercial relations with the nation or its citizens.

Until some way can be devised that shall insure the same return for each hour's labor in any given employment one year with another, it will be impossible to have a unit or dollar that will not fluctuate. Take for instance a socialist time check or labor certificate, it would get only half of the wheat in a year when the wheat crop was short as in a year when crop was double.

So long as human labor varies in productiveness from year to year, or period to period, so long will the currency that measures it vary. It will take more or less labor to get the things for which we labor.

The soundness of the national currency will always depend upon the action of the government that issues it or determines its legal tender qualities, and upon the soundness of that government's credit. Even commodity gold or silver money is not free from the action of that law. To illustrate I quote from the "American Cyclopaedia" Vol. XI., page 736. speaking of money:

Aristotle says of it that "It exists not by nature but by law." How true is this doctrine, or, at least, how potent is the law under a civilized government in imparting the quality of acceptability for the payment of debts, and the purchase of commodities to that which it recognizes as money, is clearly proved by the operations of the bank of Venice during several centuries, throughout which time its deposits, which were never payable but only transferable on the books of the bank, were at a premium over coins, because they were the standard of payment furnished by the state and used for all large transactions. Indeed, this bank money was that which established the money of account and in which the value of all coins was expressed. Further, on the testimony of Thomas Baring, we are assured that it was found impossible during the crisis of 1847 in London to raise any money whatever on a sum of £60,000 in silver. During a similar crisis in Calcutta in 1864 it was equally impossible to raise even a single rupee on £20,000 of gold. The former was not a legal tender above 10 shillings while the latter was not so for any sum whatever.

If the government's credit is good and the currency is limited to the actual needs of business a paper dollar redeemable in taxes will float at par or above a commodity money, and that even though it have no other legal tender quality except as to taxes and dues against the government.

History presents such examples and even those cases, such as the French assignats, the continental currency and the Confederate greenbacks when fully understood only serve to show that truth. The paper of the bank of Venice inconvertible in specie remained for centuries at or above par and ceased only when Venice was conquered by Napoleon.

The colony of Pennsylvania under the advice of Dr. Franklin issued a paper currency or "Proclamation money" or "Re-

solve money" to its citizens in amounts of \$100 or less based upon

Real security of at least double the value for a term of sixteen years to be repaid in yearly quotations or installments with interest. Thus one sixteenth part of the principal was yearly paid back into the office, which made the payment easy to the borrower. The interest was applied to public services; the principal during the first ten years was let out again to fresh borrowers. \* \* \* This money bore no promise of a redemption in coin but a promise to receive it for all dues. \* \* \* The money was so good it circulated in neighboring provinces as at home. The volume was governed by the necessities of the individuals and of the public and was always sustained in value by taxation. There were thirty-five issues of this money either to redeem old issues or supply the demand for increased circulation, and so universal was this system commended by the wonderful development and prosperity of Pennsylvania that it conquered all opposition.

This quotation is from Freeman O. Willey's "Whither Are We Drifting as a Nation," which quotes Dr. Franklin's, and also Gillett's comments, both of which should be thoughtfully read by anyone who wishes to understand the money question. This paper currency was overthrown by the Revolution.

The sixty million demand notes issued by the government early in the war and receivable for all dues against the government, kept within a few cents of full legal tender gold all the time they were out though the credit of the government was at that time shaky. Our continental currency depreciated on account of its excessive amount, because of the great flood of counterfeit and because at the time there was no adequate taxing power behind it.

Our greenbacks were no fair test of the stability of a paper currency as compared with a commodity currency as they were not legal tender for import duties or interest on the public debt, while gold and silver were.

The primary requirements for a stable and sound national currency are, that it shall be issued by the general government, shall be receivable for all dues against government, local or national, and shall be limited to the actual needs of government and of business. Making it legal tender is of secondary importance but gives an additional strength. Within these requirements, a legal tender paper money redeemable in all public dues will float at or above par with any commodity money.

If the government should refuse to use gold and silver and should remove their legal tender qualities they would cease to float as money and would at once be relegated to their proper uses as commodities except for the purposes of paying balances of trade with other nations. For such a purpose it would be much more available than now and every one but those who thrive on the necessities of their fellows would be benefited. The poor then might have more gold and silver plated utensils, more decayed teeth filled with gold.

The unfolding of time and civilization have relegated iron, tin, copper, brass and other commodities that have served as money to their other functions as commodities to the manifest gain of humanity. Silver and gold still linger, though the days of silver are, fortunately, apparently numbered. The sooner it takes its proper place with iron and copper the better. Then let gold follow it. It is the most dishonest and cowardly of all forms of money, the most easily controlled by speculators.

For the present, until the ignorance and prejudice which still linger shall be dissipated, it is well that gold should have its place in the national currency but its power to hurt will be taken away when the nation shall rise to its duty and issue a true and sound paper currency sufficient for the needs of government and business.

The total taxation, national and local, now is not far from one billion dollars. This then is the amount necessary to transact the public business of various kinds at present. At the beginning of each fiscal year the federal government should determine as now how much should be needed for the year and how much of coin in the treasury available for those expenses. Then full legal tender United States treasury notes should be issued for the balance. These should be paid out during the year for the specified purposes.

The taxes for the year should just equal the expenditures. They should be made payable during the year at such periods as would give chance for the notes to circulate from the receivers to the tax payers. The notes should be cancelled as they come back to the treasury in payment of taxation. That would complete their redemption.

Under present conditions the gold and silver coin might be received, and when so received be reissued instead of lying uselessly idle in government vaults. Under such conditions the free coinage of gold would not be harmful, even its legal tender function might be removed with benefit. For silver, the disappearing commodity money, there would be no need, and we might well bid it a glad farewell as money and welcome it to its rightful place as a useful commodity.

The federal government should provide a similar currency for the state and local divisions in a manner similar to that pursued in case of the national banks. The state should give non-interest bearing bonds for amount received and the amount should be strictly limited to the amount to be raised by taxation. As the state and local divisions collect their taxes, the state authorities should be required to take up their bonds to the federal government with the money received, thus cancelling the bonds while the federal government cancelled the notes returned.

This would give an annual circulation equal to the total local and national taxing power going out through a multitude of channels and returning through the taxpayers and others owing public dues, quickening industrial activity in countless ways. Such a currency would ever remain at or above par as measured by a gold or silver coinage.

To secure a currency for the needs of business over and above this, automatically regulating itself, the federal government should, so long as we have a debt, arrange to fund it into a 2 per cent. commodity bond as proposed by Hons. Tom L. Johnson, Windom, Spinner and others. These bonds should be in denominations of ten dollars and upwards obtainable at the post office and thus available to the masses. Whenever the holder should wish he should have the privilege of giving up his bonds and receiving a special currency full legal tender therefor. Whenever any one should have such special notes to the amount of ten dollars or multiples thereof he should have the privilege of obtaining such bonds. The national bank then might be safely allowed to drop out of sight and all banks be relegated to their proper functions of deposit, discount, loan and exchange.

With such a financial system it would be easy for the government to absorb as fast as it might be found wise such public functions as express business, telegraphs, telephones, railroads and the like, paying, if need be, with the 2 per cent. convertible bonds.

Such a currency would automatically adapt itself to the needs of business. When the demands of business caused the rate of interest to rise sufficiently above 2 per cent. holders of bonds would return them and take out bills to use or to loan. The government would save the interest on the bonds deposited. This would be a decided gain over our present national banking system, where the government gives the notes and pays interest on the bonds besides, limiting the privilege to those holding \$50,000 worth or more. This would give a banking system for the masses instead of the millionaire and the moneyed Samson would be shorn of his locks.

Such a currency and banking system would be as sound as the government itself. Its stability would be greater than that of any commodity money. Its flexibility would be well nigh perfect, adapting itself automatically to the varying needs of business. So long as the public debt lasted, and that could be continued indefinitely, it would satisfy the requirements of an ideal currency to all except those who wish to prey upon their fellows. Such a system of currency coupled with the single tax upon the annual rental value of lands would give us a well nigh perfect fiscal system.

## SHALL OUR HOUSE BE DIVIDED?

BY A. J. GRAY.

The greatest battle an individual has to fight is that in which he engages to conquer himself, and the greatest battle laborers have had, and still have to fight, is to overcome differences in their own ranks arising from ignorance, prejudice and superstition. Differences which result from honest conviction after impartial investigation of every phase of a question, must arise; but those who entertain opinions so formed are reasonable in their advocacy, and tolerant toward the opinions of others formed in the same manner, for they understand that after a full and impartial investigation different men will arrive at different conclusions. Such men can find common ground on which to stand, and can always rely upon one another. Very different is it with the ignorant man, who is nearly always governed by prejudice and superstition. He jumps at conclusions which no reasonable amount of evidence can change. A reasoning man is susceptible to change by reason, but no amount of reason can overcome superstition. To attempt to combat superstition with reason is like waging war upon shadows, for superstitions are but mental shadows cast by ignorance. For thousands and thousands of years truth has had to do battle with these shadows, and has often only succeeded in overcoming them in one form to have them appear, apparently as formidable as ever, in another place. Our progress is being continually impeded by obstacles which the ignorant and superstitious are constantly throwing in the way, and it would seem that we would continually have to fight the same prejudices and the same superstitions until every individual who entertains them has become enlightened. If laboring men were united in their demands for any one thing they would have no trouble in obtaining it. But they are not united, and as long as there are a great number in their ranks who are governed by prejudice they never can be united. The greatest enemies to the cause of labor are those within its ranks who would, under any pretense, do anything which would even tend to create a difference by arousing prejudice; and of all prejudices those which grow out of religion are the most unreasoning and harmful. Labor's cause is world wide. It is not race against race, nation against nation, nor religion against religion, but the laboring man the world over, irrespective of race, nationality or religion, in one common cause against a common foe their exploiters, the social drones who hold the God-given opportunities for the self-employment of labor, and by so doing are enabled to convert to their own use the greater part of that which the laborer produces. When laborers realize

his, no quarrels between their exploiters and no appeals to them in the name of patriotism or religion can divert their attention from their real oppressors and determine them to take up arms and engage in wars of self-destruction.

There is an organization called the American Protective Association which has erected a man of straw which they term Catholicism, and they are now trying to build that organization by working upon the prejudices of the ignorant and superstitious. If they succeed along the lines laid down they will create a division in the ranks of labor which will greatly impede its progress and will revive old religious prejudices and superstitions which ought to have been overcome two centuries since. They would turn the wheels of progress backward over two centuries, and oblige us to again wage a senseless war to overcome religious prejudice.

When will the laborer arise above petty, senseless denominational prejudices to a more sublime conception of true Christian brotherhood? Christ chose his disciples from among the laboring classes and he made no religious test a qualification. He called the laborer the salt of the earth, and he said that the service of God consisted not in the belief in a dogma nor in the subscription to a creed, but in feeding the hungry, clothing the naked, ministering to the sick, and visiting those who are in prison, and that the doing of these things to the least of our fellow men is the service of the Lord. In this is the kernel and the spirit of true Christianity. This was recognized by the immediate followers of Christ, but in time Christianity degenerated into mere formal observances and lip service. It was joined to the state for the purpose of keeping the people under the subjection of political rulers, and as the church had lost its spirituality, its real life, or love-giving principle, it only had power as it could work upon and appeal to prejudice and superstition. This was the status of the so-called Christian church as it appears in history after the death of the immediate followers of Christ. People were then ignorant and superstitious and performed acts in the name of Christ which were as foreign to his teachings as anything could possibly be. Their acts were not the acts of Christians, but those of a church begotten in ignorance and sustained by superstition and a grave misunderstanding of the teachings of him in whom they professed to believe and to follow. But the errors of the Christian church of that day—however serious and repugnant they may now appear in the light of our present understanding—are the acts and errors of the whole Christian church; for, at that time, the whole church organization was called the Catholic church.

They were one and the same, and any indictment for the acts of the Catholic church of that day is an indictment for the acts of the entire Christian church. As man became enlightened differences of opinion arose on the subject of religion and the church became divided and sub-divided, and as we advance in knowledge other divisions are being made and new churches organized. The old churches advance but they move too slow for some of their members, and they leave the old church organizations and start on ahead.

The Catholic church has advanced with the advance in civilization, but having retained the name of the early church, the name which the Christian church bore when it was united and when the people were bigoted, ignorant and superstitious—and on that account did many things which no good Catholic would now countenance—it is sought to be made, by the ignorant and unthinking, responsible for all the crimes committed by the early Christian church (so-called). Just because it is the church organization which has inherited the name of the early church, and for this reason, and for no other, the most outrageous lies are told regarding the Catholic church and some otherwise well informed and rational people give them credence.

Not later than last summer a well educated Presbyterian minister told me that it was said that Catholics had arms and ammunition stored in their churches and that they were drilling with intent, at some future time, of taking possession of the United States.

The most remarkable part of it was, he believed it. Prejudice dies hard. I know this to be true in my own case, for having been brought up in a small Protestant town where there were few Catholics, and no Catholic church, my knowledge of that church was gleaned from books and statements of Protestants which were calculated to prejudice me against that church and those who belonged to it.

As Catholics who lived in our village were just like other people, I came to look upon them as exceptional Catholics. When I saw more of the world and its people, I found nearly all Catholics like my exceptional cases, and when I came to have a knowledge of Catholics and Catholic institutions, as they now are, I found that my judgment was as erroneous as would be a judgment of the present English people by the cruel King John, or a judgment of the present inhabitants of New England by their intolerant and persecuting pilgrim forefathers.

With our knowledge of the present Catholic church and the good which it is accomplishing in caring for the orphan, the sick and the destitute; with its many institutions of learning and the position which it

has taken, within a year, in allowing its members to send their children to our public schools; the efforts which its officers, from pope to priest, are making to find a solution of the labor question which will advance the interests of the laborer and better his condition; and the consideration which it has shown, and is now showing, to the cause of labor by encouraging its members to join their organizations when it discourages their becoming members of other secret societies; when we consider the relation which Father McGlynn, one of labor's most eloquent and earnest champions, now holds to that church, and the further fact that the Catholic church is the church of the laboring masses, we ought to be able to banish the last lingering spark of prejudice against it and ought to do nothing to alienate it from labor's cause, for in so doing we lose a powerful ally and imperil the cause of organized labor by arousing a prejudice which will be sure to create a division in the ranks of the army of laborers now battling for their rights—for a condition where their share of that which they produce shall be more in accordance with the part which they take in its production. The object of the American Protective Association is to advance the interests of a few politicians by reviving and nursing prejudices which acts of the early Christian church have engendered against the Catholic church.

In all labor troubles have not Catholics been steadfast in their support of the cause of labor? This cannot be gainsayed, and as we know this to be true, why not act in accordance with known facts rather than upon unsupported assertions of irresponsible bigots who would trample upon labor and labor's cause in their efforts to gain a little cheap distinction or power in politics by fanning into a flame a religious prejudice conceived in ignorance and fed on superstition.

Already its influence is being felt in the ranks of organized labor, and laborers may be sure that those to whom they are opposed will use every effort to advance any cause which promises to create differences and antagonisms in their ranks, and it is known that nothing is more unreasoning and difficult to overcome than religious prejudice. It remains to be seen whether laboring men will have wit enough to realize that any action on their part which would cause a division on account of such prejudices would be the greatest calamity which could now befall them. It would cause their house to be divided against itself and would create a breach which years would not bridge. Will the time never come when it will be unnecessary to expend any effort in fighting prejudice and superstition?

It should be understood from the very

first that if a division is made in the ranks of labor along the lines laid down by the A. P. A. that they will be responsible for it, and that they, and not the Catholics, will prove themselves unloyal to the cause of labor, and to their door must be laid the charge of that bigotry which has always obstructed progress with prejudice.

Then let us say: "The world is my country, and every right thinking and right doing person my countryman. My religion is to do right, which is to do good, and in so far as any person does right or that which is good, in so far as he is my brother, and to that extent shall he have my love and my co-operation."

### WHAT SHALL THE HARVEST BE?

BY L. W. ROGERS.

Somebody has said that we never comprehend the importance of passing events because we are too near to them, and, like a spectator looking at a monument which is near enough to be touched, we see a meaningless wall instead of a clear outline of perfect design. The labor history of the past year is very near to us, but so striking are some of its points that already the relation between the various parts has become so clearly defined that the most careless observer cannot but see the outlines of the perfect plan which has produced the whole. Agassiz could look at a fossil bone and with his pencil reproduce the extinct animal. He is a clod who cannot look at the events of the last twelvemonth and see the shackles, the prison and the gibbet for organized labor.

The author of "The Coming Climax in the Destinies of America," a book as vivid as a flash of lightning, asserts that the affairs of the world are managed by a regularly chosen body of plutocrats, and that the ups and downs in industrial affairs are merely so many moves on the world's chess board done to order. Most people, even among those who are engaged in the wage-struggle, are inclined to smile at such assertions, but it is safe to say that the events of the past few months have sobered some thousands of them into an attitude of respectful attention toward those whose warnings have suddenly ceased to be amusing. We have felt so strong in our flourishing unions, we have been so confident that the sympathy of the people is with us, we have boasted so long of the impossibility of throttling the spirit of American independence that it is little wonder we laughed at the voice of warning and that the sudden shaping up of stern realities should leave us half bewildered and unable to grasp the full terrible meaning of these portentous events.

While the most significant things in all



labor history have been crowding themselves into the brief period of a few months. The principal occurrences in labor organizations have been the holding of annual conventions, and preparations for others, where the programme embraces the momentous question of whether John Small or Dick Little shall bear the title of "Grand" or "Supreme" head of the order. Aside from the settling of this important matter our grievance rules are patched up, our constitutions are changed a little, we have a report showing the number of dollars it has cost to run the machine a year, and another report telling how we have grown from a handful of members to the present magnificent proportions. These allusions to "our rapid growth" and "our great prosperity" bring out vociferous applause, and many a man who never scored a point in either wit, eloquence or logic has lionized himself by bombastic references to "our glorious organization." At the close of these conventions we have an oratorical round-up and go wild over the record "which has covered our noble order with glory." For a quarter of a century this has been the annual programme and not once have we attempted to take up the real questions that lie at the root of labor's adversity or search for the conditions that can bring permanent prosperity to labor as a whole. We have been too busy applauding references to our "glatifying progress."

Would it not be well for us to lay aside this pitiful braggadocio long enough to take a look at the yearly chapter of American history wherein manual labor and plutocracy are the chief actors? It will not require a second glance to see that labor is not quite so free and independent as generally asserted. It will be easy to discover that whatever of liberty it possesses is threatened by the enemy, and that this enemy is carrying forward its work in a most systematic and successful manner.

It is a good idea to be perfectly frank about a thing like this. The first principle of successful generalship is to know yourself. No good can come of pretending to be stronger than we are, or of rating the strength of the enemy at less than it is. The fact is that manual labor has been in slavery during nearly all the history of mankind. Most of the time this slavery has been absolute and the laborer did not have even a clear title to life. Some of the time in some of the nations he has had limited privileges, but for only an extremely brief period has he had anything like the civil rights of other classes of citizens. Speaking broadly, it is within the last century that labor has really advanced, and that free schools have given it a soul filled with a longing for equal participation in civilization that makes death preferable to old conditions.

It is this sort of progress that has alarmed the plutocracy, not of the United States, but of the world. The demand for better conditions and fairer division has become so strong and persistent that nothing but the sternest measures open to the ruling classes can have the slightest effect. Of these the most is being made, and they are neither few nor insignificant. If the plutocracy can undo the work of the last half century, if it can place labor where it then was, plutocracy's future is reasonably secure. Whether or not this can be done is the question to be settled. The fact that it will be determinedly tried has become so very evident that argument to support the point is superfluous.

We are probably on the threshold of the real struggle with plutocracy, and there may be surprises in store for us that will make Homestead, Buffalo and Toledo insignificant. Plutocracy has every advantage and occupies the fort of established law. While it has carefully prepared for the contest and securely entrenched itself in every legal and commercial stronghold, labor has frittered away the time boasting of the fact that it is wearing somewhat better rags than its ancestors possessed. It has held frequent conventions and passed grandiloquent resolutions about its rights, but has strangely neglected to use the only right it has that can lead to others—the right to vote and establish laws which the plutocracy cannot use against it at pleasure.

And so the plutocracy has prepared for the struggle and labor has not. The enemy's challenge leaves it startled and uncertain what should be done. We are brought face to face with the issue and our helplessness but emphasizes the folly of neglected opportunities. We have held in our hand the magic wand of the ballot and did not—aye, do not—appreciate its worth. Thus have we sown. What shall the harvest be?

REFERRING to the longest tunnels in the world the authorities report that Mont Cenis tunnel in the Alps is seven and one-half miles, the Arlberg six and one-half, the St. Gothard nine and a quarter. The Simplon will be twelve and one-half. The cost of tunneling is very great. The Mont Cenis tunnel cost \$15,000,000, the St. Gothard \$12,500,000. The longest railway tunnel in the United States is the Hoosac, in Massachusetts, four and one-half miles. The longest tunnel in the world is that of the Croton Aqueduct from the Croton dam to the New York reservoir. The length is over thirty-three miles and the whole distance is practically tunneled through solid rock.

PATTI's throttle has made her a million heiress. She wont open it for one performance for less than \$3,000.

## MECHANICAL.

Contributors will sign their names to their articles and forward copy so as to reach the editor not later than the first day of each month.

### COMPOUND ENGINES: ECONOMY AND REPAIRS.

As a general thing it is supposed that the higher the pressure the greater the economy, or the greater the number of the cylinders, the higher economy is a result.

There are conditions which may, and do, modify the results so far as economy go, but to the ship owner, or railroad operator, there is another element that cannot be left out, and that is the relative repairs, or cost of maintenance; for it has long ago been found that a small saving in the fuel does not compensate for an addition to the constant expense of repairs and supplies, and this lesson has also been learned by some of the large manufacturing concerns in the east.

The compound engine as it was, used 90 to 120 pounds of steam pressure, by the gauge; and had two cylinders, and when used as condensing, it has produced an indicated horse power with 14 pounds of water an hour, with 120 pounds, at 135 to 160 lbs. pressure. It has been found that a considerable addition was needed in weight, for it calls for more strength, and more iron, to withstand the strains, and the result is so slight in actual gain, that it is not worth talking of, taking "three" or triple cylinders and 135 to 150 lbs., and the condenser, or running to 180 or 185 lbs., and we have three or four per cent. gain in the fuel, and just how much addition to the repairs is not yet fully determined, and then if we go a step further, and use four cylinders, and 200 to 225 lbs. pressure, with condenser, we have increased the elements of danger, for the steam at the upper limit is of the temperature of "melting tin," and unless we pay very especial attention to the lubricating it is an assured fact that we will run into serious trouble, for at such temperatures the oil will vaporize, and lack of oil will soon ruin the steam surfaces, and in this way some of the ships that carry only 165 lbs. have found serious delays, and a big bill of repairs at the end of a round trip, and a slow getting back to first economy, running through months of time, and a machine which was far less in value at the end of a brief time, than at the start. The packings, whatever they are, do not stand the pressure and heat as combined, and the expansion and contraction of increased weights and thicknesses are a far more serious matter than is usually supposed.

The matter of human life has had some

attention, but some terrible "accidents," are the very apparent result of too slight consideration to some of the connections, or the way such work was done, but with such pressure it is not easy to be entirely safe, without a considerable outlay, for the express purpose of securing immunity from accidents to life, and as most ship owners look closely after first cost, and contractors do business to get a profit out of the work, the men who have to run the machines do "the looking out," as is seen by the scalding, from breaking of pipes, blowing out of something, or some of the various incidents so familiar to those in active contact with the work.

Some curious affairs have come off from the action of the steam at high pressures on the piston rods not being lubricated properly while in use.

The number of expansions, or the increase in the number of expansions, is supposed to be a vital point of advantage, but it is proved by actual test, that it is possible to run a ship at higher economy, with less number of expansions, than some of the high theory engines, and a lower pressure, as well as less coal, and a far lower continual expense account, and it has been found that the increase of cylinders in number is not a necessity, or an economical matter, for there seems to be a happy medium in the case of a steamship, and a point where an increase of pressure or of cylinders does *not* work to such an advantage in either economy of fuel or repairs.

It is often a question by a ship owner, as to the cost of fuel and repairs, saving of cargo room, etc., and a raising of pressure, may not save in all directions, although it may save fuel, and although the triple and quadruple engines are fashionable, it is now found that modifications in the opinion of the owners are taking place, and the results are from the trips of the ship, and her log, rather than from the fairy stories of the men who are "looking for a job" of putting in engines, for after the flurry of rushing after new (?) ideas there is a return of sanity, and judgment, is exercised, and this is now working to show that theoretical expansions do not arrive at results so rapidly, nor so surely, at the higher limit, as a moderate pressure and more certainty of realizing on the calculations. Superheating the steam has been tried with great success, in some instances, and the result is far more favorable than with higher pressures and more in number of expansions, for it is quite possible to superheat the steam at a lower pressure to the temperature of a higher pressure, and then with a less number of expansions, to obtain a result most efficient in total result, without all the disadvantage of the extreme pressure used.

Friction is an element of much importance in any engine where the parts are multiplied, for the bearing surfaces are large, and parts heavy, and the rods must be closely fitted, and to resist great pressures.

Theoretically there are certain things required in the construction of the compound engine that are not so efficient in practical use as it seems to be in theory, even when the condenser is used, and it is essential that any engine in use "on the iron" must be so as to reverse easily, quickly, and certainly, and this can hardly be done without sacrificing, to some extent, in a drop as between the cylinders, and this as certainly is not in theory the highest efficiency, and as the cranks on the locomotive must be at ninety degrees, we cannot choose the position, but must conform to usage, and if the proportion in the cylinders is correct in the design, we are sure to have the nearest approach to an equal division of the load, to have some drop in the receiver, and to have the nearest to the practical results, although we are sure that we have violated the accepted theoretical condition requirements to some extent, yet it is proved over and over again that this style of engine is the most complete in its work at sea, for long trips and certainty of action.

Conforming to the economy, we would put in a locomotive compound, the small or horse power cylinder, with a cut-off on the lower pressure equal to the volume of the horse power, when their relative volume is considered, or the ratio of one to the other. This would make the two cylinders of equal value to the simple engine, so far as real economy goes, but it would at once violate one of the theoretical conditions as to the compound engine, for it could not easily be started or stopped, nor would it reverse easily or quickly, if, indeed, it did at all, in a majority of instances, with the cut-off on the low, and without that it would not operate as economically as the single engine, when the condenser is used, and as this last condition is not at all applicable to the locomotive, then it becomes a matter of not much interest to pursue the claims further.

The various forms of the compound engine have now been studied by many of the best men in the ranks of the engineering talent of both the old and new world, and much thought and experiment involved. The questions of "angle of cranks," "ratio in the size of different cylinders," "the position of the leading crank," are the standard subjects as to the "looked for perfection" as between two, three, four, or even more cylinders. While it is for many reasons hardly possible to employ over two on a locomotive, and whether it is possible to make use of two to advantage, when all

things are properly considered, is now an open question, in the minds of many of the men interested, who are not owners or promoters of "patents," for any use beyond the freighters, as in their case the load is to some extent more constant than in the flyers.

In studying the diagrams from the largest ships now afloat, of which the writer has taken as many, if not more, than any man living, especially on the new ships of war, the departure from the Rankine rule of efficiency is radical in some of them—for in some of the ships of war the clearance is more than 20 per cent., and the drop is from three to fifteen pounds, but it must always be understood that the maximum in a war ship is not at all the question of economy, it is a question of making a tremendous power, as may be required for a short or a longer time, to gain a position, or to get out of a scrape in a hurry, and so it is a question of pushing the engines to their greatest possible capacity, for any length of time, rather than an economical production of power.

So, in many of the "racers," the theoretical questions are all laid aside for the "speed," and the engines are economical to "some extent," but in either case the fine points are drawn to the commercial rather than the theoretical, and the commercial is finally the only standard, beyond a place in the computations, where it is easy to determine the relative value and the cost of repairs as demonstrated, and, in some cases that can be named, it is a fact that after one of a pair of ships has been sent to sea for a few round trips, with the intention of duplicating the engines of the first, such a modification of opinion has taken place that long before the second of the sisters had gone into the water her engines have been much changed from the first, and, when the second one has shown her superiority, the first one has been laid up and in turn been changed, and, in one case three years now past, a ship whose engines were of two cylinders had been carefully adapted in her valve motions and was the most economical ship in a line, and after she had a record there came out a triple and the old double was made a triple, with new boilers, *against the advice of her original builders*, but the job was undertaken, and finished by a man who could figure out a great saving, which he guaranteed, and he is now looking over his figures to find an amount of £415,230, for the simple reason that she has not yet come up to the old time results, in her coal account, other factors remaining the same.

There is very much yet to learn in relation to compounding any engines in working steam, and this has been taught in the most expensive way possible to some users of "electric light and railway companies." See

the record of failures and receivers and ask the reason. The use of the so-called high pressure compound is one of the "savers," and the using of the triple compound, where the load varies 40 to 50 per cent. in two hours, seems all right, but the fact is that steam is subject to some laws that will not bear contradiction, and still remain on a line of economy. The writer has now in mind a certain triple compound, made and set up with great *relat.* in a manufacturing concern, to do 600 horse power with 140 pounds of steam. It was illustrated and commended by the daily and illustrated papers and started on its daily work. After a few weeks the lawyers had some contracts to look over—then the writer was asked to go and see it. Indication followed, a duty trial was made and the result is a law-suit yet on, in its third year—still running. The contract stated that "a saving of 30 per cent. should be made over the engine it displaced," and the load in the cylinders "should not vary over 5 per cent., one from the other."

The old engine used 32,000 pounds of coal in twenty-four hours, the new one used, for three weeks, 31,200 pounds in a day of twenty-four hours. The old fellow had a difference of 5 to 6 horse power between its two cylinders, and the new one ran nearer as follows: Horse power, 290 indicated horse power; intermediate cylinder, 110 horse power; low, 200 to 210 horse power. The old one had 90 pounds of steam and the new one 130 to 140 pounds per steam gauge, and was built by one of the oldest of builders.

In the water works pumping engines, where the conditions do not vary much, it is possible to use cut-offs on each cylinder, and the highest economy has been attained, and in the large cotton mills, where the load for a large part of the time is very constant and the triple cut-off is possible, we can also look for highest economy. It is true the triple has its uses, the double has many places where the triple will not successfully compete with it, and there are many other places where neither will, with our present knowledge of steam, be admissible at present, and what can be done must be done in a practical way, or to earn a cash return for the investment, if it is adopted to any extent. There is plenty of room, but with a large percentage of the American railroads in the hands of receivers it is not a flattering outlook for costly experimenting at the expense of stockholder's money, but as the era of lying on the part of managers as to the facts, and the return of confidence in railroading becomes remote as to the first and nearer as to the last, there will be a demand for real improvements, and the day is not far away. Certainty rather than speculation, success, not failure, and benefits in place of disadvantages are what is wanted.

Thomas Pray, Jr.

#### LOCOMOTIVE SLIDE VALVES.

Q.—What is the most simple and usual type of slide valve used for an American standard locomotive?

A.—The valve consists in effect of a plate or block, such as is shown in figure 1, having in its under surface a cavity which extends at right angles to the direction of travel of the valve, and parallel with the ports in the valve seat. Crosswise projections from the top of the valve enable the valve rod to be attached either by screws and nuts or by a collar or frame surrounding the projections in such a manner that the valve is free to change its position with respect to the valve rod, as its face and that of its seat wear away.

Q.—Describe the seat upon which this type of plain slide valve or short D valve is placed.

A.—As shown in figure 2

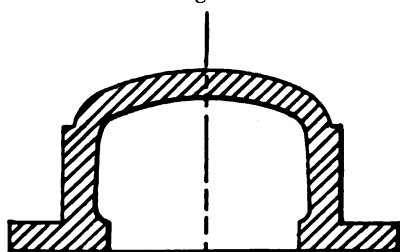


Fig. 1.

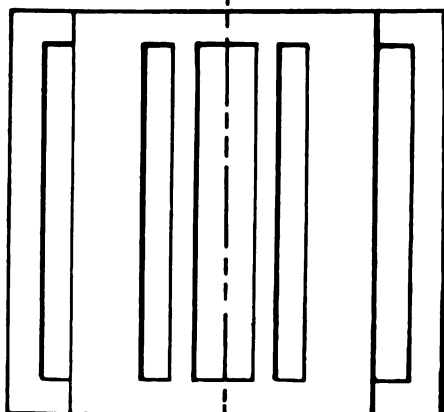


Fig. 2.

it consists of a plain surface having in it three ports, all of which are at right angles to the direction of the motion of the piston and of the valve. The central one of these communicates with the exhaust passage, and the end ones with the cylinder at the counter bars. There are usually shoulders

at each end so that the valve may in its travel extend beyond them, instead of cutting away material, and wear a low place in the seat.

Q.—What would be the effect of omitting the shoulders in the seat?

A.—If the valve was given a certain short amount of travel and wore itself a low place in the seat, there would be either a smash up or a leak between the steam chest and the cylinder, if the travel was increased and the valve was adjusted so as to be brought nearer to or further from the cross head end of the cylinder.

Q.—What are the functions of the valve?

A.—To admit steam from the steam chest into each end of the cylinder, up to a certain point in the stroke; then to cut it off from that end of the cylinder; then to release it from that end into the exhaust pipe; and in some cases to close the exhaust before all the waste steam that has done work has been exhausted.

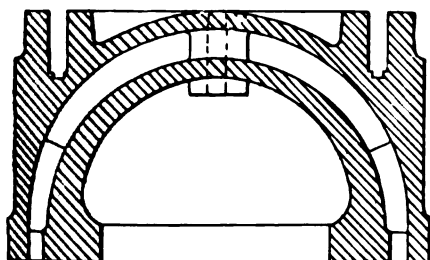


Fig. 3.

Q.—How are the positions of the valve with respect to the ports, the distances between the port edges, the widths of the ports, and the dimensions of the valve itself, arranged so that it will do all these things?

A.—The arch of the valve must be of such a width (in the direction of the valve travel) as about to reach from the inside edge of one steam port to the inside edge of the other; each leg or lip of the valve must, when the valve is in such a position that the arch will so reach (this being called its mid-position) be at least long or wide enough (in the direction of the valve travel) to entirely cover its end port.

Q.—How about the travel of the valve?

A.—It may be more or less, according to the points at which it is desired to cut off the admission of the steam and to close the exhaust.

Q.—What is the effect of great valve travel?

A.—Great friction between the valve and the seat, unless there is some way of counteracting it.

Q.—How may the valve travel be lessened without injuriously diminishing the port opening?

A.—By providing supplementary ports and passages, as shown in what is known as the Allan or Trick valve, seen in figure 3.

There is a step or shoulder on the valve seat, and a passage through the valve itself in such fashion that as the outside edge of the valve at either end commences to uncover the steam port at that end, the supplementary passage commences to receive steam at the other end, and passes it over to be discharged into the same port; besides the stream of steam coming by the outside edge of the valve.

Q.—Where is this valve most needed, and where is it of most use?

A.—It is most needed at high speed where the valve travel is shortest, and it is of most use here, also, giving double the opening with a given valve travel.

Q.—How may it be proved that it is economical of steam?

A.—By the fact that some engines, which have been unable to run past a certain water tank without taking water when they were equipped with the ordinary plain D slide valve, have been able to go on to the next one when the valve was changed to the Allan.

Q.—Can the Allan valve be used on the old seat?

A.—Yes, but it is sometimes desirable that the steam ports be widened a trifle by chamfering their outside edges.

Q.—What special precaution must be taken with the Allan valve, as regards its travel?

A.—That it should not travel so far as to bring the supplementary port over the exhaust port of the seat, in which case live steam would blow through.

Q.—What precaution needs to be taken in designing the valve itself, independent of the amount of travel?

A.—That the walls of the passage through it be strong enough to stand the steam pressure.

Q.—What precaution needs to be taken in the manufacture of the valve itself after it is designed?

A.—That the coring is good, in order that the passage through it may be of full size and may have smooth walls.

Q.—How is the admission of steam cut off before the piston has reached stroke end?

A.—By having the legs or lips of the valve longer than is necessary to seal the end ports, and by so timing the position of the valve with respect to the piston that after opening the port end for admission of steam it shall return and close that port before the piston has reached stroke end.

Q.—What name is given to the excess of length of leg or lip of the valve at each end,

over what is barely required to cover the end port?

A.—Steam lap, outside lap, or simply lap.

Q.—What is the relation between the lap and the degree of expansion?

A.—The greater the lap for a given valve travel, the earlier the steam is cut off, and the greater the degree of expansion.

Q.—What is the relation between the valve travel and the point of cut off and degree of expansion?

A.—The greater the travel for a given amount of lap the later the cut off and the less the degree of expansion.

Q.—If the valve had its lips just long enough to cover the end ports when in mid-position, was at mid-position when the piston was at stroke end, and was given an equal degree of travel in each direction from its mid-position, what would be the effect upon the steam distribution?

A.—If the valve had its travel so that it was back again at mid-position when the piston reached stroke end, there would be steam admission during full stroke, irrespective of the amount of valve travel and port opening.

Q.—What effect would the amount of valve travel have upon the steam admission in this case, where the valve started from mid-position at beginning of stroke and reached mid-position again at stroke end?

A.—The longer the travel the fuller the steam admission would be.

Q.—How long should the travel be in order to give the full degree of steam admission without choking?

A.—That depends upon the length of the port as well as upon its width; also upon the piston speed. The narrower the port and the higher the piston speed, the greater the valve travel should be.

Q.—Is there any usual rule for port area?

A.—There is one, but it is "more honored in the breach than in the observance." It is to give, for 600 feet piston speed, a port area of  $\frac{1}{16}$  the piston area.

Q.—If the valve has the same amount of lap at each end, will cut off take place at the same point in both ends of the cylinder?

A.—No; the reason being that the connecting rod introduces irregularities between the piston movement and the valve movement.

Q.—What is the nature of these irregularities?

A.—When the crosshead is at A, the out end of the stroke (see figure 4), the crank pin will be at a, on the inboard dead center. When the crosshead is at B, in the middle of its stroke, the crank pin will not be at quarter point of its path, but only at b; when the crosshead is at C, or outboard stroke end, the crank pin will be at c, or the half point of its path; and on the re-

turn stroke, when the crosshead is again in mid-stroke, at B, the crank pin will have made more than the quarter circle from c, and will be at b.

Q.—What relation has the connecting rod (main rod) to the amount of this irregularity?

A.—The shorter the connecting rod the greater the irregularity.

Q.—What would be the disadvantage of giving great length of main rod in order to lessen the irregularity?

A.—It would increase the necessary length of the engine and also the amount of unbalanced weight.

Q.—How may this irregularity of cut off caused by the angularity of the connecting rod be done away with?

A.—By giving the valve more lap upon that end at which the cut off would be earliest if the laps were the same at both ends of the valve.

Q.—What effect has outside lap upon the time of opening for exhaust?

A.—It makes it take place earlier than it would if there was no lap.

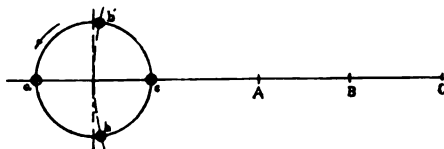


Fig. 4.

Q.—What is the effect upon the steam distribution, of inside lap or exhaust lap?

A.—To prolong expansion, delay exhaust and hasten compression or cushion.

Q.—Where is inside lap usually employed?

A.—In high speed engines having very late cut off, where compression takes place during about one-eighth the stroke and release commences when the crank is within  $40^\circ$  of the zero line.

Q.—What is the effect, upon the steam distribution, of inside clearance or negative inside lap?

A.—To shorten expansion, and to delay compression or cushion.

Q.—How can exhaust closure be equalized with the ordinary slide valve and eccentric?

A.—By giving a small amount of inside lap to one face of the valve and taking a little from the other.

Q.—What effect will this have upon the lead and cut off?

A.—None at all.

Q.—How can the cut off be equalized in the ordinary slide valve and eccentric?

A.—By increasing the angular advance of the eccentric, or by lengthening the eccentric rod.

*Robert Grimshaw.*

Without hearts there is no home.—*Byron.*

## ECONOMY AGAIN.

It appears that while I was thinking and writing about economy here in the east, Mr. H. T. Cunningham was thinking and writing on the same subject in the west—oh! excuse me, in the center of our country, for since Chicago has had the great fair it is certainly the “hub” and all Illinois near the center. The subject is of wide interest in all circles at all times, but especially so at this time when incomes are reduced and when in all cases it becomes necessary to make everything go as far as possible.

In writing on this subject in its relation to the consumption of fuel to get up steam for use on a locomotive, I said that “it makes a great difference which engineer was at the throttle” in the use of fuel, but Mr. Cunningham, with “a number of years’ experience on the rail,” seems to imply that the fireman is the only one that is responsible for the use or waste of the fuel. Probably a few years’ more experience will enable our friend to see that even “a first-class fireman, one who thoroughly understands his business” and “can beat a compound all hollow as far as fuel economy is concerned,” would not be “in it” with some of the men at the throttle, for in spite of the best efforts of the fireman there would be a waste of steam and fuel. I found this out before I had fired three years by watching the different methods of two engineers whom it chanced to be my lot to fire for, while remaining on the same engine, pulling the same trains over the same grades on a “wild cat run.” As I stated before, it took nearly a ton of coal per day more to keep her nearly hot for one than it did to keep her hot for the other one, and this was not the result of snap-shot observations made in a trip or two, but by months of actual work. Now these engineers were paid the same wages by the company, while the one actually saved the amount of his wages in the fuel bill, and the other one paid no attention to it at all. Outside of the economy of fuel there is another item of saving which, while it puts nothing into the treasury of the company, ought to receive some attention, and that is the handling of the extra amount of coal by the fireman. The fireman generally earns all that he gets, and while trades unions are agitating for eight hours work for a day, very few firemen do or can hope for runs which will enable them to get done in that time, and it is thus imposing on good nature to add useless work to his burden. One ton per day, 300 per year, 3,000 tons—about 300,000 extra scoops of coal in a ten years’ apprenticeship as a fireman is quite a factor in weakening the back, breaking up a robust constitution and producing a physical wreck. Even at \$3.50 per ton this pile of coal burned uselessly during these years would be worth \$10,000, a for-

tune in itself to most of us, if we had it. I style it useless waste; it was, indeed, worse than useless, because, if you have marked my words, you will note that in spite of the additional coal burned I could only keep her nearly hot.

Let me further say that neither engineer seemed to pay any attention to economy in fuel, but that the one did aim to keep or help to keep the steam pressure up to the maximum, so as to readily run up to the limit allowed and make it as easy for the fireman as possible, while the other one wanted to run up to the limit but paid no attention to the gauge to keep it up to the maximum, nor to make it easy for the fireman. I must admit that I was greatly puzzled about this matter, and that it took weeks and months of watching and thought to arrive at definite conclusions which would stand the test of further practice.

Let me give a little history. I had been firing for an engineer we will call A, for eight or nine months, on that “wild cat run,” when a change was made and B was put on with me. One of the first things I noticed as soon as B took charge was that he appeared to have more trouble to keep her full of water, for in all the time A ran her we never had both pumps on at once; but B never made a twenty-five mile run up grade without using both pumps three or four times. At first I blamed the pump, the valves or the plunger as becoming worn out, but when C and D came on and made a half dozen trips without using the two pumps at once at any time, it seemed to give good evidence that the pump was as good as ever and that I must investigate some more in other directions.

We used to stop at a tank for water after having made a seven mile run up a heavy grade, and in coming up to the tank B would invariably use both pumps. While taking water I would cover over my hard coal fire with enough coal to run to the next easy grade, four miles away. I would have her “popping off” before starting, but B would have one pump on right from the start and run with it on for a mile, by which time he would have the steam pressure reduced to 110 pounds. As we then struck a heavier grade, he would shut off the pump and run with it off for half a mile, by which time the pointer would run up to 122 or 123 pounds; he would then resume pumping and in the next mile the steam pressure would run up to 130, which was the pressure carried. A half mile further made with full pressure brought us nearly to the top of this grade and was the point at which B would call for the other pump to go over the easier grade of a mile. As a result the pointer would be back again to 110 at the end of the four miles. The pumps would both be off for one mile, one on in the next

mile, and both on in the third mile of the next section of road, which brought us to another tank. In these seven miles B would thus run one and one-half miles without a pump and two miles with both pumps, making one-half mile single pumping more than the miles run.

In making the seven miles with A, and also with C and D, I noticed that on leaving the first tank they would shut off the pump and run with it off for the first mile, which is an easy grade. The pointer would stay at 130 all the time, and being now at the foot of the heavier grade we were in good shape for it, having all the steam we could carry; the new coal put on at the tank being well kindled up, the pump was put on and would have no effect on the gauge, and the pointer would stay right at 130 all the time. On trying the water when three miles had been made, she would appear full and would not need the other pump, but while running over the easier grade a little easing up on the pump would allow the introduction of a little more coal without reducing the pressure to an appreciable extent and thus allow the next three miles to be made with a full pressure of steam and bring her in to the next tank full of water without using the second pump. We would thus have seven miles covered with only six miles of pumping, and part of this not at full throw, thus making one and one-half miles of pumping less in this case than in the first. Now as the pumps will ever make the same number of strokes in a given distance, it is at once evident that B somehow or other managed to use that much more water, and that I had to furnish just that much more heat to convert the water into steam, and this explained the extra ton of coal. Now, how did he do it? Simply by pumping while my fire was "green" or "new" and thus reducing the pressure; then in order to *try to make time* he had to give more throttle or an extra notch or two on the reverse lever, and thus instead of keeping up his supply he was constantly running his water down or using the second pump to keep it up. Yet, still, it was an old engineer, one by virtue of seniority entitled to good runs, but the sight of a fair face or a neat ankle had more charms for him than his business, and that is the only explanation that I can think of to account for such a state of affairs which years of running do not make better.

Having thus shoveled hundreds of tons of coal uselessly, do you wonder that I cry for improvements wherever needed? I know that there are lots of men who do not need to heed the cry, for they know it all now and could not get out of the "rut" into which they have got, but there are some still left who feel their lack of knowledge and are ready to live and learn, and

these are the men to whom the future holds out glowing promises of good cheer, for the time is drawing near when only those who can pass examinations will be eligible to promotion, and then woe betide those who are not ready.

*William Weiler.*

#### RESPONSIBILITY FOR ACCIDENTS.

The first serious accident to begin the record of death and destruction for the year 1894 occurred on the Morris and Essex division of the Delaware, Lackawanna & Western, whose previous record of immunity from serious accidents was so entertainingly presented by Mr. Weiler, in the January MAGAZINE. On January 15th eleven persons were killed and thirty-seven injured in a rear end collision which occurred on that road. From the truly remarkable record presented by Mr. Weiler one would be justified in the inference that the Morris and Essex was operated by a highly efficient and competent corps of employees, yet, if the newspaper accounts are correct, the company is just now showing its appreciation of this fact by trying to place all responsibility for this terrible accident upon the shoulders of certain of its employees.

It appears from the report of this accident that the forward train, which had slowed up on approaching a drawbridge, was protected by torpedoes, which the engineer of the following train failed either to hear or heed, and, there being a heavy fog at the time which obscured his vision, he crashed into the forward train with terrible results. When one considers the wonderful immunity from accidents that this road had previously enjoyed, it is simply astounding that they had no better method of protection for the immense number of trains they run than they seem to have had. How any set of employees could conduct such a business for so long without serious accident is certainly a mystery, and that they did so speaks volumes for their intelligence and watchfulness. The evidence ought to be conclusive by this time that torpedoes are not to be relied on as a means of protection against even ordinary danger, yet it appears that they were the only instruments furnished by this company as a means of protection under what were certainly extraordinary circumstances of danger. And now, to cover up its own shortcomings, the company is trying to place the responsibility for the accident upon its employees. The *American Machinist* comments on this affair as follows:

The recent collision on the Delaware, Lackawanna & Western Railroad, from the effects of which, at this writing, eleven persons are dead and several more in a critical condition, was due to one cause, viz: the neglect of the company to employ the block signal system. Some of the employees may have shown lack of judgment, but whether this is so or not is entirely beside the question. The main point is simply this:



in all human probability the accident would not have occurred had the block system been employed. The railroad company should not be allowed for a single moment to divert attention from this one simple and all sufficient fact, by the usual plan of laying the blame upon its employees, and by spacious argument aside from the main issue. Discipline of employees is something that the public may just now well leave to the company, or the courts, bringing all possible pressure to bear to the end of compelling the company to adopt common sense, well approved methods of operating its road. The failure to do this, as can be plainly seen, caused the horrible slaughtering of passengers, and furnishes the only occasion for an inquiry as to whether this or that employee did the best he could, or that could have been done, under conditions made entirely unfavorable by the neglect of the company. The sacrifice of life by this accident is entirely inexcusable, and the blame should be put squarely where it belongs, that is, against the company, on whose behalf no excuse should be considered as carrying any weight.

There was a time when the torpedo was a fairly safe and efficient instrument for the protection of trains, but that time is past; the torpedo is out of date, but it seems quite certain that railroad companies will never recognize the fact until public clamor becomes so great as to compel them to do so. In the meantime, trainmen should learn to rely on the torpedo just as little as possible.

As showing the tendency of some railway managers to attribute the occurrence of railway accidents to any and every cause but the right one, and their anxiety to force as much of their own responsibility as possible upon the employees, the following from the *Railway Age* is interesting:

"There ought to be no seats in engine cabs," said a manager in referring to a terrible rear end collision which had just occurred in the night. He went on to remark that undoubtedly many night collisions have taken place while the engineers were sleeping upon their comfortable high-back seats and would not have occurred if the men had been obliged to stand when on duty, as they are on European railways, where seats for the engine driver are unknown.

The *Age* is not prepared to say positively that the cab seat ought to go, but it says that "the proposition is advocated by some practical and capable railway men, and is submitted for consideration."

Up to this date none of those "practical and capable railway men" of whom the *Age* speaks have come forward with any evidence to support the hypothesis presented above, although two correspondents, an engineer and a conductor, and who may be presumed to be both practical and capable men, have argued for the retention of the cab seat, showing by instances of their personal experience that the cause of engineers going to sleep while on duty was overwork rather than the presence of the cab seat, and that, under such a condition, compelling them to stand up is no remedy, as when men are overworked they are as liable to go to sleep while standing up as in any other position. It is incumbent on

those persons who hold up the European practice in this matter as one to be imitated, to show that some part, at least, of the greater immunity from accidents enjoyed by European countries is due to the fact that engineers are obliged to stand up while at work. This must be done in order to establish a valid argument in favor of that practice, and with the very complete system of signaling in use in most European countries, it may be set down as impossible to estimate what influence, if any, the practice of standing has in preventing accidents. But now that the subject has been opened we may expect the whole crowd of theorists to come forward with their demonstrations showing the terrible consequences that are almost certain to occur when hot boiler-head, soft cushion and sleepy engineer are brought into combination with each other.

There are several reasons why there is no proper standard of comparison between American and European practice in the matter of cab seats. In Europe the trains are lighter, the runs are shorter, the track is smoother than here, in addition to which the law takes a very decided stand in protecting the employee from being overworked. The English railway company that should require one of its employees to remain on duty for a period of from twenty-four to thirty-six hours at a stretch would lay itself liable to very severe penalties, whether an accident was shown to have occurred from that cause or not. It is needless to refer to American practice in this matter for purposes of comparison. However, it is noteworthy that there is just now going on in England a very decided agitation for some form of cab seat to be adopted for the use of the engineer, as we have in America. It is claimed, with much show of reason, that the great prevalence of kidney diseases among European engineers is due to the fact that they are compelled to stand while on duty, and it is shown that the liability to accident is increased, rather than diminished, by the absence of seats; the pain and excessive fatigue to which engineers are subjected by reason of their standing position distracts their attention from their duties, thus rendering them much more liable to commit fatal mistakes than as though they were permitted to sit down. The agitation for the abolition of the cab seat, if agitation it may be called, is but an attempt to divert public attention from more serious questions. If the general public had no other danger to fear from railway travel than the presence of cab seats on locomotives it would indeed be fortunate, because of the fact that the danger would be so promptly and effectually removed!

Wilfred P. Borland.

**TRAVELING ENGINEERS' ASSOCIATION.**

We have received a report of the proceedings of the first annual meeting of the Traveling Engineers' Association, held in the city of Chicago, September, 1893. We have read the president's address with special satisfaction. It is practical from start to finish. Among other things, he is reported as saying:

The traveling engineer has a great many duties to look after; some of them are pleasant, others are very disagreeable; all are responsible. The good men in charge of engines must be encouraged, the inexperienced instructed, and the indolent, careless ones notified as quietly and certainly as possible, that, if they do not attend to their work somewhere nearly as well as the best, that they can expect to be disciplined. Mercy is sometimes thrown away on a lazy man, just the same as running repairs are thrown away on an old back number engine, ready to be cut up and sold for scrap. The traveling engineer, no matter by what title he is known, has come to stay. A few years ago they were looked upon as one of the luxuries of railroad management, and there were very few in service. Now there are over 500 of them, all more or less appreciated according to their usefulness. If we desire permanent employment or promotion, we must show the managers that we can more than pay our way in the increased efficiency of the engines, in economy of fuel, and in looking after the small every-day leaks that can be stopped.

We notice that Messrs. John A. Hill and Angus Sinclair are credited with having helped the association to achieve success, which the president acknowledges, as follows:

In this work (organization) we were very ably assisted by Messrs. John A. Hill and Angus Sinclair, who gave us the use of their office to meet in, and helped us in various ways. Mr. Hill kept the question alive in the columns of *Locomotive Engineering*, and sent out our circular calls everywhere. On the first night of our meeting they gave us a banquet which was enjoyed by all present. Ever since the first start, these gentlemen have helped us along, and we are proud to have them with us as members. The thanks of the association are due them.

We congratulate the association upon its prosperous condition, and wish it a large measure of success.

**MASTER MECHANICS' ASSOCIATION.**

The committee of the Master Mechanics' Association have issued circulars to all members of the Association as follows:

**SPECIAL SHOP TOOLS.**

Your committee, appointed to report on "new or approved appliances, either hand, power, pneumatic, hydraulic or electric, applied or applicable to locomotive manufacture and repair," desire to get all the information possible on the subject, and in order to present a paper at the next convention of our Association that will give the members full information as to what is now in successful use in various shops, earnestly request all members who have in practical use at their shops any of the devices named, or who can give reliable information concerning the use of them in other shops, to send blue prints, photographs, printed cuts or pencil sketches, with any written or printed matter they can get in connection with them.

Your committee hope that members will not confine themselves to appliances purchased from builders, but include any device that they may have gotten up, or that may have in any way originated in their shops.

In many shops there are special forms of jigs, holders and small tools, invented to cheapen work or to make production accurate and interchangeable. Particulars concerning these minor tools ought to be sent to the committee without fail.

Answers to be sent to T. W. Gentry, Master Mechanic, Richmond & Danville Railroad, Manchester, Va.

T. W. GENTRY.  
GEO. L. POTTER.  
H. D. GORDON.  
G. R. JOUGHINS.  
WM. SWANSTON.  
F. R. MILES.  
*Committee.*

**EXHAUST NOZZLES AND PIPES.**

1. Do you know how to locate exhaust-pipes to get the best results? If so, how?

2. Should location of exhaust-pipes be the same for straight stacks and taper stacks?

3. Have you had any experience that would show that too large an exhaust-nozzle would have the same effect on the fire as one too small?

4. Your committee realizes that they have considerable work before them, and would be greatly obliged to you if you will promptly reply to the foregoing questions; and if you have any suggestions on this line that will be of benefit, and have had any experience that the committee could make use of we will appreciate same.

Please send replies to R. Quayle, C. & N. W. Ry., So. Kaukauna, Wis.

R. QUAYLE.  
W. S. MORRIS.  
J. W. HILL.  
J. MCNAUGHTON.  
WM. FORSYTH.  
D. L. BARNES.  
*Committee.*

The circular calling for information on the subject, "Cost of Maintaining Locomotives," which was issued last November, received so little attention that it was found necessary to send it out the second time. This circumstance is probably what induced Secretary Sinclair to send out the following reminder:

"Swee'r is the mon wha winna gie advice," says a Scotch proverb; and the same philosophy adds, "e'en the diel will sha the wy tae Perth."

Members ought to be prompt answering Circular Questions of Committees—it's as cheap and as easy as to "gie advice," or to point out the right road to a traveler.

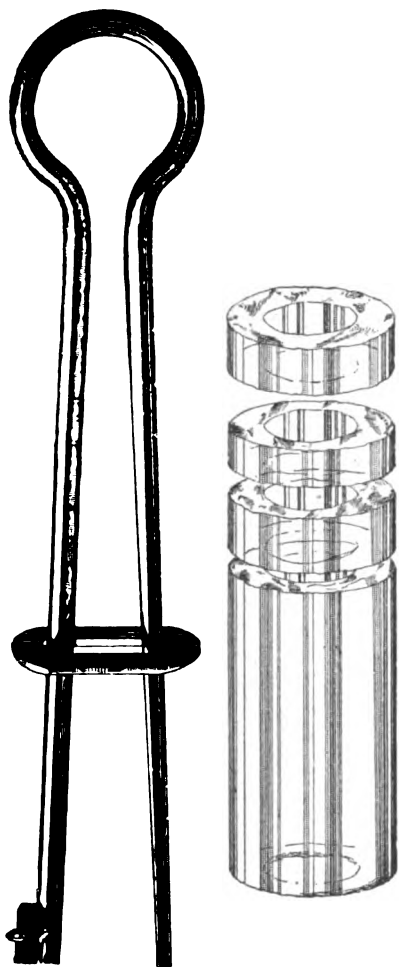
Committees do lots of work for the benefit of the Association—lend a hand. It is a duty and ought to be a pleasure.

ANGUS SINCLAIR,  
*Secretary.*

**PATENT GAUGE GLASS CUTTER.**

Our esteemed friends, Messrs. Stannard & White, of Appleton, Wis., are offering to engineers their patent gauge glass cutters, which is something new and valuable and which cost only 50 cents. The cut illustrates the working of the cutter, which for simplicity and perfection fills the bill. Messrs. Stannard & White are railroad men, members of the B. of L. E. and B. of L. F., and are entirely reliable. Their word is as good as a United States bond, and when they say a thing is good for engineers controversy is at an end, for which the MAGAZINE cheerfully vouches.

Agents are wanted by these enterprising manufacturers on all the lines of railways



on the continent. Their cab seats, which have long been advertised in these columns, have commanded a wide sale, and that there will be an active demand for the gauge glass cutter goes without the saying.

#### From the Field of Experience.

MR. EDITOR:—I recently observed an article in the mechanical department, written by Mr. Moore, devoted to methods of oiling, and I must say that I cannot find it in my practice as an engineer to agree with him; nor do I believe he would follow his method very many times if he went out on an engine I was running, as he might be compelled to resort to a gallon of cure because of failing to use a pint of prevention. Before starting out, I oil rather copiously as compared to other oilings, as a general proposition, and I believe all theory will logically bear me

out in so doing. When an engineer who knows his business takes charge of an engine, he makes up his mind to render to the company the greatest amount of service at the least practicable outlay of expense, and, not content with the knowledge that "Bill" did it so, he watches closely for the effect of different causes and learns to trace from effects back to their attendant causes. This engineer will, at first, feel sure that something will run hot; he oils copiously and frequently and each time he oils he closely observes the different bearings and notes their condition; he soon learns that oil does not evaporate nor run off as rapidly as he at first imagined it would, and, consequently, he at first reduces quantity and then, by closely following up the line of observation, he finds that he can materially increase distance, until ere long he is making fifty or more miles between oilings, unless a great deal of switching is included in his work, and when he gets in there is not a great deal of oil left to run down and lubricate the bearings very profusely, and the engineer who goes out must use a little common sense and enough oil to properly saturate the packing at the various places, or be confronted by necessity to cure what he could have obviated by a proper exercise of judgment. I have given the lubrication question a rather close study and may say that I do not follow any fixed method, but closely observe the action of different engines and treat them as my judgment indicates is proper, weather and work being taken into consideration as factors not to be lightly ignored. Following out this line recently on an engine I was in charge of for about ten days, I started out from this point, after using about one and one-half pints of oil, and made a run of 95 miles in two hours and thirty-two minutes without having made a stop of any kind, and the rate of speed was at no time less than 15 miles per hour, and only as slow as that through three towns along the line, and when I arrived at my destination I felt the engine all around and found everything perfectly cool. But all conditions were favorable; it was a night run; the weather cool and calm; no wind to blow dust on the bearings nor rain to wash the oil off, and no heat to cause it to run off. As a general proposition, I run from 35 to 70 miles to an oiling; if on a local run the lesser number; if on a through freight with no considerable delays, I usually run from 50 to 70 miles according to convenience, but I make it a rule to use sufficient oil at the first oiling to make me safe in the run.

Having recently seen the reply of W. J. Edwards to Wm. Weiler, regarding his dead engine, I am lead to state that I do not wonder at Mr. Weiler's query that elicited this reply, although I have not seen the original article which drew forth the query. I must

say that, according to my view of the subject, Mr. Edwards was not justified in killing his engine; I am sure I would not venture to do so here and let the facts be known, unless I was tired of my job and wanted to be relieved of the trouble of quitting. With us here the water question is of great moment, and on most of our divisions there are seasons in the year when if a very few little details go wrong the inevitable result is a run for water, and on such occasions I have frequently reached a tank with not more than an inch of water on the crown sheet, but I didn't have a "stiff" in consequence. I just had the fireman put on the blower and get up enough steam to work the injector, and proceed just exactly on the lines laid down by Mr. Weiler, and usually, in about twenty or thirty minutes, had steam enough to go back for my train and then be able to proceed in a short time without much delay either to my own train or to those I was meeting, and what I have done here in this line has been done by almost every engineer on the road. I remember two occasions which were the closest calls I had to come out all right. One was a never to be forgotten trip on Christmas morning, 1891, battling against a cold "norther" with a heavy train, and to make matters worse the engine began to foam to such an extent that I would be compelled to repeatedly shut off to let the water settle and then start again. I finally discovered, from my injector breaking, that I was out of water, and started to run. When I got about one mile from the train the water in the boiler had settled and I found that I had no water in sight. Just where we stopped there happened to be a pond, so my fireman and myself took turns in carrying water up a twenty foot hill, and by that means managed to get enough to get one solid gauge in the boiler, and I still had six miles to go to reach a tank. But I made it. I laid the passenger train out about fifteen minutes by so doing, but had I killed my engine and been compelled to fire up again I would, in all probability, have laid her out a couple of hours. On the other occasion I was detained by a train ahead of me on a very hard hill. The engineer of this train had to run for water and found he had not enough water to make the run, so had to kill his engine, and I was compelled to wait there on the hill side until his conductor walked back to the station he had passed, a distance of seven miles, and then back, up to where we were, a distance of three miles, and then we went back down the hill to the station and their crew let their train down the hill. We then proceeded to saw by several trains and continued on our journey. When I got within a half mile of the top of the hill my injector broke, but after I reached the top of the hill and started down the other side I got the

injector to work again and drained the tank, so that when I reached the station I had just two gauges of water in the boiler and was ten miles from the tank. About one-half of this distance the engine would roll, ordinarily, but that morning had to be unfavorable, as a strong head wind was blowing, and the result was that the last two miles was accomplished simply on my knowledge of how fast the water had gone down before it was lost to sight and how far it was from there to the crown sheet. When I got to the tank I stopped, applied the brake, and put the reverse lever in the centre notch; then pulled open the throttle and was gratified by seeing that I could raise the water to the first gauge. I then replenished the fire and put on the blower, and, as I had 65 pounds of steam, got the injector to work, and by the time the tank was full I was ready to go up to the station, three-quarters of a mile distant.

I note some comments on air by several contributors, and all of great value, especially those relating to emergency stops, and I should say, most emphatically, never release your partial application when you want to stop quick. You will lose too much pressure by so doing. Just turn your valve handle around to quick action position, open your sand lever wide, and get your reverse lever to looking in the opposite direction—quick. Then you might go to looking for a soft place to fall, and you will have the satisfaction of knowing that you have used everything at your command to the best possible advantage.

Mr. Borland's comment on the deadly angle cock recalls to my mind a number of instances in which the same thing happened to me, and I had intended to state them in reply to J. R. Norton's article, so as to show that the parts which would be left in case of a wreck might be all right and still the brakes be inoperative, all on account of the deadly angle cock.

Mr. James Carey's definition of a triple valve, in answer to J. R. Norton's query, does not go far enough, and further on I notice that J. R. Norton's own answer to the question is different from all the reasons I had ever learned as to why a triple valve is so called; my idea being that it is so called because, as its name indicates, it is three distinct valves: the one in one position to make a straight air valve, the other to make an automatic air valve, while the other is to render the brake with which it is in connection inoperative, that is, a cut-out valve. Perhaps I may be wrong in this, but it seems to me that it comes nearer being a definition of the triple valve than the one given by Mr. Norton.

And now, with a question, I will draw my remarks to a close. I was running an engine two years ago which was equipped

with tank and driver brakes that acted peculiarly; when I had a train with air cars and made an application of the brake, brake on engine and tank would hold; but if I had no air cars and made an application of the air brake, it would release before I had run a mile. Why was this? Recently I was on an engine that, when releasing an application with air working on engine only, the tank brake would release all right, but with a train, when release was made, the tank brake would stick. Why?

In my next I will give details of a make-shift in the case of a broken eccentric strap.

GOLDTHWAITE, TEX.

A. J. Schmidt.

#### Questions Concerning Compounds.

MR. EDITOR:—I wish to ask for enlightenment on a few points concerning a compound locomotive through the columns of our valuable MAGAZINE. Several months ago I was assigned to engine 249, a compound just arrived from the Baldwin locomotive works. I had had no previous experience with this type of engines, and at first I did not want to take her, but finally did so and remained with her seven or eight weeks. During the time I had her she would throw water from her stack continually when working with more than one and a half gauge of water in her boiler. This was thought by my engineer, and others, to be due to the boiler being new, but they were evidently wrong because she seemed to get worse instead of better. However, a gentleman who claims to know all about compounds told me recently that the trouble was caused by the lower pressure cylinder not being able to relieve itself of condensed steam except through the exhaust passages and stack. He further claims that it is not possible to start a train with a compound while working in "cylinder cock position," but this, I know, is not correct. But if it be true that it is not possible to relieve lower pressure cylinder of condensed steam with cylinder cock, I will ask some person who has had experience with these engines what is the object of putting them on at all? Surely, not to frighten stock off of the track. From this gentleman's explanation I can find no other reason, and if he is correct, the Baldwin locomotive company have made a big mistake, which must be righted before the compounds can be called a success. But my experience leads me to believe differently. The cylinder cocks and rigging are put on a compound for the same purpose that they are put on a simple engine, the only difference being that instead of relieving two cylinders of condensed steam, they must relieve four. For instance, when cylinder cock lever is put in cylinder cock position you are giving engine just a little more power than if she was compounding,

and with just enough steam pressure in the low pressure cylinder to overcome the resistance from the high pressure cylinder that is against it, and therefore each cylinder is drained of condensation. I have never seen my engineer cut engine into high pressure. He works her compound all over the division, and informs me that the high pressure is only used when there is danger of stopping on a steep grade. I would like to write more on this subject, and in reference to the valve in cylinder cock rigging. If we would study the workings of this valve more, the compounds would not appear so complicated.

MERIDIAN, MISS.

T. P. Knapp.

#### The Air Brake.

MR. EDITOR:—In the January number of the MAGAZINE, I notice a question from Mr. Garaghty: "Is there any communication between the air gauge and the train pipe when the engineer's valve is in the lap position?" I would say, for the information of all concerned, that no matter what position the engineer's valve may be in the air gauge is at all times in communication with the train pipe. This is easily proven. Let Mr. Garaghty take an engine before it is coupled onto the train, having the maximum pressure, say 70 pounds, on train pipe as indicated by the black pointer. When the pointer has become stationary, put the engineer's valve on lap position and open the train cock on tank enough to cause it to leak. It will be observed that the black pointer drops back, and with a rapidity proportioned to the extent of the leak at train cock. This should convince all doubting ones on that all important question.

SAGINAW, MICH.

Andrew Reid.

#### Utility of Air Pressures.

MR. EDITOR:—In order to settle a dispute will some of the numerous readers of the MAGAZINE kindly consider the following question:

Suppose we have a dead engine that has to be moved a distance of six miles, the first five are down grade enough to permit the engine to roll, and the last mile of which is up grade. Could air enough be accumulated in the five miles' run down hill to run the engine the last mile up hill? Again, suppose an engine with 90 pounds of steam is rolling down hill at the rate of forty miles an hour, when she is reversed and the throttle is opened; will the air pressure obtained overcome the pressure of steam? In other words, will air enter the boiler or will steam leave the boiler? Also, can one engine be towed around by another so as to get air pressure enough to work an injector?

SANFORD, FLA.

J. M. Bunker.

**How to Feed a Boiler.**

MR. EDITOR:—In reply to the criticisms of Mr. Weiler I will say that his method of treating the circumstances I have before detailed, is no doubt the proper one, and should I get caught in a similar fix again I would endeavor to follow it; but "circumstances alter cases," and Mr. Weiler should remember that, in the case in question, I drew the fire in obedience to the engineer's orders. In regard to pumping, I think it proper to carry water in top gauge-cock when working steam. The water supply in a boiler should be sufficient, when an engine ascends a grade, to prevent the front end of the tubes from being uncovered, and, when descending a grade, to cover the back end of the crown-sheet. I consider the most economical method of feeding a boiler is to let the amount of water delivered to the boiler be in proportion to the work the engine is doing; or, in other words, to avoid an irregular feed by which the boiler is alternately either under or over supplied. A uniform and constant feed is undoubtedly proper, but a deviation from this rule is recommended by competent authorities under the following circumstances: On approaching a steep grade as much water should be fed into the boiler as it is safe to carry without priming, and the fire should be in proper condition to heat the water as hot as possible before reaching the grade. The reason for this is that when ascending a grade the boiler is often taxed to its utmost capacity to generate the required amount of steam, and it will be of material assistance in doing the work if any portion of the water to be evaporated during the ascent has previously been heated. Should it be necessary to feed water after pitching over a summit, the fire should be bright and burning freely. This is necessary to prevent chilling the flues, which would cause them to leak. If the boiler is amply supplied with water when descending a grade—if the grade is very long—the fire should be leveled over and covered with a sufficient amount of fresh fuel to prevent unnecessary waste of fuel and steam; the dampers should also be closed. When descending a long grade, or when standing on sidings, care should be taken to have a sufficient depth of fuel near the flue-sheet. If too thin the fuel will soon be consumed, grates will become bare and cold air will be admitted, which will cool the flues and cause them to leak.

ALLEGHANY, PA.

W. J. Edwards.

SOME French savants recently succeeded in raising a balloon ten miles above the earth's surface; it carried no persons, but had ingenious instruments, driven by clock work, which recorded temperatures. At 7½ miles above the earth the temperature was 60° F. below zero.—*The Engineer*.

**Detection of Leakage in Train Pipe.**

MR. EDITOR:—In reply to Mr. Garahty's question concerning the detection of leakage in train pipe when engineer's valve handle is in lap position, I will say that when handle is in lap position there is no communication between train pipe air gauge and train pipe, as all ports are then blanked. If, when the handle is in lap position, the train pipe air gauge hand drops back, you can rest assured that there is a leak in either the rotary valve or small reservoir, or some of its connections. If the valve leaks the pressure in train pipe and the pressure in small reservoir will be equalized by the equalizing discharge valve, due to the reduction of air in train pipe through leakage. The pressure in small reservoir being less than before, and equal to train pipe pressure, the air gauge hand will drop back in proportion to pressure in train pipe. The same results will occur when there is a leak in small reservoir or connections when no leak appears in the rotary valve.

I will now ask a question. If the pump governor refuses to work, or the main reservoir gauge pipe is broken, is there any way to ascertain the pressure of the main reservoir?

Charles M. Ginter.

SOUTH CHICAGO, ILL.

A MOVEMENT has been initiated in congress looking to a reorganization of the navy in some respects, especially in the force of line officers. Such a reorganization seems to be needed badly enough, and we shall hope that in such a reorganization the fact will be recognized that naval vessels are now machines, and that the engineers who must manage them should at least be given sufficient authority to enable them to control their own departments; at least sufficiently to know that when they place a man in a certain position to do certain work, he will not be removed without the knowledge of his superior officer, and simply upon the arbitrary order of a line officer absolutely ignorant of the consequences of his removal. Private establishments could never be run on any such principle as that which obtains in the navy, and the navy stands it only because the people can be taxed without limit to pay for it.—*American Machinist*.

THE engineers and firemen of Victoria, Australia, have been agitating against running trains on Sundays. The grievance committee on that end of the globe becomes a deputation. A deputation waited on the minister for railways to protest against running Sunday trains, and they were told that they held the remedy in their own hands, as there was no law compelling the men to work on Sunday. He intimated that refusing to go out on Sunday would stop the practice.—*Locomotive Engineering*.

## WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER.

Letters for publication should be directed to Ida A. Harper, Stanford University, California.

### HOLIDAYS ON THE PACIFIC SLOPE.

It is the misfortune in writing for a magazine that the matter must be prepared two months ahead, and yet it may be that even at this late date our readers may enjoy a bit of holiday description.

If the climate everywhere were like that of California, there would be none of that Christmas literature which delights the children and makes old hearts grow young. The deep snow drifts, the frosty air, the great fireplaces with their blazing logs, Santa Claus with his reindeer and sleigh, all these stereotyped features of the Christmas tide, would have no place and would be regarded as the fairy tales of a vivid imagination. To those of us whose early associations are inseparably connected with these pictures, there can be no genuine midwinter holidays without them. In California we only make believe it is Christmas. The warm sunshine, the newly made gardens, the morning song of the lark, delude us into thinking that we have dropped a few months from our calendar and are celebrating the Easter festival.

Christmas of this season found us at Monterey, at the far-famed Hotel del Monte, which has been extolled by presidents, princes and prelates. In the early morning we stroll through the park and garden, or, properly speaking, one little corner of them, for the hotel is situated in a park of 7,000 acres, and 125 of them are laid out in gardens. Here, on Christmas day, the heliotrope is peeping into the second story windows and laden with blossoms, there is a mile of gorgeous chrysanthemums and another of callulies, the beds are bordered with an infinite variety of blooming pansies, clusters of orchids nod their grotesque heads and the air is fragrant with the incense of roses and violets. At 9 o'clock, in a carriage drawn by four spirited horses, we start for the famous eighteen mile drive along the beach, which, for variety of scenery, is unsurpassed in the world. A mile away is the ancient town of Monterey, the oldest spot in the state which has any place in written history, founded by the Spaniards about 1600, under the directions of Philip III of Spain. After telling the story of the cross and the altar and the mass under a great oak tree, history is silent for more than a century and a half. In 1768, a band of Franciscan missionaries established a mission here, whose ruins are still seen. A fascinating romance lingers around this old Spanish capital. A number of the ancient adobe

buildings yet remain, the sides moss-grown, the tile roofs black with age, historical ruins, the old custom house, the governor's mansion, the rude chapel, fragments of falling walls. At low tide, by an abandoned wharf, may be seen the decaying hull of a ship, the sloop Natalia, upon which Napoleon escaped from the Isle of Elba and returned to France. The vessel was afterwards purchased by the Mexican government and, in 1837, was sent to Monterey with a commission authorized to secularize the property of the missions, and while it was in the harbor it was sunk by a storm. It wrings the heart of one who loves antiquities to see the ruins of Monterey crumbling and neglected, and being replaced by the smart little frame buildings of the modern town, bright with paint and gay with cheap ornamentation.

Two miles further on, located amid lofty pines and extending down to the shores of the ocean, is the pretty town of Pacific Grove, a delightful summer resort, which attracts about five thousand people each season. It is the site of a Chautauqua assembly and numerous conventions of many kinds. It is the terminus of one branch of the Southern Pacific railroad, and is an ideal place for a summer home. Half a mile away is an ancient granite lighthouse whose little candle still sheds its beams to warn the ships away from this dangerous point, for here the waves of bay and ocean meet and dash with tremendous force against the great sentinel rocks which terminate the peninsula. The drive here leaves the ocean and plunges into the forest, primeval indeed, for man has not interfered with the handiwork of nature. The tall pines seem to touch the clouds, and below is a thicket of ferns whose size and density can be imagined only by those who understand the luxuriant vegetation of California. After winding through ravines where the sunlight never falls, we come again upon the magnificent beach and pause on a high promontory. The dark waters of the Pacific stretch far beyond the vision and the great waves roll and break upon the shore in a solemn and never-ending anthem. A short distance from the edge, standing in solitary state is the noted "seal rock," and clinging to its sides are thousands of seals, whose hoarse barking blends with the monotone of the waves.

Perhaps the most unique feature of this drive is Cypress Point, a stretch of rocky coast, high, wind-blown and storm-swept, and, rooted in its scanty soil, are those strange trees which are known as the cypresses of Monterey. Nothing like them is found in the world. How they came here is a mystery, whether the seeds were brought by the wind or the birds from an unknown shore, whether they are a changed form of some ancient cedar, whether they are a pe-

culiar product of this spot, never will be known. Ugly, misshapen, half dead, half alive, they appear to be centuries old, and promise to live centuries more.

From the ancient trees to an ancient race of men seems a natural transition, and yet the inhabitants of China appear strangely out of place in this little, desolate fishing village, their dirt and squalor standing out in wretched contrast to the long expanse of pure, clean beach in front, the vast stretch of odorous, health-giving pine forest behind.

What a rare discrimination had those early Catholic fathers, what an eye for the beautiful in nature, what a judgment in the selection of sites for the location of their beloved churches! In the loveliest spot of all the charming region that encircles the Bay of Monterey, the Franciscan priets, a hundred and twenty-five years ago, built the Mission San Carlos de Carmelo. The Carmelo valley is a perfect example of natural beauty. It lies among mountains which slope from snow-capped summits to evergreen-crowned hills, enveloped in purple mist. The Carmelo river, cold, clear and sparkling, brings perpetual bloom and verdure. On a rise of ground, overlooking the Pacific ocean, stand the old stone church and the crumbling walls of the monastery. A fund is being collected for the "restoration" of this old Carmelo mission, and the lover of the antique will see with anguish that the picturesque roof of mossy tiles has been replaced with one of painted shingles, and that one mouldy, lichen-covered wall has been treated to a coat of whitewash! Fortunately the fund accumulates slowly, and on the other side mosses, ferns and shrubs are still growing in the mouldy crevices of the wall. The ancient belfry and the rude, stone carving over the door are untouched, and the interior has not suffered from the desecrating hand of the "restorer." Four of the faithful old priests have lain for a century within the stone niches in the wall, and beneath the floor of the chapel repose fifteen of the early Spanish and Mexican governors of California. The long dark arches and the cold, mildewed cloisters strike a chill to the heart of the visitor and he almost hears the rustle of ghostly garments.

Out into the blessed sunshine, and, at a whirl of the lash, the four horses dash down the hill, through the fragrant valley and the resinous pine groves, along the pebbly beach, under the spreading live oaks, and up the broad driveway to Hotel del Monte. A novel way of spending Christmas and yet a pleasant way, if one can shut out the memory of others that were very different.

From Monterey we went to Santa Cruz, which is situated on the other horn of the

crescent that holds the beautiful Bay of Monterey. From its lofty cliffs is one of the finest water views of this hemisphere, and its long rows of terraces are crowned with many lovely homes. It is a pretty city of seven or eight thousand inhabitants and has all the modern improvements. There are many points of interest, but we soon found that we would appreciate them better in the summer, as the ocean and mountain winds combined make the climate on these high bluffs a little severe, even for people accustomed to cold eastern winters. So, with the promise to come again in the midsummer vacation, we started for the great metropolis of the state, longing for a taste of city life once more before settling down to a quiet winter of literary work. We came up by the narrow gauge of the Southern Pacific R. R., which runs through the heart of the Santa Cruz mountains. More picturesque scenery could scarcely be imagined, through gorges and cañons, over mountain peaks and precipices, dashing through tunnels and coming out into exquisite valleys. There are numerous hotels and summer resorts scattered along the road, and it surely seems that here, if anywhere in the world, would be found health and vigor. The most interesting spectacle is the forest of big trees, twenty feet in diameter, and capable of holding fifty persons within their hollow trunks.

We found no improvement in the weather of San Francisco. The fogs rolled in, morning and night, with a penetrating dampness that chilled one to the marrow. We took advantage of the first sunny day to visit the University of California, situated on the high hills of Berkeley and commanding a magnificent view of the city, harbor and surrounding country, but a fog suddenly poured in, so dense we could not see the bottom of the hill. Sight-seeing was out of the question. When we came out of some place of amusement, late in the evening, we would find policemen with lanterns, standing in the streets to prevent collisions in the fog and darkness. We sent longing thoughts toward our comfortable home at the university, and, in a very short time we followed our thoughts. Although only thirty miles from San Francisco, we are so shut in by the mountains, as to have a far warmer and dryer atmosphere. But we are ready to testify that the climate of California is not entirely tropical.

#### THE MID WINTER FAIR.

A tale of two cities! The World's Fair at Chicago, the Midwinter Fair at San Francisco, the Great White City, the City of Palms! The spectacle reminds one of the dissolving views of a stereopticon, the World's



Fair fades away, there is a misty blur for a moment, and then there appears upon the canvas another wonderful picture. Every visitor to the great exposition at Chicago exclaimed with a long sigh, as he shook the dust from his aching feet, "I never want to see another," and yet, even now, in all parts of the country, people are making their plans to cross mountains and plains to attend the fair at the City of the Golden Gate. It was a common remark at Chicago that not in the lifetime of the present generation would a similar enterprise be undertaken, and yet, before its buildings have been removed, before the echoes of the Midway Plaisance have died away, behold another fair is almost completed. The exhibits at Chicago were packed away, only to be opened in a few weeks at San Francisco. In this age of surprises we shall have to eliminate from our vocabularies the words "never again."

It is perhaps only in this remarkable Pacific coast city that such an undertaking could be made a success. There are two reasons why there will be no lack of visitors; 1st, because there are great numbers of people throughout the far west who could not attend the World's Fair, and will rejoice to have its treasures brought within their reach; 2d, because, practically, everybody in the United States intends at some time to visit California and will find now an unusual opportunity. There is no doubt but that the railroads will profit by their experience of the past summer, and the indications are that there will be a remarkably low rate from eastern points, with an extended ticket which will enable the purchaser to travel over the entire state, although at this writing it is impossible to say. The fair, of course, is intended to boom the state. Visitors from the other side of the Rocky Mountains will leave a region of ice and snow and zero weather, and roll down this side of the slope into as near Paradise as exists in the western hemisphere. The thermometer probably will be among the seventies, the air will be fragrant with the perfume of flowers and fruit, and the panorama unfolded, as he goes through the beautiful valleys, that extend from central to southern California, will be far beyond any work of the painter's brush or the poet's imagination.

The fair is situated in Golden Gate Park, overlooking the Pacific ocean. One hundred and sixty acres have been set apart for this purpose, and the seventy-five handsome buildings promise to be in readiness for the opening the latter part of January. Following so close upon the World's Fair, the managers are enabled to profit by all its successes and all its mistakes. The most interesting features of the Midway Plaisance have been secured, the most objectionable

omitted, and many new ones will be added peculiar to this locality. There will be a Liberal Arts building, 462x237 feet, Mechanical Arts, Fine Arts, &c., as at Chicago, all made of the white staff and very ornamental. In these will be placed great numbers of the exhibits that were at the World's Fair, and many others from this country and all the countries of Europe; Russia, for instance, taking 12,000 feet of space, and Great Britain the same.

Visitors, however, and especially those from the east, will be more interested in knowing what attractions there will be here which were not at the World's Exposition. In the Horticultural building, it is not an exaggeration to say that there will be the most magnificent display of flowers and fruit ever seen. There is great rivalry between what are known as the northern and southern citrus belts of the state; each will have its building, and the annual fair, which is held by each, will take place at this exposition, and the finest products of this greatest fruit-producing country in the world will be placed on exhibition. California is one vast flower garden and in the Horticultural building will be a gorgeous carnival of blossoms. People will think they never saw roses before. The whole fair grounds will be a wilderness of palms. There will be also miniature orchards and vineyards, and, out of regard for the feelings of the great temperance element, it will be better not to mention the display of wines that will be made.

Perhaps the most unique and interesting feature will be the mining exhibit. All of the country west of the Rocky Mountains abounds in mines, and there will be a wonderful showing of their products, of every kind of mining machinery and the various processes of mining, from the primitive pick and pan to the latest scientific process. There is to be a complete representation of a mining camp of '49. The street will be 450 feet long, on each side the old time dilapidated shanties, and all the details typical of those early days. There will be the rude newspaper office, the barber shop, where you can have your whiskers shot off or shaved off, saloons fitted up exactly as they were in '49, with bar and gambling tables, and old miners to illustrate all the border stories connected with these places. At the end will be an Indian camp with its uncivilized natives, the lonely graveyard, and occasionally an example of a lynching bee. The identical cabins of John Mackay, Senator Fair and Senator Perkins will occupy a prominent place, and a *fac simile* of that of James Marshall, with his lamp, stove, cooking utensils, saddle, etc. The veritable stage coach of Hank Monk will be there, and there will be daily illustrations of the life of these pioneers, known to the

people of to-day only as they have been immortalized by Bret Hart and other writers of tales of the far west.

It would not be possible to comprise in the brief space of one article the various exhibits that will be presented on a scale not seen before, the large collection of birds, fishes and other animals native to the west, the Alaskan fisheries, and innumerable relics from the old missions which are scattered along the coast, many of them of great value and never before placed in one collection. China and Japan will exhibit on a large scale, on account of their comparative proximity; the building of the former is now being erected at a cost of \$50,000, while Japan will have about twenty buildings.

The rapidity with which this great work has been accomplished would amaze those who do not understand the energy and enterprise of California. And that the necessary funds should be forthcoming, almost on call, need not be so surprising when one reflects that in the city of San Francisco alone there are over one thousand millionaires.

In a future article we hope to have the pleasure of describing the Midwinter Fair more fully for our readers.

#### BY THE WAY.

At the penitentiary of California the strictest surveillance of the officials is not able to prevent the use of opium and the traffic in it among the prisoners. It is brought to them in fruit, in cigars, in little wads of tin foil which are passed from mouth to mouth in a kiss. The prisoners are punished by flogging, by ball and chain, by solitary confinement, by taking away the credits, but have it they will, and when deprived of it they act like madmen, and will even commit murder to get it. This habit becomes a species of insanity and the only safety lies in never taking the first step, the first taste. It seems to be a more insidious, a more dangerous habit than liquor drinking, it is more easily acquired and ruins its victims more quickly.

At the same time that this war is being waged in the penitentiary, a similar one is in progress in the public schools of this same city. A committee has been appointed by the board of education to investigate the evil of cigarette smoking among the children. One of the committee is a physician and he makes the statement that "more than half of the young boys of San Francisco have been physically ruined by cigarettes." Many of them commence before they are six years old, and, according to the testimony of the teachers, the cigarette-smoking pupils are so nervous and weak they can make no progress in school. By the same testimony

we learn that the greatest obstacle to be overcome is the fact that in the great majority of cases the boys fall back on the excuse that their fathers smoke. No doubt in many instances they inherit the craving for tobacco just as the children of inebriates do for liquor.

At Hillsdale college, Michigan, the faculty have made a new rule that students who marry cannot remain in the institution. There has been such an epidemic of marriages among them that this ruling has become necessary. We shall have to square this with the assertion, so often made, that the higher education unfits women for marriage and that, through constant daily association, girls in co-educational schools lose their attractions for men.

The women of New Zealand lately have been given the full suffrage, and an Associate Press dispatch from there says: "At the recent elections there were as many women speakers as men, and they were treated with every consideration." The illustrated *Graphic* of that country gives two pictures: one of a beautiful woman standing in the door of the temple of justice with a scroll in her hand bearing the words "Woman's Vote," and at her feet scores of outstretched hands bearing the names of many needed social and political reforms, imploring her aid; the other depicts a noble looking woman standing on a globe, armed with a many-thonged whip, and around her head innumerable rays of light and the words, "She That Is to Be Obeyed," while crouching at her feet are miserable creatures labeled with the great wrongs and crimes of the present day. Beneath the picture is written, "Female Suffrage in New Zealand a Success." This does not seem to bear out the theory that when women have the ballot they will not be treated with respect. On the contrary, wherever they possess the franchise the facts show that they command increased respect.

#### NOTES.

The typographical errors were so evident in the January issue that it is not necessary to explain them. We have to expect such mistakes occasionally. An apology is due, however, to Mrs. Henry B. Jones for the way in which the reference to her was mixed up with the comments on rejected contributions. The two subjects should have been in two different paragraphs. Of course Mrs. Jones' articles are always acceptable.

One correspondent sends a letter, this month, which we did not use. In it, among other things, she says: "My husband is a fireman and very good to me. When he is home, he cooks my breakfast

for me and lets me sleep. I always try to be in a good humor with him, and, when he is off duty, he stays in the house with me." One would think it would be very easy for a wife to be in a good humor under such circumstances, much easier than for the husband. If the wife is ill or in delicate health, it is very kind and entirely proper for the husband to relieve her of every possible burden, but if she is well and able to work, it is her business to get up and cook the breakfast for him. The man who has the living to earn should not be required to add cooking to the rest of his duties.

#### *For What!*

What is there left? My world now lies in ruins  
around my feet,  
No woe that e'er can touch me, can make them more  
complete.

I read the tale of sorrow that other hearts have met,  
But—than my own—no sadder have I perused as yet.

The loom of life holds for me just broken tangled  
web:  
Of all the once fair pattern there seems no figure left,  
And I have no ambition to tie the shattered strings;  
I know not how to fashion that web for other things.

I know that some whose trials perhaps were sad as  
mine,  
Have found, amid the shadows, some ray of bright  
sunshine,  
Can hope and find some comfort for dear ones lost  
and gone;  
Can walk life's darkened pathway and not feel 'all  
alone.'

But I am watching, waiting, for one who cannot  
come,  
Although his very presence made sunlight in our  
home:  
I know the cold grave holds him, that he in life is not,  
Yet I wait for him, and want him, he never is forgot.

I strive to be like others, to find some task to do,  
To see, in scenes around me, the beauties I once knew.  
I seek something to care for, some one to aid or save;  
I cannot—all seems buried within my darling's grave."

Published by request of  
CENTRALIA, ILL.

Ora E. Harman.

#### *Dress Reform.*

In a recent number of the MAGAZINE, there is an article on "Woman's Dress Reform," a theme of much importance. The bloomer dress will prove to be the best of all garments. When Dr. Mary Walker came south, she wore the practical reform dress; of course foolish women and men ridiculed her; but Dr. Walker was determined. She lectured on "Woman's Rights," on which it took some years for the San Antonio free-thinkers to comprehend her policy.

In New York, in 1865, I attended a sociable by A. J. Davis, and a young lady was among the visitors dressed in light-brown garments which fitted her nicely, were well suited and handsome. It struck me that such women's dress when adopted will solve the problem of lifting the morals of the young people. I learned, also, that

girls in high schools in the north wear the reform dress, and that the women in the towns where those schools are dress likewise. Cooks so attired will not burn their clothing. Ladies by their long trailing dress hide their feet—as if they were ashamed of them; they wipe up tobacco spittle from the floors and the sidewalks, carry home the filth, full of bacteria off the streets they walked over, and much dust or mud. They excite the comment of young men in exposing their ankles when they lift their dress out of the mud.

The dresses between men and women are too extremely distinct; by assuming the bloomer dress, women becomes more self-responsible in her actions. Men's garments became perfected to the present time, while that of the women strayed off—guided by wrong fashions and becoming oppressive to themselves. But by the reform dress their character and disposition will become emancipated, become more mannish, more befitting, more handsome; their genuine influence will be more ennobling to men. In marriage they become a more suitable helpmate. In the analogy of the women's dress to the men's garment humanity will progress morally and spiritually. Very respectfully,

HELATES, TEXAS. Carl E. Kreische.

[We are glad to know the sentiments of one of our masculine readers upon this subject, and we publish this letter hoping to call out the opinions of our contributors of both sexes.—Ed.]

#### *The Silver Lining.*

Tho' troubles come to mar our lives,  
And fill our hearts with sadness,  
There's a silver lining to each cloud  
That will bring us joy and gladness;  
Tho' thorns are strewn along the way,  
As o'er life's path we journey,  
There are roses, too, with fragrance sweet  
That we may pluck, tho' thorny.

To-day dark clouds obscure the sky  
Where yesterday's sun was shining;  
To-morrow may be bright and fair,  
All beauteous nature smiling;  
E'en tho' our lives are filled with gloom,  
Why should we sit repining?  
For when the clouds shall disappear  
We'll find the "silver lining."

And should misfortune come to wreck  
Our barque while outward sailing  
Upon the sea of life, so broad,  
Regrets will be unavailing;  
Though day-dreams are unrealized,  
Weep not o'er fond hopes shattered;  
The "silver lining" you will find  
Through deeds of kindness scattered.

This world for us holds many charms,  
Tho' sorrows round us gather,  
And if we try, in place of grief,  
We'll find much joy and pleasure;  
Then let us cast aside dull care,  
And cease all vain repining—  
Tho' dark and lowering are life's clouds,  
Each has a "silver lining."

WEST OAKLAND, CAL.

Nellie Bloom.

*Easter Bells.*

[This poem by one of our well-known correspondents has appeared in several Chicago and Milwaukee papers, has been illustrated and also set to music.]

Ring slowly yet gladly, oh bells, on this day,  
And send forth the story again.  
Ring loudly that hearts may all know what you say  
In the long and happy refrain.

Ring clearly and sweetly and tell to us all  
A tale of the sorrows now past.  
Thy ringing may secretly lift up the pall  
From a life with shadows o'ercast.

Ring tenderly out, oh bells, on the air  
And herald this day ever blest  
A dawning most sweet, an awaking most fair,  
It comes to our worldly unrest.  
PRAIRIE DU CHIEN, WIS. *Nora Hall.*

*The Servant Girl.*

I write in behalf of the servant girl. How she is treated, how she should be treated, and why she should have opportunities that are denied her. The servant girl is supposed to do the work allotted to her and do it well, and I will begin by saying that she does her duty and does it well. Then, what has she to look forward to? She can see absolutely nothing in the future. How, then, can her life be a happy one? The lady of the house comes out and says, "Mary, we would like to have you go to church." Here is an exhibition of the true Christian spirit. Mary goes to church, returns, and continues to do her work; her mistress has done her duty. What a comforting thought for Mary to know that her superior wishes her to go to church. And to the same one she belongs to. Only think of it; what a pleasure. The lady of the house says, "come to church." Does she manifest a Christian spirit by saying anything else to make life happy? If there is a family altar, is Mary invited to it with the rest of the family? Oh, no; that is out of the question; she must know her place. Still, they all claim to be striving their utmost to get through that narrow gate that leads to heaven. I may be hitting some of the readers pretty hard; but that is what I want to do; and I say to them, one and all, if that is the way they show a Christian spirit they will never get a glimpse of heaven. Put yourself in your servant's place and see how you would like it. Remember the golden rule, "Do unto others as you would have others do unto you." A great many people have laid down certain rules for the government of their servants. Some do not permit them to bring gentlemen friends to the house, while others permit them to do so once in a while, if they receive them in the kitchen. Oh, what a Christian spirit! We are supposed to do as near as Christ did, when he was on earth, as possible. Did he say to the servant, "The kitchen is good enough for you?" Oh, no; he gives the best he has to each and every one of us. Can you wonder that

those girls who are compelled to keep company with their gentleman friends on the street go wrong? What pleasure do they have in life? Are they to blame if they fall? No, they are not. Then who is to blame? Why, the ones who employ them. Take care, my friends, that you have none of these dark shadows following you. My mother has servants, and how does she treat them? Mother always treats her servants with respect, and when they have gentlemen callers she says to them, "Take the gentlemen in the parlor, and if you have any work left I will attend to it." We have had two girls, or ladies, for ladies they were, who married respectable gentlemen and have nice homes to day; and they always make it a point to call on mother whenever they can. They had tears in their eyes when they left mother to go into homes of their own. Does any lady who reads this think my mother any the worse for the way she treats her servants? Does she not stand a better chance for heaven than if she had compelled them to keep company out in the street and probably have caused their ruin? Wives who employ help should try to make life worth living for them. We all expect to reach the same point in heaven; we are all equals there.

ROCKEFELLER, ILL. *E. S. Whitmore.*

*Will You Love Me?*

When the dimples in my cheeks have all faded away.  
And my dark brown hair has changed to gray.  
When my bright, laughing eyes, dim and faded have grown,

And my light hearted youth forever has flown;  
When time's cruel fingers have wrinkled my brow,  
Oh, love, will you love me then, fondly as now?

When life's end approaching fills with sorrow my heart  
At the sad thought that we forever must part,  
Nevermore to meet this side of that shore.

Where hearts re-united are severed no more;  
When the years bring old age and 'neath the burden  
I bow.

Oh, love, will you love me then, fondly as now?

SAN ANTONIO, TEX.

*Idis Gregory.*

Little Bess came home from church one Sunday with her head full of the sermon. It was about a "new heart," she said. Her father took her on his knee and gravely asked if she understood what a new heart is. "Oh, yes, indeed," she answered, brightly, "it's a kind of heavenly stomach."

He—Will you marry me?

She—No; you drink.

He—Then marry me and save me.

She—Thanks, no. I don't want a husband preserved in alcohol.—*Kate Field's Washington.*

"So she rejected you, did she? Your proposal didn't please her?" "Well I can hardly say it didn't please her. I thought she'd never stop laughing."—*Boston Herald.*

# THE MAGAZINE.

Published by the Brotherhood of Locomotive Firemen on the First Day of each Month at Terre Haute, Indiana.

Manuscripts and exchanges should be addressed to the editor.

Remittances, Subscriptions, Changes of Addresses, and all correspondence relating to the business department, should be directed to the Manager.

Advertising. Correspondence relating to advertising should be directed to Wm. N. Gates, Agent, 25 Euclid ave., Cleveland, Ohio.

ROBERT V. DESS,	Editor.
F. W. ARNOLD,	Manager.
W. N. GATES,	Advertising Agent.

MARCH, 1894.

## LIBERTY AND THE COURTS.

The *Commoner and Glassworker*, in a recent issue, publishes the following:

The general manager of the Northern Pacific railway has discovered a new way to prevent strikes. He goes into the United States courts and has all the leaders in the movement arrested for "combining and conspiring to quit the service of the road." Upon this complaint an injunction is issued against each individual, and a failure to observe the court's order will land the offender in prison. It is the first order of the kind ever issued in the United States. The Northern Pacific is now in the hands of receivers. The difficulty arose out of reductions in wages. Should this action of the court hold good, the working classes will soon find all their rights and privileges as free men nullified, and they will be forced by due process of law to labor for just such compensation as receivers and courts deem proper and just to the government and stockholders, and the right of individual contract is void. It is difficult to distinguish between such action on the part of a republic and some of the old English laws of two or three centuries ago, which fixed both the wages and hours of the working people. Our boasted freedom is fast becoming a sham and mockery, and will hasten the entire dissolution of our present social conditions.

The foregoing is highly suggestive. The receiver of a railroad and a 3x4 United States judge in combination are able, it seems, to compel employes to hold up their hands while the aforesaid receiver and judge put on the manacles and rivet them.

That the Northern Pacific railroad should be in the hands of a receiver creates no surprise; that a receiver of such a bankrupt concern should exert his powers and authority to reduce wages that dividends may be paid on watered stocks and bonds is strictly in keeping with modern methods of piracy. Receivers are to railroad corporations what the jimmy is to

expert safe examiners, who, needing cash, smilingly and philosophically remark, in the language of P. M. Arthur: "If you can't get what you want, take what you can get." Corporations have no souls to be damned and are expected to wreck and rob, rob and wreck, in carrying forward their great enterprises designed to develop the resources of the country and give *eclat* to our Christian civilization. But hitherto it has been held that judges of courts, particularly United States courts, were, in all things relating to character, reputation and justice, in a word, all things of good report among men, superior to corporations and their tools. True, there have been mean, depraved, despicable judges, vicious creatures, moral monstrosities entitled to receive "greater damnation" than falls to the lot of many other scoundrels, but the people generally, in fact, universally, in this country, have been taught to revere judges of courts. There has been an idea, widely disseminated, that as a last resort appeals to the courts for justice would not be disregarded; that the poor and the friendless, as certainly as the rich and powerful, would be heard and their wrongs redressed. Such has been the drift of opinion. If at any time in the past such conditions were based upon facts they have in these latter days become the most arrant delusions. True, it is written in the "Bill of Rights" that "Justice shall be administered freely, and without purchase; completely and without denial, speedily and without delay." But it has turned out that the "Bill of Rights" has proven to be, in ten thousand instances multiplied by ten thousand, a miserable fallacy, mockery and deception; until it has come to be understood that the thing labeled "justice," to be "administered freely and without purchase," bears about as much resemblance to justice as a blue tailed fly bears to a bald eagle. And as for justice being administered "completely and without denial," there are upon record ten thousand cases where maimed railroad men have been denied justice by courts, and where cruel denials have been administered to the widows and orphans of dead railroad men who were killed in the line of duty, by judges of courts where corporations demanded the

sacrifice, and as for justice being administered "speedily and without delay," the records show that the declaration constitutes the prize sham of the age.

As a result of all this the reverence the people formerly entertained for judges and courts of justice is rapidly disappearing. It is widely believed, indeed it has become a settled conviction, that a poor man has about the same chance for justice in the courts of the country that a humming bird would have in passing through the flames of Vesuvius to escape without having its wings singed, while the rich, the corporations, trusts, and all rascally combinations, by the magic of money have things as they want them, upon the principle, doubtless, that gave Jay Gould his astounding success, that when he "wanted a judge he bought him;" at any rate the fact is that judges and courts in the United States are no longer revered. Wigs and gowns and all the ancient flummery which made a judge appear to the populace as a creature of superior dust—porcelain as compared with brickbats—have lost their talismanic power, until the "ermined robes" of an average judge have no more significance than attaches to a ten dollar ulster, and United States judges in integrity and intellectuality rate fearfully near zero.

For this rapid depreciation of judges and courts there must be a reason, and it behooves the people to investigate until they ascertain the true cause. We do not imagine any very deep excavations will be required to develop a mine of ignorance and egotism of astounding richness. Surface indications are simply immense. The outcroppings of imbecility are quickly pointed out by school children. It is a rare circumstance to find a United States judge who is not afflicted with big-head and pig-head, a condition of vacuity and vanity, stupidity and stubbornness, arrogance and insolence, qualities which have become so common as to rarely create surprise, and yet it so happens that vast interests are committed to these judicial deformities, which may be determined, right or wrong, just as flipped coppers may come up heads or tails, as chance may decide, but if a railroad pass is dropped in the slot of the ju-

dicial machine, or something more weighty still, then justice throws her scales to the dogs, strips the bandage from her eyes and breaks for the woods, but that particular judge proceeds to "hold court" and "issue decrees," just as if he was not under popular indictment for malfeasance in office.

Why this humiliating degeneracy? It is not difficult to answer the important query in consonance with an overwhelming weight of facts.

In the first place, political partisanship has, in numerous instances, contributed to the degradation of the judiciary. It has been, to some extent, a popular theory that a hide-bound partisan, elevated to the bench, at once proceeds to burst his shell and transform himself into a sublimated creature, in whose make-up all the bumps and depressions on his cranium indicative of meanness and malignity, disappear; that an "itching palm" is no longer a source of trouble, and that the hinges of his knees are so readjusted that they will not respond when wealth and power demand crooked legs. Alas! experience has taught the people to discard such hallucinations, and to regard courts as deadfalls and judges as simply the manipulators of the triggers.

Judges being selected for their partisanship, for their familiarity with the machine, and as a reward for services, it follows, as a general proposition, that small potatoes are, as a rule, elevated to the bench, and the courts become, therefore, so many political machines, clothed with extraordinary powers and prerogatives. It is well known that in the scramble for nomination or appointment the supreme essentials of a judge—large ability, knowledge of the principles of law, unflinching honesty, tireless devotion to right and justice, are practically ignored and that candidates secure election or appointment because they have rendered a political party assistance in campaigns, rough and tumble fights for supremacy. True, it may be said that sometimes a qualified man is selected, but such incidents are exceptional. As a rule, judges of courts seldom rise above mediocrity, and often fall calamitously below it. Being men of small caliber, often mental midgets, what more natural than that they should bring

courts into contempt by orders, rulings and decisions which make jurisprudence ridiculous?

It is contended that lawyers of brains no longer aspire to be judges: (1) Because they can earn more money practicing law, and (2) because the office of judge, generally, has become odious rather than honorable, in which small men strut around, targets for the flings and jeers of the people, their decisions being largely in the nature of *chucaluc*—or, worse still, like a twenty-five number lottery, where the chances are 999,000 to 1, that you do not draw a capital prize, and about 200,000 to 1 that you draw no prize at all. But, if it were a fair game of chance, men might gamble for justice in the courts and curse their luck while heroically accepting defeat—but it has come to this, at last, that the rich—corporations and trusts, as in the case of the Union Pacific, the Northern Pacific and the Ann Arbor affair—can obtain anything they want to help them crush the poor. Anything to the contrary is the exception—and only magnifies the rule. Occasionally, some distinguished scoundrel is lightly punished. In such a case the press engages in flambeau reports which are of special service to rich rascals generally, because, in the midst of the glorification over the conviction of one miscreant, a thousand go scott free, or to Canada.

Certain it is, that throughout the land, judges and courts are regarded with ever increasing suspicion and derision. Under the constitutions of states and the federal constitution, judges, as has been observed, are clothed with autocratic power. Note the creature called "judge" who, by a stroke of his pen, reduced sovereign citizens, employees on the Union Pacific and Northern Pacific, to slaves. Note the infamous rulings of Ricks and Tait in the Toledo affair. Such exhibitions of power are becoming alarmingly frequent, and the people believe they have discovered the reason why of them. With small salaries, venal judges will "make hay while the sun shines." Poor devils have nothing to offer for justice but gratitude, while the corporation can add to its thanks the coin of the realm—banquets, free passes and luxurious palace cars. True, men may ap-

peal from Pilate to Cæsar—if they can give bond—in the absence of which they go down to silence and defeat, and as well might a sparrow protest against a cyclone, or a jack-rabbit against a prairie-fire.

The judiciary of the country, in the opinion of multiplied thousands, is the rodent that is gnawing at the foundations of the liberties of the country, and if the question is asked, why so many mobs, regulators, white caps, popular uprisings in which Judge Lynch presides? the answer is generally—"O damn the courts, they're no good."

Talk of dangers to the perpetuity of liberty and free institutions from ignorance, poverty, wealth and its combination—the real danger lies in a venal, debauched, arrogant judiciary. Corporations are now chuckling over their victories achieved by pliant, weak, imbecile lickspittles "on the bench." The Union and Northern Pacific incidents ought to be convincing. They tell in "mournful numbers" what is in reservation for railroad employees. Chained to the corporation—subjected to the lash of general managers *et al*, their condition may be better than that of old plantation slaves, "fo de war"—for as yet, we believe, they are not included in "blanket mortgages," nor listed as assets in watered stocks and bonds. As an initial step, they are simply chained to the tracks, to their machines, to pick, throttle, punch, switch and brake, but as in the case of Job, how soon the devil will rob them of everything but their integrity, his "Honor," the judge, only knows—but the way things are moving, it ought not to be long before railroad employees will curse the day they were born, since to eat their hard-earned fare as a part of the rolling stock of a railroad, is enough to create a widespread epidemic of suicide. Such calamities suggest the immortal words of Patrick Henry—"Give me liberty or give me death."

The female wing of New York's "400" are now dyeing their dogs to harmonize with the prevailing tint of their boudoirs, and Mrs. Vanderbilt has engaged a Parisian artist to dye her dog for the season—a sky blue. Mons. Lavealereaux has arrived and is now doing some dog work for Ward McAllister.

### THE DESPOTISM OF DUNDY.

Manifestly, labor has fallen upon evil times, or evil times, with crushing force, have fallen upon labor. It is between the upper and the nether mill stones. It has been caught in the mill of some vengeful god, and is being ground exceedingly small. The United States judges just now seem to be the gods with mills of modern invention, so constructed that a railroad employe can be reduced to slavery by a turn of a judicial screw, have his manhood, his self-respect, his independence, his sovereignty as a citizen, all eliminated in a twinkling. He is still left with his muscle, his capacity to work, but to live and breathe, with his heart beating time to the moanings of despair. To talk of liberty under such conditions is an insult to all things American. It would be a Christless shame to flaunt in the face of the slaves of Dundy, Jenkins, Fuller, Ricks and judges of their kidney, the star spangled banner and ask them, as its stars and stripes floated out upon the winds of heaven, to sing the once cheering refrain,

"The star spangled banner,  
O, long may it wave,  
O'er the land of the FREE,  
And the home of the brave."

The old flag no longer floats over the free; and the home of the brave has been, by judicial decrees, transformed into the hut of the pariah, the peon, the helot. The men on the Union Pacific, but yesterday freemen, to-day wear Dundy's collar, marked U. S. A.—branded, not yet on forehead or cheek, or breast, but the hot iron of judicial authority has touched their souls and burned upon them ineffaceable scars.

It is possible there are feelings of resentment. The employes enjoy the luxury of memory. They doubtless think of the times when they were free, before Dundy damned them to degrading servitude at such wages as he deemed proper to award his serfs. These victims of Dundy's authority, who are fathers, remember the time when they gloried in the belief that, being free themselves, no taint of bondage attached to their offspring. Do they so believe now? Do they not know that Dundy's decree has manacled their hands, that they can use them only as he directs, fettered their legs, that they cannot get away—aye, fettered

their tongues, that they dare not speak? Is that the condition on the Union Pacific? That is it. There is no exaggeration. An Omaha dispatch of January 28 says "the Union Pacific labor circles were stirred to the utmost depths to-day when the order of Judge Dundy, reducing wages on the system, was made public. All employes in every department are affected by the cut, which amounts to nearly 10 per cent. The action of the court was not altogether a surprise, although most of the men thought the wage question would not be disturbed, but Judge Dundy went his brothers on the Federal bench *one better*, and not only enjoined the men from striking, but cut their pay and *ordered them to work on at the reduced pay.*" We italicise a sentence just to call attention to the rapid strides the United States courts are making to multiply white slaves in the United States and the extraordinary feature of this slave manufacturing business is that it particularly includes railroad employes who, in point of intelligence, education, character and moral worth occupy, confessedly, advanced positions, and in regard to responsibilities, stand in the highest position accorded the wage workers of the country. And yet judges of the United States courts strike them down with a savagery as relentless as ever distinguished Portuguese slave hunters in the Dark Continent.

In view of such facts what must be the damnable policy of the government of the United States? These satraps are the creatures, the spawn of the government. They are the parasites that fatten upon the revenues the government derives from labor. They are the trichina that riot in the muscles of the government hog. They are the rodents that are gnawing at the pillars of the liberties of the people and while their work is going forward the government, whatever that may be, much or little, looks on as unconcerned as if the enslavement of American workmen was of less consequence than the appointment of some hustler to a fourth-class postoffice.

In this warfare upon railroad employes there must be a malign purpose, known only to those whose interests demand lower wages of employes. The war waged by cap-



capitalistic corporations upon labor has this one thing in view, and only one thing, the reduction of wages, and when it is seen, as in the case of the Union Pacific, that wage-men are sandbagged by a United States judge, the conclusion is inevitable that the court and the corporation, in alliance, have decided to work the ruin of labor that the corporation may riot in wealth. It is the degradation of labor and the exaltation of the corporation, and if it be possible for the courts and the corporations, under cover of receiverships, to strike down the most manly and independent wage workers of the country, the task of subjugating employes in other departments of industrial enterprises will be comparatively easy. In the great mining industries of the country labor is on its knees. True, miners strike and protest while being subjected to ordeals of hunger, squalor, rags and exposure, but the corporations, the plutocratic mine owners, permit them to writhe until exhaustion comes, then they go back to their underground tasks, wronged and robbed and still more degraded. The great family of iron workers, as at Homestead, have felt the grasp of capitalistic corporations upon their throats, have resisted as does the prey in the coils of a serpent, to yield at last, when idleness and consequent want had done their work, a mass of mangled manhood, submitted to such terms as their masters might dictate, and thus the enslavement goes forward, but in no instance have men been rendered so debased and disgraced, humiliated and abject as the men on the Union Pacific by the autocratic orders of Judge Dundy. True it is that Jenkins and Fuller, Taft and Ricks, compelled men to stand and be robbed, but Dundy, in the language of the dispatch and the slang of the poker room, went all of his associates "one better," and not content with reducing the wages of the men, chained them to the road, reduced them to rolling stock, and there they are, working, toiling, sweating, hoping perhaps that the day will come when the black-tongued plague which Dundy sowed in their midst will disappear, and their rights as sovereign citizens be restored to them. We do not doubt that that day will come, since come it must if the ancient pil-

lars of our liberties are to stand, come it must if the republic is not to breed millions of Sampsons deprived of their eyes by judicial Dundys, and who, exasperated beyond endurance by corporate Philistines, grasp the pillars of the temple of our liberties and then asking a just God to give them strength, wreck the superstructure, leaving it to others to build something in its place with the Dundy curse omitted.

But, omitting such figures of speech, however appropriate, we are constrained to enquire from whence comes this evolution of savagery? On the one hand we see the power of the state, the judiciary of the state, and the military force of the state in alliance with corporate greed to strike down labor, as in the case of Homestead. We see, as in the case of Buffalo, the state and the militia of the state in alliance with corporations to overwhelm labor with disaster, when labor was demanding that the power of the state should support its claims to fair dealing in strict accord with the statute of the state, which the corporations were openly, defiantly and confessedly violating, demonstrating that states, their courts and the standing armies are combined, in defiance of truth and justice, to enslave labor. The question ceaselessly recurs: why this governmental madness, this implacable hostility to labor—to the great army of workmen? If such hostility is denied, we point to the records, to the facts, and to the conditions under which labor exists to-day—conditions which thoughtful men in every walk of life declare to be fraught with danger. Expressions of regard for labor, its prosperity and happiness could be quoted indefinitely, but when a United States judge, as in the case of Dundy, assumes autocratic power and goes "one better" than any other judicial miscreant in robbing men, not only of their money but of their liberty, does any government protest? Not so much as an intimation of opposition to the infamous decree is heard. What, then, must be the conclusion? This, the governments, state and national, look upon the wreck of the liberties of workingmen with composure. Such is the inevitable conclusion. What does it portend in the not far away future? Does it indicate peace

and prosperity, love of law and respect for courts? Necessarily, nothing of the kind. What is the remedy? The ballot, an abandonment of old parties and their methods; the solid unification of workingmen for the purpose of securing, while they may, a peaceful solution of the problems which involve life, liberty and the pursuit of happiness.

Here we call upon every patriotic workman to urge forward the solidification of the hosts of labor to change the governmental policy towards workingmen. They ought not to be subjected to further degradation, humiliation and outrage. The enslaving work ought to stop. It will stop. The times are ripe for resistance. The ballot, properly used, can work out for labor the needed reforms. The Dundys can be suppressed. Right and justice may be enthroned without a Sodom storm of fire, but the storm can only be avoided by a timely resort to the ballot.

#### THE AMERICAN PROTECTIVE ASSOCIATION.

The assumption upon which the A. P. A., *alias* The American Protective Association, is founded, is that the Roman Catholic religion is fraught with danger to American institutions, hence, the further assumption that all men who believe in the religion taught by the Roman Catholic church are the enemies of American institutions, and therefore, necessarily, are either embryo or fully developed enemies of our American form of government.

We recognize fully the difficulties of the task of banishing errors from the minds of bigots. We do not recall an instance in all history where, by the simple process of reason, argument and common-sense, success has attended such laudable efforts. Nevertheless, it is true of the past that the influence of bigots has been reduced to the minimum—that their fangs have been extracted, their claws blunted and the deadly poison secreted in the *glands* of the heart and soul neutralized to comparative harmlessness.

In the organization of the American Protective Association history repeats itself, but the astounding shame and infamy of

the thing appears in its title. To call it "American" is to outrage all truth and decency. It is a blasphemous arraignment of the term "American," which from the foundation of the government has been a standing rebuke of all religious intolerance, expressed in the organic law of the nation as follows:

"Congress shall make no law respecting an establishment of religion or prohibiting the free exercise thereof."

And, as a consequence, no state can make any law *respecting the establishment of religion or prohibiting the free exercise thereof*.

As a result, the states have, by their constitutions, following the example set by the great charter of AMERICAN RELIGIOUS LIBERTY, provided that "all men shall be secured in their natural right to worship Almighty God according to the dictates of their consciences," and that "no preference shall be given by law to any creed, religious society, or mode of worship," and that "no religious test shall be required as a qualification for any office of trust or profit."

In such provisions we are permitted to contemplate the true glory that clusters around the name "American," and to make it play any part whatever in the damnable game of religious bigotry and persecution is infamous beyond the power of adequate characterization. It is the acme of devilishness. It is satanic without a redeeming qualification.

The founders of the American government were well advised of the dangers that would confront the people if bigots were left to exercise their infernal malignity towards those who differed with them upon the subject of creeds and worship. They lived in such close proximity to the colonial period of religious persecution that they could hear the necks of its victims snap as they swung off of the scaffold; they could hear the crack of the lash upon the backs of Quakers, when they, at cart tails, were whipped from one town to another until the wilderness was reached, and they were left to perish, the victims of storms and the caressings of wild beasts. They saw colonial-established churches, imitations of European infamies, which banished, in the

name of God, one class of worshipers that another class, more powerful, might, with impunity, riot in cruelties which the devil himself, doubtless, regarded as quite unnecessary for the glory of his kingdom, and they determined to establish an AMERICAN policy which should effectually redeem America from the unspeakable horrors of a reign of bigotry. This, as we have recited, they accomplished when in the organic law of the nation they made America, at once and forever, the asylum of free religion.

In view of such facts of history, who can measure the astounding impudence and infamy of coupling with an organization established in the dark, in secret, for the avowed purpose of religious persecution, the name "American?"

What is the history of this A. P. A.? Those who have run it down are convinced that it originated with a gang of schemers whose sole object was to arouse dissensions in the ranks of organized labor. Everything else had been tried. Laboring men, members of organizations, particularly railroad employees, by turns had been cajoled and threatened, but the men stood firm—worked together in harmony and added to their numbers. Then came the scheme to bomb their ranks with dynamite bigotry. The adroitness of the plot cannot be questioned. The fires of hell never burn more fiercely than when fanned by the breath of fanatics.

Regarding the history of the organization, we take the following from *Every Saturday*, published at Albany, New York:

Between two and three years ago a conference was held in a certain office on Wall street, which was attended by representatives of the Chicago and Rock Island Railway, the New York Central and Hudson River, the Chicago, Milwaukee and St. Paul and numerous other railway companies, together with representatives from several large rolling mill corporations and iron manufacturers generally, besides many miscellaneous trusts and combines.

The meeting was a strictly secret one and its object was primarily to reduce the wages of the American workmen.

Numerous meetings of these same conferees were held at different places, the object always being the same. Fellow monopolists and corporation managers were frequently called upon to express their views and experience. These men were invited to come from various parts of Europe and Canada.

It was a gentleman from the latter country, a great railroad magnate, who formulated the idea upon

which the committee was to work to bring about the desired result, viz., to reduce the wages of the American toiler.

The story goes that the invited guest from Canada was of the opinion that no way could be devised to lower wages until the powerful labor organizations were overcome; dissensions and dissolution must be forced into their ranks, and with their disruption accomplished it would be a very easy matter to lower the wages.

This very desirable end could be arrived at by instilling into their ranks a religious prejudice. "You know," said he, "they are nearly all honest, conscientious fellows, with little or no education, and they fear God and live up to their various ways of adoring Him."

He then went on to tell how that they in Canada had a certain class of people who were pleased to be called Orangemen, and that they had an inherent dislike for Catholics and that the latter fully reciprocated in their hatred for Orangemen. All that was necessary to do in his country was to bring the two together and harmony would immediately give place to pandemonium.

These worse than devils concluded to act upon the Canadian idea. The railroads introduced a society and called it the American Protective Association (A. P. A.). Men were hired to boom the organization and do nothing else. Narrow-minded and prejudiced tools joined it, and the fight was on. Iron merchants did their share toward helping it along, and showed a preference for men whom it had succeeded in sucking in.

Here we have the underlying reasons set forth for the existence of such a non-descript organization as the A. P. A. The reasonableness of the statement crops out in every line. The reduction of wages with railroad magnates is the supreme requirement—for every dollar of reduction goes to swell the dividends on watered stock—and if the organizations could be disrupted by the introduction of religious prejudices, or of discord in their ranks, a point would be gained, all the more certainly, since, once light the fires of religious fanaticism and nothing short of a miracle can quench them. In this connection it is well for all labor organizations to understand the nature of the oath to which a member of the A. P. A. is required to subscribe to form any rational conception of the degradation to which he voluntarily submits, an oath which eliminates from its victim not only the nobility of Americanism, but every quality of manhood worthy of recognition, leaving the unfortunate creature with nothing to boast of except the depravity and malignity which in all countries and ages have made bigots the objects of unutterable loathing.

The oath is as follows:

"I do most solemnly promise and swear that I will use my influence to promote the interest of all Protestants, everywhere in the world; that I will not employ a Roman Catholic in any capacity if I can procure the service of a Protestant; that I will not aid in building, or in maintaining, by any resources, any Roman Catholic church or institution of their sect or creed whatsoever, but will do all in my power to retard and break down the power of the pope; that I will not enter into any controversy with a Roman Catholic upon the subject of this order, nor will I enter into any agreement with a Roman Catholic to strike or create a disturbance, whereby the Roman Catholic employes may undermine and substitute the Protestants; and that in all grievances I will seek only Protestants and counsel with them, to the exclusion of all Roman Catholics, and will not make known to them anything of any nature matured at such conferences; that I will not countenance the nomination, in any caucus or convention, of a Roman Catholic, for any office in the gift of the American people; and that I will not vote for, nor counsel others to vote for, any Roman Catholics; that I will endeavor at all times to place the political positions of this government in the hands of Protestants. (Repeat.) To all of which I do most solemnly promise and swear, so help me God. Amen."

We write to warn organizations of railroad employes against the infamous purposes of the A. P. A. We write to tell them that once introduced into the organization their power to accomplish good for themselves forever vanishes. We write to enthrone everywhere throughout the boundaries of our favored land that true, lofty and sublime Americanism, that regards men's religious convictions as sacred as life itself, and inextricably interwoven with the eternal and irrevocable rights of "Life, Liberty and the Pursuit of Happiness." Once light the fires of religious fanaticism, and the lodgefire is at once and forever extinguished. The term "Brotherhood" becomes a by-word and fraternity would be everywhere proclaimed as a stupendous sham. Americanism is as opposite of bigotry as water is the opposite of fire, as truth is the opposite of a lie, or as eternal justice is the opposite of those wrongs which reduce men to the condition of slaves.

To read the oath taken by misguided members of the A. P. A. embodying, as it does, every ingredient of malevolence that makes unbridled bigotry a horror, and evinces such blind obedience to fanatical venom that civilization becomes savagery

and Christianity the synonym of hate. We do not believe that the A. P. A. will be permitted, at the behest of the oppressors of labor, to wreck labor organizations, but it is "a pestilence that walketh in darkness," that it may destroy at noonday, and the only safety is in guarding the lodge from its blighting influences.

#### EQUALITY OF MEN AND WOMEN.

The present is an age of reform, at any rate, of change. Antiquity long since ceased to command veneration—even what was esteemed good is pushed aside to make way for something deemed better and there is a great host of crusaders whose purpose is to battle for the best. If this were all of it, the world would serenely contemplate progress and dream of perfection. But with all of our boasted progress and civilization, Christianity and knowledge, the vices and superstitions of the past are often reconstructed and made more offensive and are given a conspicuousness which, in earlier times, they could not enjoy. Prominent among these vices and superstitions of which we read and which we are permitted to see and contemplate, is the assumption of woman's inferiority to man. It does not matter that the world has experienced an age of chivalry; it does not matter that along the track of the centuries men have championed the cause of woman, called her an "angel" and applied other endearing titles to her, robed her magnificently and decked her with jewels of dazzling beauty, and paid her abject homage; it does not matter that women have been led to the altar and joined in matrimonial vows with all the pomp and ceremony the church could bestow; it does not matter that as wife she has been made mistress of the home, and as mother enshrined in the hearts of her children, and without whom there could be no home upon the earth; it does not matter that love is forever coining new words by which men are enabled to express their devotion and proclaim their vassalage to women. When the time comes to apply the test and determine the honesty of their professions of fealty, with scarcely an exception they are found ready to hurl at women the charge of inferiority to men. It is then that old

and degrading wrongs and superstitions come into view, and then, swearing by their whiskers, mustache and fists, tobacco and cigars, their muscle and avoirdupois, men swell to gigantic proportions of self-conceit, and proclaim themselves superior to woman-kind—to mother, wife and daughter, and like the "Oregon," hear no sound except their own boasting.

It may not be difficult for the student to determine the whys and the wherefores of man's savage brutality towards woman—since the masculine has the larger share of muscle and physical power, and can, therefore, subjugate the physically weaker sex, and as he finds enjoyment in the exercise of his power, the problem is easily solved. But why civilized, Christianized, educated and sublimated men should contend that women are inferior to themselves, and continue to deprive them of the rights, privileges and prerogatives men enjoy, constitutes one of the mysteries of this high noon of our civilization.

At the first glance it would seem to have been the mission of Christianity and the church to emancipate woman from the thraldoms of savagery and paganism, to have lifted her by divine power to ethereal elevations and to have enlarged her rights, rather than seek opportunities and excuses for abridging them. But it so happens that Saint Paul, the great apostle to the Gentiles, inoculated Christianity and the church with the virus of woman's inferiority, and from the days of Paul to the present, neither Christianity nor the church has sought to remove the stigma. It may be well to quote the language of St. Paul in this connection, that the charge of misrepresentation, if made, may be speedily crushed. Let it be understood that Saint Paul claimed to be inspired, that is to say, to speak by divine authority. Let those who are capable, grasp the proposition, and the reason why Christianity has evinced a relentless opposition to woman's equality with man is explained. St. Paul, in writing to Timothy, whom he called "my own son in the faith," said:

"Let the women learn in silence and in all subjection."

In this the great apostle would have

women emulate the oyster and the slave. The oyster is silent, and the slave is both silent and subservient.

Again says the inspired apostle:

"I suffer no woman to teach, nor to usurp authority over the man, but to be in silence."

Thus it happens in the year of "our Lord" 63, eighteen hundred and thirty years ago, the church began its relentless crusade against woman's rights, and as a general proposition has kept up the warfare for more than eighteen centuries. In this connection it becomes interesting to note why St. Paul was animated by such hostility to woman. True, he was a bachelor, and probably had never known the ecstasy of "love's young dream," had never told to woman's ears his love beneath the light of the stars or the moon's pale beams; had never taken his sweetheart to church, riding double on a Judean donkey, but such were not the reasons that prompted him to degrade woman. His hostility reached back to Eden. He says:

"For Adam was first formed, then Eve. And Adam was not deceived, but woman being deceived was the transgressor."

Here we have the key that unlocks the Pandora box from which have escaped more ills to women all along the track of the centuries than there are stars in the firmament. But St. Paul felt the divine command to write to the Corinthian Christians something more on the woman question. Evidently the apostle had become alarmed on account of privileges granted the Corinthian Christian women, whereupon he wrote as follows:

"Let your women keep silence; for it is not permitted unto them to speak; but they are commanded to be under obedience, as also saith the law."

"And if they will learn anything let them ask their husbands at home; for it is a shame for women to speak in the church."

The point we make is this, that the position taken by St. Paul, supplemented by the affirmation that he was inspired by God himself to degrade women in the eyes of the Christian world, fully accounts for the centuries of enslavement more or less cruel and crushing that has fallen to the lot of

women throughout Christendom. Their inferiority to men breathes in every line of St. Paul's writings upon the subject, a display of bigotry and arrogance which, in the light of reason, is sufficient to make the world blush scarlet. Is it strange that under such tutelage woman has been regarded inferior to man, or that centuries of wrong have not had the effect to impair her mental faculties, and as is seen in millions of instances, make women willingly accept the foul charge of natural, inherent inferiority? Had the same maledictions been hurled at man instead of woman, who can so much as surmise results upon the masculine branch of society throughout all lands where Christianity is the dominating religion?

The "woman movement" in these latter days is, we do not doubt, of all social, human and civilizing movements, the one of the most far-reaching and transcendent importance. We by no means underrate the herculean task that challenges the mind forces of the men and women who are engaged in the work of woman's enfranchisement. We do not belittle the power of bigotry and superstition, which in alliance asserts woman's inferiority to man and denies them the rights and privileges which men enjoy, and of which they boast. We know that the press and the pulpit, with here and there an exception, demand that women shall keep silent and wear their fetters submissively. But we see in spite of all opposition that women are achieving triumphs in all the walks of life that challenge intellectuality and high endeavor, which must make St. Paul, if permitted to observe human affairs, somewhat restive.

What do we behold? The institutions of learning, moss covered with antiquity, throwing wide open their doors and admitting women to lyceums as sacred as where Plato and Aristotle taught, and we see them coming forth equipped and holding as high aloft the blazing torch of learning and progress as falls to the lot of their masculine competitors.

And yet there are those who cannot refrain from resorting to science (so called) to demonstrate woman's inferiority. They proceed to weighing brains, and find that

the brain-weight of women is about five ounces less than that of men—hence this inference, that in the "higher levels" of intellectual work, women are not men's equals—though admitting that girls are superior to boys at school, when equal advantages are enjoyed. The injustice of the estimate of inferior work in high intellectual levels is manifest, because, at the very time when boys begin such work, girls are retired upon such laurels as they may have won. But, now, as opportunities are afforded women to enter the lists of high endeavor, men are required to make the most of their endowments. In a word, inequalities are disappearing and in the race to win prizes where the feminine and the masculine minds contend for the mastery, the proof is overwhelming, that but for the centuries in which the dwarfing processes have been carried forward, women to-day, in creative thoughts, clear perceptions and sound judgment, would bear off the more desirable prizes. An eminent scientist who holds to woman's intellectual inferiority when all the facts are summed up, is forced to admit woman's intellectual superiority in numerous instances; as for instance, the following:

Reading implies enormously intricate processes of perception, both of the sensuous and intellectual order; and I have tried a series of experiments, wherein reading was chosen as a test of the rapidity of perception in different persons. Having seated a number of well-educated individuals around a table, I presented to them successively the same paragraph of a book, which they were each to read as rapidly as they could, ten seconds being allowed for twenty lines. As soon as time was up I removed the paragraph, immediately after which the reader wrote down all that he or she could remember of it. Now, in these experiments, where everyone read the same paragraph as rapidly as possible, I found that the palm was usually carried off by the ladies. Moreover, besides being able to read quicker, they were better able to remember what they had just read—that is, to give a better account of the paragraph as a whole. One lady, for example, could read exactly four times as fast as her husband, and could then give a better account even of that portion of the paragraph which alone he had time to get through.

Other and numerous instances could be given showing not only that women are men's equals intellectually, but often their superiors—and that any inequality should exist we hold is chargeable to the fact that women nowhere at any time have ever en-

joyed opportunities equal to those conferred upon men to demonstrate to a gainsaying world that their mental endowments qualify them to participate fully in all human affairs designed to elevate human beings.

We are fully convinced that the opposition to the complete enfranchisement of women has its foundation in superstitions as degrading as any that have ever cursed the world. One by one these false theories are disappearing—and step by step women are advancing in the acquisition of knowledge. In the science of education, they challenge competition and silence criticism. In the science of law and of medicine, they are winning renown. In the pulpit, their sermons evince that they can delve as deeply into the mysteries of theology as any masculine graduate of the divinity schools can boast. In the lecture field they *draw* and win applause; on the stage, their admirers are a mighty host. In art and literature, they are achieving triumphs of which men might well be envious—but, their enfranchisement can be celebrated only when they are permitted to grasp the ballot. Then their fetters will drop from around them, as did the shackles from 4,000,000 of slaves when Abraham Lincoln declared their emancipation.

To this it is coming and the movement is gaining momentum. Men talk about the ballot unsexing women—as well say that the crown has unsexed Victoria. The ballot, as a weapon, is mightier than the sword, and women can wield it in the interest of peace and of purity—silence and submission have had their day—henceforth, agitation and aggressive warfare. Henceforth the shibboleth—“For Truth and the Right,” and as the “eternal years of God” are pledged for the triumph of truth and right, duty marks the way which will grow brighter until women in America stand forth emancipated by the conquering power of eternal justice.

Venezuela, as an attraction to immigrants, has what is called the “cow tree” growing in her forests, and attaining a height of 100 to 125 feet. The sap of the “cow tree” resembles milk, which is both wholesome and nourishing.

## JUDICIAL.

The following decisions of state and federal courts upon matters touching the liability of corporations, the rights of employees, etc., will be of special interest to railway employees:

### WHO ARE FELLOW SERVANTS.

The employees of a railroad are generally numerous, and necessarily divided into classes, according to the work assigned them. But all of the persons thus employed under one principal in the conduct of one common enterprise, such as operating a railroad, are, according to the ordinary meaning of the word, servants or employees of one principal, and, as it would seem, “fellow servants” of each other. We suppose it may be regarded as settled that whether parties are “fellow servants” in the sense of the rule does not depend upon the grade, rank, or authority of the two servants. A fireman and engineer or conductor are “fellow servants.” Judge Cooley states that persons are “fellow servants when they engage in the same common pursuit under the same general control.” Judge Thompson, in his work on “Negligence,” announces as a general rule “all who serve the same master work under the same control, derive authority and compensation from the same common source, are engaged in the same general business, though it may be in different grades or departments of it, are fellow servants, who take the risk of each other's negligence. He who engages in train service knows that other trains besides his will be running, and may fairly be considered as contracting to take the risk of the negligence of the employees managing such trains. He must expect to be employed now on one train and now on another, to be thus thrown into contact with the other employees in that service, to know himself what is the proper care in such work, and be able to detect any evidence of carelessness on the part of those in like service.”

But it is said that there is one limitation to the general rule which has been well established, and it is this: That, while the question as to whether parties are fellow servants is not to be determined by the rank or grade of the offending or injured servant, “it is to be determined by the character of the act being performed by the offending servant. If it is an act that the law implies a contract duty on the part of the employer to perform, then the offending employee is not a servant, but an agent, but as to all other acts they are fellow servants.” “The true question is whether the person is employed to do any of the duties of the master. If so then he cannot be regarded as the fellow servant or co-laborer of the operatives, but is the representative of the master, and any negligence on his part in the performance of the duty of the master thus delegated to him must be regarded as the negligence of the master.” As we have seen, the employees of a railroad company are necessarily divided into classes, to each of which, in the division of labor, certain specific ordinary duties are assigned, as to which each servant, within the compass of his employment, in one sense, is the representative of the company. Is it the intention that “the duties of the master” referred to as changing the character of an employee into that of master should include those matters of ordinary regulation and management, or only those original and essential duties implied by the contract of service; such, for instance, as the duty of keeping a safe and sound track, furnishing all proper appliances, competent servants, etc.? But, be this as it may, competent authority has indicated the following as “the duties of the master” referred to, viz.: to furnish suitable machinery and appliances, and keep them in repair, the selection, and retention of sufficient and competent servants, and the establishment of proper rules and regulations, etc. Under the head of “appliances” is understood to be included a proper roadway, or, as it has come to be phrased, “a safe track and a safe place to work.” The negligent use by one employee of perfectly safe machinery will seldom be adjudged a breach of the master's duty of providing a safe place for the employees. Such a construction would make any negligent misplacement of a switch, any collision of trains, even any negligent dropping of tools about a factory, a breach of the duty of providing a safe place. The true idea is

that the place and the instruments must in themselves be safe, for this is what the master's duty fairly compels, and not that the master must see that negligent handling by an employee of the machinery shall not create danger.

Jenkins vs. Richmond & D. R. Co. (Supreme Court of South Carolina.) 18 S. E. Rep. 182. (763.)

#### ACTION FOR DEATH OF EMPLOYEE.

In an action against a railroad company for the death of the manager of a switch engine in its yard, where he had been employed for two years, caused by the absence of a block between the rails abutting on a "sub switch," the complaint alleged that the switch had not been blocked for five days before the deceased was killed; that he was free from negligence and did not know the switch was not blocked. The complaint was insufficient, in that it failed to show that deceased did not know of the absence of the block previous to the hour of his death, since, if he had such knowledge, he assumed the risk incident to such absence. If the employee knew, or had reasonable opportunities to know, of the omission of the duty of the master, he had no right to assume that the duty had been performed, and to trust his life upon the absence of knowledge that the duty of the master had been performed. He was obliged to act with care and prudence, in applying the two years of experience in the duties in which he was employed. If he had had knowledge of the absence of the block, he was bound to apply that knowledge. If he had opportunities equal to those of his employer for gaining such knowledge he will be presumed to have known, and will be held to have assumed the risk flowing from the absence of such block.

Ames vs. Lake S. & M. S. R. C. (Supreme Court of Indiana.) 35 N. E. Rep. 118. (237.)

#### WAIVER OF FORFEITURE OF MEMBERSHIP OF MUTUAL BENEFIT SOCIETY.

Where the by-laws of a mutual benefit society require each member to pay a fee of one dollar, after having been a member for one year, for the beneficiaries of the next member who shall die, and make a similar payment at each death, such fee is due from a member one year after he joins, though no member may have died during such year. Where a member was sixteen months in arrears for non-payment of a death benefit fee, and the society did not strike his name from the list of members, or take any action to enforce payment of such fee, but received from him his monthly dues and fines during such sixteen months, the society waived the forfeiture of his membership for such non payment.

Menard vs. Society of St. Jean Baptiste. (Supreme Court of Errors of Connecticut.) 27 At. Rep. 1115. (136.)

#### ACTION ON CERTIFICATE IN MUTUAL BENEFIT INSURANCE.

In an action on a mutual benefit certificate, payable out of a "pool," the complaint, to which was attached a copy of the certificate, alleged that there was a sufficient sum in the pool at the time of the member's death to pay the claim, and demanded judgment for the amount. The by laws referred to the certificate and provided that if payment should be contested and judgment rendered in favor of the claimant, the claim should "be placed in, and paid pro rata with, the claims of the pools then forming." The court adjudged that the association should include the claim in the pool forming at the time of notice of entry of judgment, and directed payment of a proportionate sum. The judgment was embraced within the issues, and was therefore authorized, though the relief granted was not demanded in the complaint.

Sullivan vs. Industrial Ben. Ass. (Supreme Court, General Term, Fourth Dep't.) 26 N. Y. Sup. 186. (118.)

#### VALIDITY OF RELEASE FOR PERSONAL INJURY.

Where a railroad company obtains a release from liability for personal injuries from the person injured while he is lying in a hospital without means or friends, mangled and shocked, and before his wounds are dressed, or his mind is composed, such release is void.

Pederson vs. Seattle Consolidated Ry. Co. (Supreme Court of Washington.) 34 Pac. Rep. 665. (51.)

#### FORFEITURE OF MEMBERSHIP FOR FAILURE TO PAY ASSESSMENTS.

The constitution of a mutual benefit association declared that, upon receiving notice of an assessment, every member should remit the amount promptly. A notice sent to the last address given shall be considered a legal notification. Any member who does not remit the amount within thirty days from the date of notice shall forfeit his claim to membership. Mere failure to pay within the thirty days, without any action taken thereon by the board of directors, would not cause a forfeiture of membership, since the provision is not self-executory. Proof that notice was mailed to a member on or before July 20th, and no payment made by him until August 23d, without proof that the notice was sent to his last address, or when it was could have been made within thirty days after the receipt of the notice.

Northwestern Traveling Men's Ins. Co. vs. Schaus. (Supreme Court of Illinois.) 35 N. E. Rep. 747. (164.)

#### LIABILITY FOR DEFECTIVE APPLIANCE.

A fireman on a locomotive was killed by the explosion of the boiler. After the explosion it was discovered that the crown sheet of the boiler was burned. The engineer testified that from the time he went out with the engine until the explosion the crown sheet was covered with water, and there was some evidence that the crown sheet burned before that time. There was also evidence that the crown sheet had no appearance of having been burned before the engine was taken out, and that an engine with its crown sheet so burned as the one in question could not be made to run at all, while one with the crown sheet slightly scorched might be made to work for a short time. Whether the company was negligent in allowing the engine to be taken out on the run with its crown sheet burned was for the jury.

Hudson vs. Rome W. & O. R. Co. (Supreme Court, General Term, Fourth Dep't.) 26 N. Y. Sup. 286. (154.)

#### LIABILITY OF RAILWAY COMPANY FOR DANGEROUS APPLIANCES.

A railroad company is negligent in substituting for a switch engine, in one of its yards, during the night time, an ordinary freight engine, having none of the usual bumpers or appliances on switch engine designed to protect the switchman if he falls to make a coupling. Though the switchman may have known that the freight engine was not provided with the usual bumpers or deadwoods, yet, being inexperienced, and never having previously attempted a coupling with the engine in question, he was not, as a matter of law, guilty of contributory negligence in attempting to make the coupling in obedience to orders from his superior, since he had a right to presume that the company would not require him to use an appliance without a safeguard for his protection.

Smith vs. Buffalo, R. & P. R. Co. (Supreme Court of New York.) 25 N. Y. Sup. 639. (129.)

#### NEGLECT OF ENGINEER.

A railroad company is not negligent in falling to inform one of its experienced engineers, who has run over its road for many years, and who was appointed to instruct an engineer on another engine in all the physical peculiarities of the road, that such engine is several inches wider than the one he was accustomed to handle; and he cannot, therefore, recover for injuries sustained by his head coming in contact with the iron work of a bridge, while leaning out of the cab window watching his train, though he could safely have done so in his old engine.

Bellows vs. Pennsylvania and N. Y. Canal & R. Co. (Supreme Court of Pennsylvania.) 27 At. Rep. 682. (89.)

#### LIABILITY FOR DEFECTIVE APPLIANCES.

The rule that a railroad company is responsible for injuries to its employees caused by defects in its cars, of which it was ignorant as it is its duty to inspect its appliances, does not apply to companies or persons on whose sidings cars are delivered by a railroad company for the purpose of permitting them to load or unload them, so as to make them so liable for injuries to their employees.

McMullen vs. Carnegie & Co. (Supreme Court of Pennsylvania.) 27 At. Rep. 1043. (77.)



## ACTION FOR PERSONAL INJURIES.

A railroad switchman, in an action against the company for injuries in being run over by a train while he was attending the switching of a train on another track, and when he had stepped across the latter track to signal his engineer, cannot be held, as a matter of law, guilty of contributory negligence, from his testimony that it was his duty to watch out for the train by which he was struck, and that he could have seen it, had he not been occupied with his work, at a distance of 150 feet, and where the train was running at a speed that would cover that distance in five seconds, since it was also his duty to attend to his work.

*Bluedorn vs. Missouri Pac. Ry. Co.* (Supreme Court of Missouri, Division No. 1.) 21 S. W. Rep. 57. (127.)

## NEGLECT OF TRAIN DISPATCHER.

In an action by a locomotive engineer for injuries caused by a collision, it appeared that the train dispatcher ordered him to meet train No. 10 at B., but the instructions did not mention train No. 30, a special, with which his train collided. The engineer on train 30 was instructed not to pass B. until this train arrived there. The collision occurred after he had passed train No. 10 at B. according to his instructions. The collision was caused by the negligence of the train dispatcher.

*McHesney vs. Panama R. Co.* 26 N. Y. Sup. 245. (Supreme Court, General Term, Third Dep't.) (91.)

## INJURY TO RAILROAD EMPLOYEE BY DISOBEDIENCE OF ORDERS.

The conductor of a freight train, contrary to the rules of the company, allowed certain cars to be shifted and run down grade without an engine attached. Subsequently, while said conductor was between the cars, a brakeman, without objection from the conductor, caused another car to be run down in the same way, which, by reason of defective brake could not be controlled, and struck the first cars with such violence that the conductor was injured. There was no cause of action against the company.

*Richmond & D. R. Co. vs. Dudley.* (Va.) 18 S. E. Rep. 274. (97.)

## LIABILITY FOR VIOLATION OF MASTER'S RULES.

In an action for injuries to a locomotive engineer by a collision it appeared at the time of the accident that he was running his engine faster than the company's rules allowed, and with knowledge that there was risk of colliding with the other train if it was on time. It also appeared that he frequently ran his engine at an excessive speed, and that other engineers did the same. For such violation of the rules the engineer was guilty of contributory negligence.

*Sutherland vs. Troy & B. R. Co.* (Supreme Court, General Term, Third Dep't.) 26 N. Y. Sup. 237. (89.)

## LIABILITY FOR INJURY TO PERSON ON TRACK.

A locomotive engineer who sees a man on the track, going in the same direction as the train, is justified in assuming that he will step off, to avoid collision, when the danger signals are given; and the fact that a passing train on an adjoining track is making considerable noise does not render the engineer negligent in not attempting to stop his train, since it is the duty of a person on the track to look as well as listen.

*Syme vs. Richmond & D. R. Co.* (Supreme Court of North Carolina.) 18 S. E. Rep. 114. (85.)

## WHEN TRAINMEN ARE NOT FELLOW SERVANTS.

A locomotive engineer who is injured by a collision with another train, caused by the negligence of the men in charge of the other train, may recover against the railroad company, as train men on different trains are not fellow servants.

*Louisville & N. R. Co. vs. Raines.* (Court of Appeals of Kentucky.) 23 S. W. Rep. 505. (46.)

## TRAIN DISPATCHER AND ENGINEER NOT FELLOW SERVANTS.

A train dispatcher, who controls the movement of trains, represents the company, and is not the fellow servant of an engineer injured in a collision resulting from his negligence.

*Little Rock & M. R. Co. vs. Barry* (Supreme Court of Arkansas.) 23 S. W., 1097. (36.)

## CHAUNCEY AT ROME.

A copyrighted cablegram by James Gordon Bennett, from Rome, relating to Chauncey M. Depew's visit to the Eternal City, is relished much by those who, knowing the pride and pomp, fustian and feathers of our N. Y. C. peacock, readily comprehend how magnificently he spread himself while in the ancient metropolis, and how ridiculous he made himself appear. Our Chauncey is spectacular, and with a little phosphorus under the tail of his coat would make a superior fire bug and give reporters still greater opportunities to "set him up." Our Chauncey concluded to do Rome in Cæsarian style, dazzle the Pope, dine with the king, dance with the queen, hobnob with the nobility, flirt with the ladies of honor at the palace, write his name on Peter's dome, and having done Yurup in thirty days, have himself interviewed and flood Rome with the papers containing his flap-doodle.

But Chauncey, the Lobelia orator, whose beef and pudding is an intellectual menu for McAllister dudes, overdid the thing in Rome. The Rome dispatch cooks our Chauncey's goose as follows:

Chauncey M. Depew's extraordinary expressions of opinions on his visit to Rome in the form of an interview have just reached here, he having flooded the town with marked copies of the paper in which it appeared. It may interest Mr. Depew to know his utterances, of which he seems so proud and so anxious to distribute, have not made him popular. It is almost incomprehensible to the best classes of people here that an educated man should give vent to expressions so crude, puerile, and inaccurate as he has done. His heavy buffoonery falls flat. His statement that the Pope gives no private audiences to laymen or private persons, but made an exception in the case of the great Chauncey, is ridiculous. The Pope receives private persons daily in private audience. At the same time the Pope had no idea Mr. Depew was going to use his audience to puff himself.

The people are still laughing at the elation of Chauncey Depew after he had been received by the Pope. He rushed around excitedly, buttonholed every one he met, and poured forth the tale into their ears. He became one of the jokes of the moment.

The great Depew's inference that the king wished to see him requires revision. He says a message was sent him that the king would be happy to receive him if he could wait till Monday. The truth is Mr. Depew seemed specially anxious to have an audience with the king. He asked for it by Thursday, on which day he was leaving. The reply was that it was not possible. Then Mr. Depew said he would stop until Monday if he could obtain an audience. Naturally it would be impossible to open the question again at the court.

He says he receives 20 per cent premium on drafts from here. This is a rate of exchange which has never existed. His piteous lament that his attempt to obtain a free pass over the poor Italian railroads failed is not considered flattering to a man in his position, while his absurd and insulting attack upon the people who hunt here has earned for him the resentment of the social and sporting element. Indeed, "Chauncey the Great" is not popular just now in Rome.

We give the full text of the dispatch of January 14th that our readers may fully comprehend that, however much our Chauncey may swell in New York, in Rome he is simply a cock-a-doodle-do rooster from Yankee-doodledom. Exploding like a

firecracker over his reception by the Pope, it turns out that instead of being particularly complimentary to our great cascading orator, it is an every day occurrence for his Holiness to receive lay gentlemen, but it was left for our Chauncey to make himself ridiculous over his reception at the vatican palace. But our Chauncey trying to have an interview with the king caps the climax of egotism. It was enough to make "the little dogs laugh to see the sight," and to make all the cows of Rome "jump over the moon."

It is understood, if our Chauncey had dined with the king, he would have set the triggers so that he would have been called on for a speech, and it is further surmised that our Chauncey had all of his old stories well in hand to win the usual applause. It is whispered about in New York that our Chauncey was prepared to say, during his ipicacian address:

"Illustrious descendent of Romulus, many of your dago subjects are making fortunes in the land of Vanderbilts, and if you should get out of a job I will persuade my illustrious master, Cornelius, to put you on his pay-roll as highcockalorem, and if your policy should drive the Pope from Italy, I will do Vat-i-can, should he choose the land of the Vanderbilts as a residence, to have his sun set without a cloud."

THE *Railway Conductor* for January contains a thoughtful and well written article on the "Northern Pacific Situation." The editor is of the opinion that the "gentlemen" in charge of the N. P., when they assumed control, determined "to work out an innovation." We think the term "innovation," in view of the change the "gentlemen" contemplated, is excessively mild. When it is observed that in connection with the court the novelty they worked out bears the stamp of premeditated felony, because when "gentlemen" of the N. P. stripe and a U. S. court of the same stripe federate for the purpose of robbing and enslaving workmen, the crime is felony. The *Conductor* says:

No one who is thoroughly conversant with the situation will believe that the reduction in the pay of the men ordered by them was an absolute necessity, or at least, if there was a necessity, there could be no shadow of an excuse for cutting wages below the figures paid by competitors as well as a further reduction as the result of the abrogation or amendment of rules relating to the pay for extra or unusual services. It was natural that the men should protest against such reduction, and that protest was made in the same friendly spirit as that which actuated them when the violated agreement was made. As soon as this protest was made, however, the receivers took up a course of action which could not but force bad feeling on the part of the men if they had any remnant of self-respect remaining. One of these gentlemen openly declared that the "emp oves" would strike and boasted how easily their places would all be filled, all before a strike had been mentioned or hinted at by them.

Here we have the exhibition of a clean-

cut purpose. First, to rob the employees of a part of their honestly earned wages, and second, an appeal to the court for an order compelling them to accept the reduced wages. The shivering highwaymen, realizing the infamy of the wage reduction, and fearing mainly resentment, calls upon the court to make another order forbidding the human cattle the right to kick a privilege which an army mule enjoys. With the two orders in force, the men, robbed and starved, are expected, out of consideration of the majesty of the court, to submit like so many helots, and never so much as intimate that they hold the court in unpeakable contempt.

We have on our table the *Railway Conductor* for January, in which the editor points out some of the glaring wrongs perpetrated by the receivers of the Northern Pacific upon the employees of the road, aided by a United States judge. The *Conductor* takes occasion to give its readers some facts showing the rottenness of the men who set the deadfall to catch and cripple Northern Pacific employees. It says:

It may not be out of place to recall at this point, the fact that these same gentlemen, upon whose petition the order in question was issued, have been called before the courts to answer some very grave charges. On December 28th last, a petition was filed before Judge Jenkins, author of the restraining order in question, asking for the removal of Messrs. Oakes, Payne and Rouse from their positions as receivers of the Northern Pacific. In support of this request the petition sets forth that when the Oakes-Rolston management took charge they found the road a paying property with all contingences for several years amply provided for and abundant capital on hand to conduct and properly develop its business. The petition then goes on to say that this board managed to increase the interest charges of the Northern Pacific company for branch lines from \$26,000,000 to upwards of \$80,000,000, all in one year, and for the acquisition of properties, no one of which, (except a small line costing less than \$1,000,000) ever has paid the cost of operation and fixed charges, and many of which do not even pay the cost of operation, and the petition further charges that in several instances, and those the most disastrous to the company, the officers and board of directors were themselves interested in selling the properties to the Northern Pacific company at an exorbitant profit to themselves.

Such are the men who first wreck railroads and then appeal to United States courts to aid them in robbing the men, and, strange to say, the United States judges seem to be very fond of that sort of company.

It is stated that an instrument has been made that measures accurately the one-thousandth part of an inch, and another instrument has been invented which grades thickness in millionth parts; and again, as an evidence of skill, a watch-maker has built a perfect engine of 122 pieces, not including bolts and screws, which operates in a lady's thimble. These inventions are for the purpose of measuring the height and thickness of Chauncey M. Depew, and the engine is to haul his train when he goes to Washington as president of the U. S.

**A FREE PRESS.**

A congressman by the name of Hayes, credited to Iowa, has introduced in congress a bill to establish in the person of the postmaster general a censorship of the most odious character.

As the law now stands upon the statute books of the nation all needed protection is given, since indecent or immoral publications cannot be sent through the U. S. mails without committing a penal offense. But this does not satisfy a set of long eared and long and short haired cranks, they demand a censorship, by virtue of which the postmaster general may determine by his sweet will what is objectionable and should be cast out.

The law contemplated by the bill introduced by Hayes, "would be," says the *New York Herald*, "an intolerable tyranny. A free press, answerable in the courts for any offense it may commit against law and morality, is the foundation of free government. A bill to create an arbitrary, ignorant and partisan press censorship should receive short shift at the hands of congress. There is not even a plausible excuse for the suggestion of so monstrous a law. As was conclusively shown by a senate report in 1882, there is law enough and to spare already on this subject. It is already a penal offense to send immoral or indecent publications through the mails. Whoever does so may be indicted, and upon conviction in the courts must go to prison for his offense. In a country of law and of orderly court proceedings this surely is enough. It would be an intolerable outrage for congress to clothe the postmaster-general or any other public officer with authority to supersede the courts, and without indictment, trial or proof of any kind condemn men to shameful and ruinous penalties upon his own ignorant or prejudiced whim."

The views of the *World* the *MAGAZINE* fully indorses, and we do not believe the bill introduced by Hayes will become the law of the land.

**LIGHT BREAKING.**

The outrageous order of Judge Dundy, cutting down the wages of the employes of the Union Pacific railway system, is not meeting with the success that Dundy and the receivers anticipated.

Dundy's authority is not so great as Robinson Crusoe's, who is reported as saying and singing:

I'm a monarch of all I survey,  
My right there is none to dispute,  
From the center around to the sea,  
I'm lord of the fowl and the brute."

Not so with Dundy. As he goes west to grow up with the country, he is met by Judges Riner and Hallett, who inform him in the matter of fixing schedules,

that he and the receivers are not the only parties to be consulted, and as a result Colorado and Wyoming are exempt from Dundy's rapine order.

Nothing affords us greater pleasure than to contemplate an upright judge—as distinguished from an ermined caitiff; the difference is so unspeakably great, that one wonders how it happens that a mean, despicable creature becomes a judge in the United States of America.

In the United States it was not the intention to establish courts to rob working men of their means of living, because to do that infamous thing is to indirectly, but not the less effectually, take their lives, and that, too, by torture. When the receivers of the Union Pacific appealed to Dundy to reduce the wages of the employes of the great corporation, he gave the men no more consideration than if they had been so many coyotes or prairie dogs. He not only reduced their wages, but subjected them to degrading conditions.

Inspired by Ricks and Taft and Jenkins, he looks at his cards and "goes them one better," and seizing his pen, attempts to Russinize the Union Pacific. Having done what he could to gratify the receivers and subjugate the men, he confidently appeals to other United States judges, upon the principle of judicial courtesy, to give his decree effect in Colorado and Wyoming. But Judges Riner and Hallett, are not, as it appears, made of Dundy dirt, and when the attorneys having the matter in charge had concluded their arguments, the judges rendered their decision, sitting at Denver Feb. 8, as follows:

It appears by the pleadings in this case that prior to the appointment of receivers certain rules, regulations and schedules were in force, recognized and acted upon by the employes and managers. Our own view is if the receivers deem it advisable and necessary to the proper and economic management of the properties in their hands that rules and regulations, and schedules different from those in force at the time the property came into their hands should be adopted, that the employes affected by any proposed change be notified and given time and opportunity to point out to the receivers any inequality in the schedules or any injustice which they may think will be done them, and after such negotiations and consultation, if the receivers are unable to agree as to any proposed rules, regulations, item or items of the wage schedules proposed, that the matters of differences be referred to the court for final determination. If this course is pursued, the result in our judgment will be that after a full discussion of these matters between the employes and receivers, meeting as they will in a spirit of fairness upon both sides, determined to do the right thing under existing conditions, very little will be left to the determination of the court in relation to this matter.

Such decisions clearly indicate that light is breaking, that the day is dawning—that Dundyism is playing out. And Judge Caldwell is also in line with Messrs. Riner and Hallett. His words have the old-time ring of old-time justice, away back before corporations, courts, Pinkertons, plutocrats, the militia and the devil had formed a holy

alliance to knock the last *kick* out of a working man and compel him to work as near as possible to the confines of starvation and tie him to the corporation, as the hands of galley slaves are chained to their oars. Judge Caldwell's views, prohibiting the decree of Jenkins to have effect in his jurisdiction, is cheering as a Switzer's Alpine horn, announcing daybreak in the mountains. He says:

If receivers should apply for leave to reduce the existing scale of wages, before acting on their petitions, I would require them to give notice of the application to the officers or representatives of the several labor organizations to be affected by proposed change of the time and place of hearing, and would also require them to grant such officers or representatives leave of absence and furnish them transportation to the place of hearing and subsistence while in attendance, and I would hear both sides in person, or by attorneys, if they wanted attorneys to appear for them. The employees on a road in the hands of a receiver are the employees of the court, and as much in its service as the receivers themselves, and as much entitled to be heard upon any proposed order of the court which would affect the whole body of employees. If after a full hearing and consideration I found that it was necessary, equitable and just to reduce the scale of wages, I would give the employees ample time to determine whether they would accept or reject the new scale. If they rejected it they would not be enjoined from quitting the service of the court either singly or in a body. In other words, I would not enjoin them from striking, but if they made their election to strike I would make it plain to them that they must not, after quitting the service of the court interfere with the property, or the operation of the roads or the men employed to take their places.

There is not one employe in ten thousand that would object to such an adjustment as Judge Caldwell outlines; it embodies sound principles of law and justice, and we italicise a few sentences the better to call attention to a policy we believe will at an early day prevail in dealing with railroad employes on lines in the hands of receivers.

In reading Judge Caldwell's views we are the better qualified to estimate the villainy of Dundy's order—which we hope will be revoked, and since Judges Riner and Hallett will not permit it to disgrace Colorado and Wyoming, some modification will, we are confident, be secured.

At any rate, the fact that Judges Riner and Hallett antagonized Dundy's order, is a triumphant vindication of the determination on the part of the Union Pacific employes to protest to the last extremity against the despotism inaugurated by Dundy.

THE ladies of the household will be interested in knowing that the Cleveland Baking Powder Co., of 81 and 83 Fulton street, New York, is now supplying an article of baking powder that for purity and strength can not be excelled. We have given the Cleveland Baking Powder a fair trial and do not hesitate to pronounce it a superior article. The advertisement of the company will appear in these columns. Give it a trial and be convinced of its excellence.

### THE NORTHERN PACIFIC.

To succeed in securing an honorable adjustment of misunderstandings between railroad corporations and their hard-worked employes, is always a source of satisfaction.

The Northern Pacific railroad, from its inception down to the present, has been the one railroad goose that railroad wreckers and gamblers have plucked as often as a pin feather came in sight, or it has been the bleating sheep to be sheared as often as there was wool enough on it to pay for the shearing. It has been regularly plucked, sheared and skinned by a gang of Christless whelps as often as they could secure enough booty to get up a big blow out at Delmonico's, or pay the bills of a trip to Europe, and when, as in the present case, the concern had been sandbagged and bludgeoned to an extent that a receiver and a United States court, a sort of an ox an ass team, was required to draw its breath, the receiver and the court combine to rob the employes that the old goose may replume herself for another plucking just to keep the gamblers and wreckers in pocket change and their wives and daughters in pin money.

The fellow, Judge Jenkins, ambitious of notoriety quite regardless of its character, doubled up his decrees in the interest of the corporation, seemingly desirous of making himself specially odious to railroad employes.

In the first instance, the Jenkins judge, sitting at Milwaukee, issued his autocratic order restraining the employes of the Northern Pacific railway company from going on a strike, or from damaging, interfering with or injuring the property of the road in the hands of the receivers. It also contained the following prohibition, restraining the officers, agents and employes of the receivers "from combining and conspiring to quit, with or without notice, the service of said receivers, with the object and intent of crippling the property in the custody, or embarrassing the operation of said railroad, and from so quitting the service of the said receivers, with or without notice, as to cripple the property or to prevent or hinder the operation of said railroad."

But the receivers, becoming alarmed, they appealed again to Jenkins, who issued a second injunction directed to the officers of the various labor organizations, embracing the employes of the Northern Pacific by name, restraining them from conferring with, advising or counseling the men to go on a strike, and restraining the men from striking or quitting the employment of the company or receivers, either with or without notice.

The action of this judicial snipe was so outrageous that action has been proposed in congress to see if something cannot be done to curb his autocratic ambition, as will

be seen by the following resolution, offered in the House of Representatives by Congressman McGinn, February 5.

*Resolved*, That the committee on judiciary of the house be and is hereby directed to make such investigation into all the matters and things herein alleged and report to the house whether or not the Hon. Judge Jenkins, judge of the United States Circuit Court for the seventh circuit, has therein abused powers or process of said court, or oppressively exercised the same, or has used his office as such judge, to intimidate or restrain the employees of the Northern Pacific railroad or the officers of labor organizations, to which said employees or any of them were affiliated, in the exercise of their rights and privileges under the laws of the United States; and if they shall find that said judge has abused the process of said court, as alleged, or oppressively exercised the powers of his office as judge of said court to the injury of its employees of said railroad and others, then to report whether such act or doings of said judge warrant the presentment of articles of impeachment therefor, and to further report what action, if any, should be taken by Congress to prevent a repetition of the conditions now laid by said order, and by an injunction upon railway employees on the said Northern Pacific road, those engaged on other roads, officers and members of labor organizations throughout the country, and all persons generally.

It may not be that the fawning corporation sycophant will be impeached, but that the Jenkinses, Dundies, Rickeses and Tafts will hear and feel something drop, calculated to curb despotic proclivities, we do not doubt.

At this juncture it is specially refreshing to note that all the United States judges are not of the Jenkins and Dundy stripe. This is made to appear in the columns of the St. Louis *Globe-Democrat* of February 11th. Speaking of the extent of the jurisdiction of Jenkins it seems that inasmuch as the larger part of the Northern Pacific lies in the Eighth Judicial circuit, of which judge Henry C. Caldwell is the presiding judge, it becomes necessary to institute proceedings in this, the eighth circuit, in aid of or ancillary to those originally instituted before Judge Jenkins at Milwaukee, in the seventh circuit. The jurisdiction of Judge Jenkins only extends to the western boundary of the state of Wisconsin. All of the Northern Pacific railroad from Duluth, in Minnesota, which runs through the states of Minnesota, North and South Dakota and Nebraska and Colorado lies in Judge Caldwell's circuit, and it therefore became necessary to have Judge Caldwell indorse Jenkins. This Judge Caldwell refused to do. He is evidently not a corporation lick spittle, is not purchasable, and is withal a man of sterling convictions. He is reported as saying:

If receivers should apply for leave to reduce the existing scale of wages, before acting on their petition I would require them to give notice of the application to the officers or representatives of the several labor organizations to be affected by the proposed change, of the time and place of hearing, and would also require them to grant such officers or representatives leave of absence and furnish them transportation to the place of hearing and subsistence while in attendance, and I would hear both sides in person, or by attorneys, if they wanted attorneys to appear for them. The employees on a road in the hands of a receiver are the employees of the court, and as much in its service as the receivers themselves, and as much entitled to

be heard upon any proposed order of the court which would affect the whole body of employees. If, after a full hearing and consideration, I found that it was necessary, equitable and just to reduce the scale of wages, I would give the employees ample time to determine whether they would accept or reject the new scale. If they rejected it they would not be enjoined from quitting the service of the court, either singly or in a body. In other words, I would not enjoin them from striking, but if they made their election to strike I would make it plain to them that they must not, after quitting the service of the court, interfere with the property, or the operation of the road, or the men employed to take their places. A United States court can very readily find the means to effectually protect the property in its possession and the persons in its employ. I have in one or two instances pursued the policy I have indicated, and the differences were satisfactorily adjusted.

The *Globe-Democrat* says, "to put the position of the two courts sharply: Judge Jenkins, in the Seventh circuit, holds that he has power to restrain the officers of the labor organizations from ordering a strike and the men from going on a strike or from combining or counseling together for the purpose of inaugurating a strike. Judge Caldwell's action shows that he holds the power of the court to extend only to preventing the employees or any one else from injuring or destroying the property in the hands of receivers, or by force or threats interfering with the men who are engaged in operating the road. He does not, by his order, undertake to prevent them from going on a strike, or undertake to enjoin them from consulting together with reference to a strike, leaving that without interference by the court with the declaration that if any persons interfere with the property or men actually at work, either by violence, threats or intimidation, he will then deal with them as law breakers."

Manifestly, Judge Caldwell is a man, while Jenkins is a mouse, and as a result, the order of the mouse is circumscribed within narrow limits—men are still men where Judge Caldwell rules—though they may be something quite different under the jurisdiction of Jenkins.

The troubles between the employees and the receivers of the Northern Pacific began in December. For a time there was every indication that the federated orders had determined to make a stand for their rights; that, whether pleading or protesting they would show Spartan courage. The various federated orders had their grievance committees marshalled in force. They met and deliberated; called for their grand executive officers, who responded, regardless of time, distance or expense.

The negotiations finally ended on February 10th, when the following letter was addressed by Mr. E. E. Clark, chairman of the federated executives to General Manager Kendrick:

DEAR SIR:—As chairman of the federated board of representatives of your employees, I am instructed by them to inform you that in view of the present conditions they reluctantly accept the situation, and re-

quest that, agreeable to their expressed willingness, the receiver's petition the court to ratify the amendments to the schedule on January 1st, which have been agreed to by them in the several conferences which have been held in St. Paul and this city.

In doing this, we express the hope that rapidly improving business and increased earnings will soon render it consistent for you to restore in whole or in part, that which has been found necessary to take from the men.

Yours very truly,  
E. E. CLARK.

We regret that the men have had to accept the reduction while their hearts

"Like muffled drums, are beating  
Funeral marches to the grave."

#### BERRY OR BARRY.

There is an impostor named E. J. or C. J. or J. T. Berry, or, according to others, Barry, who claims to be a member of Guiding Star Lodge, No. 130, Milwaukee, Wis., and who has a traveling card which he is using freely for purposes of imposition and fraud. Complaint against him have been received from Pana, Ill., Memphis, Tenn., Danville, Va., Cumberland, Md., and other points. He makes piteous pleas of poverty and upon obtaining money promptly gets drunk with it. Two situations have been secured for him but he will not work. He has disgraced himself and the order on various occasions, and is totally unworthy the recognition of a brotherhood man. We are directed by the officers of lodge No. 130 to caution all members against this impostor and dead beat.

#### *Steady, Boys!*

Steady, boys! march right along—  
Every word a shout, a song.  
You must be brave and true and strong.  
Failure's death.  
But death's not failure to the brave.  
An honor'd death, and honor'd grave,  
Are not trophies of a hireling slave  
Whose tainted breath  
Kills like the fabled 'pas shade,  
Where nothing lives that God hath made—  
A cemetery without a spade  
To turn the sod.  
And he who enters not the war  
Of Labor, nor invites a scar  
From Labor's foes, from scab to czar,  
Denies his God.  
Let him die, as dies a worm;  
Without a thought, without concern  
For coffin, winding sheet or urn—  
Let him rot.  
While brave men march and abide  
Whate'er in battle may betide  
Themselves, or heroes battling by their side,  
Whose lot  
Is cast with those who dare and fight,  
Though noonday has the gloom of night,  
Their motto, "God and the right."  
The story  
Of their courage shall be told,  
While centuries gather rust and mold,  
Sung when the sun and stars grow old.  
Their glory  
Shall brighten as men go free,  
When Labor has its jubilee,  
And shouts are heard on land and sea.  
"The battle's won."  
Then peace on earth, strife no more,  
Shall be heard from shore to shore,  
"The salutation, as ne'er before,  
"Well done!"

Jacob B. Mayfield.

The railroads of the country are valued, for the purpose of collecting revenue from the people, at \$10,000,000,000, but when it comes to taxing them, a tremendous shrinkage occurs. It is then that the owners, with few exceptions, throw off all disguise and plead extreme poverty. It is probable that the railroads of the country have cost, in honest cash, about \$6,000,000,000, and, if their managers were willing to tax the public on that amount for transportation, the people would listen with more composure when the stories of disaster are recited.

A NEW BOOK by Henry Wood entitled "The Political Economy of Natural Law," has come to our table. It is from the press of Lee and Shepard, the well known publishers, No. 10, Milk street, Boston, Mass., and is gotten up in their usual excellent style. The book has a wide scope and is of special value to the student of economic and industrial questions. The titles of the chapters are immensely attractive, among them being, "The Law of Co-operation, The Law of Competition, Combinations of Capital, Combinations of Labor, Profit Sharing, Socialism, Economic Legislation, Can Capital and Labor Be Harmonized, The Distribution of Wealth, The Centralization of Business, Booms and Panics, Money and Coinage, Tariffs and Protection, Industrial Education, etc., etc. Political Economy is interpreted from the standpoint of evolution and natural law. The idealism and optimism of this book strongly distinguish it from many of the pessimistic treatises of the present time. Mr. Wood has the faculty of rendering this usually dry subject not only instructive but positively entertaining. He has given many years of careful study to the practical phases of social economics, in their relation to Natural Law, and each chapter is thoroughly original and telling in its special department." The book consists of 305 pages, is written with clearness and earnestness, evincing on the part of the author an honest purpose to have our social and industrial systems adapted to the immutable principles of natural law.

MISS IDA M. TARBELL has written for *McClure's Magazine* for March a comprehensive account of the French method of identifying criminals. As invented and perfected by M. Bertillon, of the French police department, this method has a scientific accuracy that makes it infallible. No offender once brought to record under it, can possibly escape identification if ever he is brought again; and Miss Tarbell, before writing of it went to the Paris police headquarters and saw it, in all its details, practically applied. Her article will be illustrated with numerous pictures from photographs provided by M. Bertillon himself. Address *McClure's Magazine*, 743 Broadway N. Y.

### The New Dispensation.

MR. EDITOR:—Under the caption "Are the Brotherhoods a Failure?" Mr. W. S. Carter, in the January issue of the MAGAZINE, introduces copious extracts from the declaration of principles of a new organization that has been "launched on the troubled sea of labor," and which receives considerable adverse criticism from him. As a staunch supporter of organized labor, and as a member of the Brotherhood of Locomotive Firemen, and also of the American Railway Union, I feel called upon to answer some of the statements contained in Mr. Carter's article.

An all wise Providence has seen fit to endow us with various degrees of intellectual capacity; many are denied the power of expressing their thoughts with fluency, and of clothing their language with that chaste imagery so captivating to the mental faculties. Notwithstanding such discouraging odds, however, a plain statement of facts is all that is necessary to place the situation before those interested in the labor problem, as it is presented on the railway systems of America to-day. At the outset of the article in question, Mr. Carter very frankly concedes "that there is a yearning for something new within the ranks of railway labor organizations, apparent to casual observers of current events;" also, "from many localities come urgent demands for a change, for a new organization." I heartily accord with Mr. Carter on those truthful propositions, and hasten to assure him that they will strike responsive chords in the hearts of thousands all over the land who are to-day anxiously watching the struggles between railway corporations and their organized employees, and who view with alarm the rapidity with which we are losing the advantages accruing from organization. The large and often unwarranted reduction of wages on many of the great railway systems during the past year, followed by the extinguishment of lodge fires on the Lehigh Valley, are deplorable occurrences indicative of arrested progress and backward tendencies. Special cause for disquietude is given by the knowledge that the systems involved are, according to the standard of efficiency so satisfactory to many, thoroughly organized, albeit, the organizations rendered no assistance to their membership in the hour of need. To the failure of our brotherhoods to resist the encroachments made upon our contracts and schedules, may be ascribed the inculcation of that "yearning for something new"—something better and stronger, some plan of union that will place all railway employees, let their branch of business be what it may, in active touch with, and support of each other,—a union that will amply provide for tens of thousands of men, that, by reason of the

isolation of their positions, the miscellaneous character of their work, and, perhaps, the watchful eye of some subordinate official, are powerless to organize into separate orders and are ineligible to membership in our brotherhoods. It is the knowledge that our present methods of obtaining justice—considering the opposition to be overcome, are becoming inadequate to the task, and the belief growing daily more prevalent that our brotherhoods will never improve on their present suicidal course, or will never enable us to present that solid front so essential to success—it is this knowledge, I say, that has made fertile the soil in which will flourish the principles propagated by the new order mentioned by Bro. Carter.

To the readers of this article, who have not yet had the opportunity of becoming acquainted with the aspirations and principles of this organization, I will say that a new dispensation is being preached. A leader has appeared before us, bearing aloft a snowy banner on which are inscribed those magic words, Equality and Fraternity, and beneath whose ample folds all railway employes may march shoulder to shoulder in one united band, demanding right and scorning wrong. At the head of this organization stand two men whose names are synonyms of success; men to whom no obstacle is insurmountable, and whose presence in the van is a sight as inspiring to their followers as was the presence of Sheridan at the battle of Cedar Creek. Eugene V. Debs, our chief, the matchless leader, the deep, aggressive thinker—rightly denominated by Shandy Maguire as the star of labor organizations—the man whose untiring industry and spotless integrity made the Brotherhood of Locomotive Firemen what it is. The seductive offers which he refused in order that he might enter a wider sphere of usefulness are too well known by Bro. Carter, and the brotherhood at large, to require repetition here. Second in command is George W. Howard, organizer of the Brotherhood of Railway Conductors, who carried his order to a successful issue, compelled the Order of Railway Conductors to adopt protective principles, and then, with a self-abnegation which finds but few counterparts, turned his thriving and popular brotherhood over to the Order of Railway Conductors, and stepped down and out.

Do not think, brothers, that in thus eulogizing the leaders of the American Railway Union, I lose sight of the main question; far from it. Notwithstanding Bro. Carter's ardent protestations of esteem for the president of the American Railway Union, it will appear to those who read between the lines that he is attempting to cast aspersions on the character and consistency of our beloved chief, thereby discrediting the order of which he is the founder. That he is try-

ing to do so is evidenced by his citation of quotations from Bro. Debs' past utterances, and from those set forth in the preamble of the American Railway Union, by which it is made to appear that Bro. Debs is pursuing a course totally at variance with his former teachings. That Bro. Debs may have, at one time, considered it feasible for the Knights of Labor to round up the mavericks in railway service, is certainly creditable to his heart and evinces a laudable desire on his part for the advancement of all our interests. However, the Knights of Labor failed to do that which he is said to have thought practical; the fruitful fields were left as prey to the avarice and injustice which seem inherent in the hearts of mammon's worshippers; the ripened grain stood waiting the master hand of the reaper. Now comes the American Railway Union, an organization to be composed solely of railway employes, free from the entangling alliances necessarily attending an order like the Knights of Labor, free from the costly compulsory insurance which has proven a heavy burden to our brotherhoods, headed by men whose lives have been spent in bettering the condition of those who depend upon the revolving drivers for their sustenance, and who are not merely official heads of an organization, but leaders in the true sense of the word. I am aware of the adverse criticism my attitude towards the insurance feature of our brotherhoods will call forth. I agree with Bro. Carter, that the heaviest expense borne by us are the assessments levied during strikes. When to this is added the \$7 to \$10 per quarter which we ordinarily are compelled to meet, it will readily be perceived that our financial affairs must be kept in pretty good shape or we will not be in it. Relieved of the insurance assessments our obligations would be much easier to meet, and hundreds of unfortunate members would not be expelled annually because of their inability to pay for compulsory insurance. Is it not a fact that the least additional strain thrown on our brotherhoods, will, when the dues and assessments are already as high as can be borne, cause a big loss of membership? Statistics, I believe, will show that the number of annual expulsions from the ranks of engineers and firemen, for non-payment of dues, would stock the largest railway system in the country. The generality of scabs are made, not born. They are either densely ignorant of the nature of the offense they are committing or, they are actuated by a desire for revenge for some real or fancied wrong. With rare exceptions, those who have been expelled from our orders harbor the design of eventually "getting even." When the unfortunates composing this rapidly increasing class are thrown out of employment, may

they not go to swell the number which is a standing menace to our security? The payment of heavy dues is a continual source of anxiety to a larger percentage of our membership than might be imagined, and fear of the disgrace attendant upon expulsion is an important factor in the list of inducements given us to keep square on the books.

While it is true, as alleged by Bro. Carter, that the union has no "secrets," yet in order to gain admission to its councils it is necessary to be enrolled on the lists of membership, and the constitution specially provides for the exclusion of railway officials, a fact which Mr. Carter failed to mention. Notwithstanding the absence of all the signs, passes, and red tape essential to gain admission to lodge-rooms, it is to be hoped those interested in matters under discussion will have sense enough to exclude improper persons. I willingly concede the correctness of statistics quoted by Bro. Carter, relative to the strength of organization among employes directly engaged in the movement of trains. Our orders would, no doubt, be able to successfully contend against railway companies were it customary for a few of the stockholders alone to bear the expense and furnish the means of suppressing rebellious employes, thereby imitating the example furnished them by their employes when extreme measures are found requisite to redress grievances.

Having had the pleasure of being present during the institution of two lodges of the American Railway Union by Bro. Debs, and being an attentive listener to the reasons assigned by him for its existence, I deem this a proper place to insert one of Bro. Debs' sledge-hammer lines of argument, which should call to the support of this new star in the firmament of labor all classes of railway employes. He said: "The greater the duration of a strike in the transportation department, the worse it becomes for the men, as the company will eventually succeed in moving a few trains, the blockade is gradually cleared and the strike is broken. On the other hand, the longer a strike lasts in the shop department the worse it is for the company, as the motive power begins to run down. Taken separately, these two classes can be defeated on any system in the country, combine them and the vast number of office men, yard men, track men, and others indispensable to the operation of a railroad, and there will stand arrayed an invincible army strong in numbers, capable, by reason of its very completeness, of commanding respect and support, and carrying with it a weight which can never be attained by the hostile factions into which we are now divided." To be sure, it is the fear of a strike which deters corporations from entering



such ruinous contests, and their persistency will be greatly increased when we stand as a unit. They will then be deprived of the certainty of success invariably attending strikes. In fact, it is not anticipating too much to say that strikes will become a thing of the past. Such disgraceful affairs as the "Northwestern" will be made impossible, as the incentive—aggrandizement of an order representing one class of employees at the expense of another class—will be removed. We need not fear the results of rivalry between the brotherhoods and an organization of the comprehensive character of the American Railway Union, as, from present indications, all classes of employees will, in the near future, be compelled to enter an order of this description. The heartiness with which the representatives of every craft are responding to its call encourages us to cast aside fears of ruinous rivalry. By our defeat on the Lehigh Valley our brotherhoods have received a crushing blow. At the inception of that memorable contest the members of the various orders participating therein were told by their chiefs that it was to be a fight to the death, and that the very life of organized labor was at stake; by the results of this supreme test we must stand or fall. This strike was conducted in the usual manner, like an army fighting a powerful enemy by detachments, and was *lost*. System federation of the orders was proven a failure, and more than 1,000 experienced railroad men were cast adrift on an ever-increasing sea of idleness. Patting them on the back and applauding them for their courageous conduct will be small compensation for the loss of hard-earned positions, and the privations to be endured by the unemployed during the fearful depression from which the country is suffering. Lamenting the deplorable results of this defeat would be a waste of time. It has once more proven the futility of partial strikes. We must profit by experience, and endeavor to remedy the defects responsible for the disaster. Fighting for principle smacks more of fool-hardiness than of heroism when defeat is certain, and the result is sure to render our condition worse. The leaders of the American Railway Union do not attempt to decry the noble work accomplished by our brotherhoods. They have cheered with us in victory and wept with us in defeat. They have been material factors in the advancement of our brotherhoods, and most certainly do not maintain that nothing has been accomplished by them. On the contrary, they speak in the highest terms of the wonderful evolution wrought in our condition by the brotherhoods. They assert, however, and the truth of their assertions will receive sorrowful substantiation from the employees of many large

systems, that our orders have attained the fullness of their power, and are no longer able to retain that which has been secured by them. Greater and more determined opposition must be overcome, consequently labor's armies must be reorganized to meet successfully the changed conditions imposed on us by an era wherein the concentration of wealth and power goes on with a wonderful rapidity that will eventually lead to—what?

Bro. Carter ascribes the "present lack of harmony" to personal ill-feeling between grand officers. He gives due recognition to the eternal fitness of things by granting this source of disruption first place in the category of circumstances which place us "hors de combat" when it becomes necessary to use Irish argument (being Irish myself) with the powers that be. In the name of reason, fellow-contributors to the campaign fund, are we to see our struggling hosts go down in order to gratify the jealous animosities of a few leaders? Are labor organizations to remain in a partially developed state, and are we to lose the ground gained by a quarter of a century of progress simply because a half-dozen men do not agree? If such is the case, and we have no reason to believe otherwise, it behooves us to shake off the lethargy which is entralling us and get into a position where a few men will not be capable of doing so much damage.

It is a truthful saying, that "hope deferred maketh the heart sick," and sick indeed must be the heart that has been cherishing hopes of an amalgamation of our brotherhoods. Judging by our past history, we have not the least assurance to believe that we will grow in harmony as we advance in years. Even though we should, there is yet that great army of workers we can never reach. Federation has ever been the watch-word of our advance guards. Tons of paper have been drowned with barrels of ink in the vain endeavor to formulate some plan whereby all the employees on a railway system, or, if needs be, of the nation, may be united under one government. Our most conservative leaders (stumbling blocks to progress) and some of the rank and file have scouted the proposition as an Utopian dream emanating from the heads of irresponsible cranks. In strict accordance with the time-honored custom of their weak-kneed tribe they have declared all efforts in the direction of complete federation as highly impractical, and would have us believe that better and more effective modes of organizing are out of our reach. In fact, they tell us we do not need any plan of salvation other than the one we now have. Up to the present reading our conservative croakers have had the best of the argument. Much satisfaction may it give

them. National federation expired prematurely. Peace to its ashes! System federation of the orders can hardly be termed a blooming success. At last, however, the consummation, so devoutly hoped for, seems to be within our grasp. Shall we reject it without a trial? The American Railway Union is nothing more nor less than a simple, effective plan of federation. Each class of employes may withdraw from the local union, elect its own officers and committees, transact its own business, and adjust its particular grievances, yet each form a pillar in the grand temple, beneath whose sheltering roof all may stand on an equal footing, united for a common cause. The power granted to every branch in the service, where large numbers might cause unwieldiness in the transaction of business, to form separate unions is the redeeming feature of this organization.

This constitutional clause alone removes all cause for friction which might obtain in a mixed order. Having one fountain head, instead of a score, as at present, the employes of a system will, in time of trouble, move much more easily and effectively than under prevailing methods. How infinitely grander and stronger is this broad republic, composed as it is, of a sisterhood of states, each governing in those matters which effects its individual welfare, yet forming a link in the great chain whose power has made all nations marvel! As it is with states, so it is with organizations of men. If all the states in the Union were independent kingdoms and republics instead of being federated under one general government, what clashing and warring of interests there would be. Each petty power would maintain costly standing armies, and in the insane desire to increase its dominion and add to the number of subjects from whom to exact allegiance, would claim the right to make war upon its neighbors. Aye, rather than see them flourish and prosper it would annihilate them from the face of the earth. The result of this course would be a people pauperized in order that each petty kingdom might excel in pomp and splendor the pretensions of its rivals. This chaotic and ruinous state of affairs presents a counterpart of several of our railway labor organizations. Oh, horrible thought, that self-aggrandizement of an order representing one class of employes could lead it to plot the extinguishment of an order representing another class. Hail, then, to the new dispensation which will represent all alike. Day star of hope, I salute thee; may thy power for protecting and ameliorating the condition of working men be as superior to the alienated factions into which we are now divided as would be the dominion of the stars and stripes to a horde of warring kingdoms. The prayer of my heart is that

the American Railway Union will realize to the utmost the expectations of the great heart and brain from which it emanated. Wherever Bro. Debs may go while sowing the seed which is to bear fruit a thousand-fold, he is assured of receiving from the members of the Brotherhood of Locomotive Firemen a warm hand-clasp, and a hearty God-speed.

LA JUNTA, COL.

John A. Martin.

#### The Question of Arbitration.

MR. EDITOR:—Mr. Moseley's article on arbitration as the proper solution of the difficulties arising between railway companies and their employes, together with your comment thereon in the February MAGAZINE, suggests to me a few thoughts which may prove not wholly uninteresting to the readers of the MAGAZINE. The settlement of labor disputes by means of arbitration has come to be quite a fad of late years among a certain class of persons who view the labor question "from afar off," who presume to adjust the relations of laborers and capitalists from the calm judicial height of superior knowledge and supposed impartial observance of the just rights of all parties concerned; persons who, in all ages of the world, have wasted their energy in the vain attempt to accomplish impossibilities by reconciling irreconcilables. Arbitration is only possible between parties who stand upon an exact plane of equality with respect to all those matters which, either legally or morally, affect their respective interests. Mr. Moseley admits this principle, in a general way, but how petty and inconsequential are the remedies he proposes for the attainment of that "equality of power and force which compels the essential requisites of friendly relation, respect, consideration and forbearance," which he would establish as a preliminary incident of his scheme of arbitration! In admitting that self-interest is the governing motive of both parties to such controversies, we must admit that each party will take advantage of all those forces and influences, either of law or of public opinion, that will tend to advance such interests. It then becomes a necessity of the case that such forces must be brought to an equilibrium before equitable arbitration can take place. We find railway corporations entrenched behind a multitude of special and exceptional privileges which are denied to their employes; we find them sustained by the laws of our country in financial schemes which, if undertaken by individuals, would be considered little short of highway robbery, and which they are able to carry on while masquerading in the character of public servants; we find the courts of our land, from the highest to the lowest, partial to their interests, and quick to take advantage of

every possible legal quibble which will enable them to cast the weight of their authority in favor of the schemes which the corporations have conceived for the purpose of reducing their employees to a subjection the most galling—all in the so-called interests of the public. We find a factitious public opinion, created in their interests and sustained by our great newspapers, which plainly accepts the principle that there is one rule of equity for railway employees and another for the companies, and which, while demanding and enforcing the most complete observance of the public rights from the employees, and, too, in a manner as if the employees were somehow apart from and not a part of the public, condones or ignores the manifest lapses from right on the part of the companies and fails to bring them to an accounting for the many and grievous instances in which they have sacrificed the public interests to their own. We find, in short, that our laws are so constructed as to place the dollar above the man, and are always so interpreted as to protect the interests of the stock and bondholders, real or apparent, while considering the rights and interests of the employees as secondary and subservient to them. Entrenched behind this wall of advantage, what benefit may the companies expect to obtain from arbitration? And is there any proposition from the advocates of arbitration to compel railway companies to abate one jot or tittle of the privileges by which they are now enabled to exact their "pound of flesh" from the necessities of their employees? Not a bit of it. They prate about the rights of the public and equality of interests but they propose nothing to bring about such equality. And they want to arbitrate between unequals as if they were equals! As if there might be arbitration between the slave and his master while admitting the principle of slavery! They would interpose an arbitrator between the slave and his master declaring that the two were equal in natural rights but being compelled to acknowledge that they were not equal in the eyes of the law. There can be no arbitration on such a basis. The question resolves itself, finally, into one of justice, into one of forcing employees to depend for their rights on whatever sense of justice may be resident in the minds of their employers—Mr. Mowley acknowledges this—and does not justice always have to take a back seat for self-interest? It is easy to predict what railway employees have to expect from arbitration by noting the expressions of those writers on industrial subjects who are recognized as authorities by the *lib.* Mr. N. P. Gilman, in a work published less than a year ago, discourses on this subject while predicting the "industrial future" of the country. There is not the least

doubt that Mr. Gilman expresses the general sentiment of those who control our laws. What measure of justice railway employees may expect from the operation of that sentiment will be best indicated by quoting his words:

A strike on an important line of transportation, however, at once retards the whole industrial machinery and is injurious in an extreme degree, few persons being exempt from its more or less direct effects. This fact at once suggests that the terms of the labor contract between the railway, for instance, and its employees should be different from the form usually prevailing; that the employee on a railroad should be obliged by law to give notice, some time previous, of his intention to leave the service, and that arbitration should be applied to the cause in a special manner. It goes without saying that the legislature of every state should make it an act of felony on the part of an employee on a railway to desert a freight or passenger train in transit, to the great detriment of shippers of freight or to the risk of life of passengers. The recommendation of the New York State Board of Mediation and Arbitration, several times renewed in the last few years, and especially emphasized with reference to the strike on the New York Central & Hudson River railroad in August, 1890, and the strike at Buffalo in August, 1892, commend themselves with great force. The carrying them into general practice will mark a great forward step in this direction. The semi-military organization of the railway service toward which these recommendations tend is highly advisable. In case of labor difficulties on a railway, the calling in of the State Board of Arbitration should be compulsory on the employees and officers—the existing contract being continued until the board has rendered its decision."—*"Socialism and the American Spirit,"* by Nicholas Paine Gilman, page 259-60.

The recommendations of which Mr. Gilman speaks are as follows:

- (1.) The service rendered by railroad corporations created by the state is a public service.
- (2.) Entrance into such service should be by enlistment for a definite period, upon satisfactory examination as to mental and physical qualifications, with oath of fidelity to the people and to the corporation.
- (3.) Resignation or dismissal from such service to be permitted for cause, to be stated in writing and filed with some designated authority, and to take effect after a reasonable and fixed period.
- (4.) Wages to be established at the time of entry and changed only by mutual agreement, or decision by arbitration of a board chosen by the company and employees, or by a state board, or through the action of both, the latter serving as an appellate body. Other differences that may arise to be settled in like manner.
- (5.) Promotions to be made upon a system that may be devised and agreeable to both parties.
- (6.) Any combination of two or more persons to embarrass or prevent the operation of a railroad in the service of the people, a misdemeanor, and any obstruction of or violence towards a railroad serving the people, endangering the safety of life and property, a felony with punishment of adequate severity.
- (7.) Establishment of a beneficiary fund for the relief of employees disabled by sickness or accident, and for the relief of their families in case of death, as is done upon the lines of a number of railroad corporations in other states.

There you have the approved programme of the arbitration advocates. How do railway employees like it? It might be remarked, in passing, that this New York board was largely instrumental in settling (?) the Lehigh Valley strike. Its programme is being enforced to the letter as fast as possible in all essential particulars. Now let's all take off our hats and give three rousing cheers for arbitration.

W. P. Borland.

BAY CITY, MICH.

**For a License Law.**

MR. EDITOR:—In a speech made at Terre Haute, Brother Debs said, "I will not declare against strikes, for there is not a star nor a stripe in the ample folds of our country's flag that does not represent a strike." I have thought a great deal about it since that day, and my conclusion is that a history of strikes is a history of loss of life and property. No matter how successful a strike may be, large sums of money are lost on both sides, and I believe railroad strikes head the procession so far as loss of life and property are concerned. When a strike is ended somebody is, invariably, out of a job, and sometimes a large number are thrown out. Perhaps those who can least afford it are left to hunt up a new situation and begin at the foot again, the fruit of years of patient toil swept away in a few days or weeks at most. A workingman's job represents his living, and one man's living is just as valuable, to him at least, as that of another. Many plans have been tried to prevent strikes, but all have been deficient in some respect. The time was when the engineers held the key to the situation, but that time is long past. State boards of arbitration have accomplished but little; federation, partially tried, is not as successful as we hoped; why not look for something to go with it? When we go on board of a steamboat of any kind, from the "Ocean Greyhound" down to the most insignificant steam yacht, we feel perfectly safe, as far as the human element enters into the conditions of safety, because all the officers are licensed; we may not know these officers, but their certificates of ability are hung up where all who wish may read them, and they are signed by U. S. authorities, not by some obscure official, or possibly some state examiner who has a political pull. We may not know the "jib sheets" from the "bow anchor" or perhaps we never saw a steamer before, but we are assured by U. S. officials that the men to whom we entrust the care of our lives and property are competent to act in any emergency. Yet we step into a railway train and go whirling over the country at from twenty to ninety miles per hour and who knows the conductor or engineer? Who can tell whether they are drunk or sober? Who vouches for their ability? Perhaps there is a wreck; a coronor's jury may find fault with some railway official, and a jury of interested officials, intent on saving their own heads, shift the blame to the conductor or engineer, or both. They are the highest authority and they are interested. If the conductor and engineer had a U. S. license in their pockets could this be done?—certainly not so easy. Could the rules be twisted so as to lay the blame on the men in the train service regardless of circumstances, as is done now? I think not. Railroads have adopted standard time,

some of them have adopted standard rules; why should not the general government compel them all to adopt standard rules, allowing special rules to govern local matters, then allow nobody to run an engine or train who could not pass an examination before a board of U. S. inspectors and obtain a proper certificate of ability? Suppose we have a strike; could the company hunt up all the whiskey soaked soreheads in the country and put them in a position of responsibility, where life and property would be entrusted to their care? Nay, verily! Uncle Sam would be in a position to promptly interfere with that arrangement, and unless that quintessence of nothing, that is one degree lower in the scale of animadversion than a hog, known as the scab, could produce a United States license he could not go out. And the chances are he could not get the license, because he could not get the required recommendation for sobriety, industry, etc. And if his examination was not straight the inspector would lose his job, as did a marine inspector that I knew of. I have never heard this matter discussed, nor do I remember of ever seeing anything in print regarding it, and I have long hoped that the subject would be introduced by an abler pen than mine. I hope the question will be taken up and pushed forward or backward, as its merits determine.

COLLINWOOD, OHIO.

*H. I. Miller.***Strange Faces.**

MR. EDITOR:—I am a charter member of No. 54, which lodge was organized in October, 1876. I have been at the throttle for the past ten years, but still cling to old 54, and in looking over the charter I find that I am the only charter member left; the others are scattered here and there, some are dead, some were expelled, and some withdrew to join the B. of L. E. at the time the laws of that order compelled an engineer to withdraw from the B. of L. E. before joining it. It gives me great pleasure to meet with the boys, but I am sorry to say I do not enjoy that pleasure very often. I find many strange faces there, but I feel as much at home as I ever did, and it is a pleasure to see them go through the routine of business. No. 54 has an excellent set of officers; they are all good workers, and where a lodge has good officers you will always find it in a prosperous condition, which is the case with 54. It is my intention in the near future to give the brothers, through our valuable MAGAZINE, a slight account of my trip to England, and how nicely I was treated by the engineers and firemen while there, mention of which was kindly made by the editor in the December MAGAZINE.

MOBERLY, MO.

*George R. Stacy.*

*Plea to Our Masters.*

In God's good name, ye learned men,  
Who preach so much with voice and pen,  
When grinding out decrees,  
Please pause and hear this humble tale  
That we poor devils of the rail  
Now tell on kneeling knees:

You thunder at us legal lore  
In broad sides from your hireling store,  
And say we mustn't strike,  
We mustn't either quit or frown.  
However much you cut us down,  
Or contemplate the like!

Of course, we know we're only slaves,  
To serve you till the yawning graves  
Are closed above our bones;  
We're made of nature's coarsest stuff,  
All quarried, crossgrained, rude and rough  
As newly quarried stones.

Because we're built in human shape,  
Superior ways we sometimes ape,  
Above our lowly sphere:  
God bless the wisdom of your brains,  
That adds more rivets to our chains,  
When e'er such signs appear!

You've but to fire injunctions out,  
They'll from our breasts entirely rout  
Each independent throb;  
Don't pause an instant in your might  
To ask your bosoms if it's right  
To let us quit a job.

Our masters, they're superior clay,  
And made to while their lives away  
On beds of eider down;  
Pay them in thousands multiplied,  
In order that they'll rough-shod ride  
Upon us if we frown.

Just throw us crusts of moldy bread,  
They're good enough—we're better dead—  
We've got no right to live,  
Except, oh, learned judges dear,  
To be your beasts of burden here,  
While air to breathe you give!

\* \* \* \* \*

An imp of hell now guins my ears,  
And whispers: "But so many tears  
We'll only have to weep,  
T'ntil perhaps a midnight cry,  
In thunder-tones, will reach the sky,  
Arousing all from sleep."

This imp declares: "The like before  
Took place upon a foreign shore  
One hundred years ago,  
When blear-eyed serfs, like beasts of prey,  
Their heartless masters swept away  
In crimson tides of woe."

God save this land from such a doom,  
May never anarchistic gloom  
Upon its banner fall.  
May justice rule in all her might,  
And hateful wrong be crushed by right,  
Mid equal rights for all.

*Shandy Maguire.*

*Demand for Political Action.*

MR. EDITOR:—The recent injunction proceedings on the Northern Pacific, taken in connection with the somewhat similar action of the courts at the time of the Ann Arbor strike, should have the effect to rouse workingmen all over the country to a full understanding of the requirements of the labor problem. I am sorry to see the railway corporations and their employes disagree and have trouble, but I believe this to be one of the grandest things that could happen to the laboring class. Organization is one great step towards our freedom. It has been found from time to time that one organization alone could not successfully resist the encroachments of the corporations nor win strikes without working in combination with other organizations. This knowledge has at last been applied to practice, and the organizations are now able to make a bold stand and a brave fight for the rights of labor. But there is something else which I believe is necessary, and that is the ballot-box. Brothers, wake up! Are you aware that you are losing precious time by your delay? Make this a part of your study; bring it into the lodge room and agitate the question on behalf of yourself and brothers. It is all in our own power; if we put up our candidate and stand by one another as true brothers should, we can elect our men. What can the rich do without the assistance of the working class? Nothing. Neither could they elect their candidates without our assistance. But it is certain that the laboring class has no voice in the choosing of candidates for high offices. The moneyed men do the choosing themselves and the laboring class is only supposed to vote for them; that this is true anyone may prove by simple observation. The laws are corrupt and should be amended, but we cannot expect such amendment from the party which is now in power, nor from the one that has heretofore been in power. We must select our own candidates and elect them; that is our only salvation. We shall then have justice, and not before then can we expect it. Brothers, I appeal to you, for your own sake and for the sake of your wives and children, to make this your future study. Think it over honestly; it is a serious problem, for once lost we are lost forever. I do not appeal to the railway orders alone, but also to every labor organization. Brothers, I wish you to meditate over this question. Never mind the old parties you have so long voted for. If they deal dishonestly with you and make laws to ruin you you have a good reason for deserting them. Let us rally for united political action.

DIAMOND LAKE, ILL.

*E. S. Whitmore.*

ELSEWHERE will be found the charming verses of Bro. Ellis B. Harris, Spooner, Wis., entitled "The Songs my Mother Used to Sing." The verses have been set to music and copies can be obtained by applying to Bro. Harris, the author, who is a member of Quickstep lodge, No. 500. The composition evinces poetic talent of a high order, and the exquisite tribute to the songs of motherhood soothe the ear and touch the heart.

## President Depew.

MR. EDITOR:—In the January issue of the MAGAZINE appeared your article "The Clown and the Pope," which may be very good reading and may be considered very amusing in Greenland or anywhere else except on the N. Y. C., the east, and such other parts of civilization as believe in Mr. Depew's integrity and capability, of which the brothers on the N. Y. C. have a high opinion.

To these brothers it does not seem to be a very good way to produce harmony and good will, such as now exists between officials and men, to have the chief executive senselessly belittled by the official organ of the Firemen's Brotherhood. Mr. Depew will compare favorably with any railroad president of whom we ever heard. He will compare favorably as a friend to labor organizations. If any organization has a grievance to air, you may be sure they will not be refused an audience, which, I am sorry to say, cannot be said of some presidents we all know. If there is a union meeting to be held, Mr. Depew willingly gives his services if not previously engaged. These services were always highly prized by the B. of L. E., and they were always properly thankful for the same.

In your article, "Success in Engineering," appears the following in reference to the managers' solicitude for the men: "But we challenge the record to show an instance when the managers said to their employees, 'men, your duties are arduous, and involve great danger, we propose to advance your wages,' but let business decline, and promptly is heard all along the line the orders, first to remand the men to idleness; second, to reduce wages." A little further along appears the following: "But who ever heard of the Vanderbilts' solicitude taking the form of increasing the wages 5 or 10 per cent. or any other per cent." The past season has been one of business depression throughout the country. The N. Y. C. has not been exempt. Did anyone hear of a reduction of wages? I didn't. In 1890 the engineers received a raise of 50 cents per 100 miles and the firemen 10 cents per 100 miles for freight service.

While it is not as smooth sailing on the N. Y. C. as is desirable, we believe in giving justice where justice is due. We do not suppose the MAGAZINE is published for the aggrandizement of Mr. Depew, or its views moulded to suit that part of the fraternity working on the N. Y. C., but we do think it would promote a better feeling of mutual good will between officials and men not to have the owners and president misrepresented and ridiculed in the official organ of the Firemen's Brotherhood.

I hope you will accept this in the spirit in which it is offered.

ALBANY, N. Y.

C. G. Riddick.

*The Songs My Mother Used to Sing.*

Oh! I love to hear the ballads that my mother used to sing

In the twilight as I stood beside her chair,  
In my memory their melody with love and reverence cling.

Like the blessings that she gave at evening prayer,  
Her voice was sweetest music, and my mother's face was fair.

In her eyes, the love-light shone so pure and strong,  
Oh! how oft I've stood at twilight and caressed her silken hair.

While my youthful heart was stirred with some old song.

## REFRAIN.

"Erin is my home!" "Beautiful isle of the sea!"  
"The meeting of the waters," "And you'll remember me."

"Kathleen Mavourneen!" "Fond memories 'round them cling."

Those are the songs that my mother used to sing.

When the sun had formed a halo on the far-off azure dome.

Clothed the clouds in robes of crimson and in gold,  
When the toil of day was over, turned our wearied footsteps home.

There dear mother gave a welcome to the fold,  
She stood upon the threshold with a smile upon her face.

Like an angel pure and bright she seemed to me,  
In my memory I see her and the dear old-fashioned place.

As I listen to some sweet old melody.

There are times when bowed with sorrow and my heart is filled with pain.

In an anguish that the lips can scarcely tell,  
Then I long for that to-morrow when to hear her voice again.

I to seek her go where brightest angels dwell,  
I've heard of heaven's music and the ecstasy of song.  
Sweet and gentle as the rustle of a wing,

But I'm sure there are no melodies sung by that angel throng

Sweeter than the songs my mother used to sing.

## REFRAIN.

"Home, sweet, sweet home!" "In the cottage by the sea!"

"And the old oaken bucket," "I'm dreaming now of thee."

"Sweet highland Mary!" "Fond memories 'round them cling."

Those are the songs that my mother used to sing.

SPOONER, WIS.

Ellis B. Harris.

A MEETING was held, not long since, in St. Paul, Minn., to discuss the early closing movement, at which Archbishop Ireland spoke, and among other things, said: "My sympathy naturally goes out to the toilers, as they are not only the stay and support of the nation, but also the builders of its material wealth. The labor question is the great question of the day. Sad it is that some capitalists, though not all, look upon toilers as pieces of machinery that revolve for their benefit. Hence the uprising of the labor element, and the discussion of this question is an absolute necessity. Any profit received by the capitalists from the sacrifice of humanity in the toilers is an outrage on God's children. The prosperity of capital depends upon labor having its rights, as well as the prosperity of labor depends upon capital having its rights." Such words indicate conclusively the trend of public sentiment, and will eventually produce a harvest of splendid results.

## Union and Protection.

MR. EDITOR:—I notice in our valuable MAGAZINE for January an essay from the fluent pen of Bro. W. S. Carter, of Alamo Lodge, Taylor, Texas. Asserting as an evident truth that the columns of our MAGAZINE are to be used to advance, and not retard us in life, I feel justified in asking for a little space to present my own and brothers' explanation and defense. I am neither courting honors nor glory; I despise flattery; I detest contention, and fear not honest men; and I ask recognition from Bro. Carter by reason of us both being members of the B. of L. F., and also of our personal acquaintance, as I was employed as a fireman on the I. & G. N. in 1887, and am as familiar with his speech and pen as I am with the memory of Texas. Knowing him as I do, I know he is a man subject to conversion, ever and always willing to pardon an offender. He who can reason, convert, and be converted, is wise; he who has but one mind and one eye, and will not, is a fool. I am inclined to judge Bro. Carter hasty, somewhat rash, and altogether too jealous in the manner he assails the A. R. U., its members, and its organizers. Since we last met I have well earned—though unavoidably—the slang title of "tourist," and that partially accounts for my being a member of the A. R. U. to-day. I have also experienced the ups and downs, and to's and fro's of railroad life, and endured hardships which I wish never to repeat, nor see duplicated by others. Bro. Carter's argument will support my assertion that he speaks from observation of his immediate surroundings, while I do not; I speak from an experience obtained within the boundaries of the British province, the Mississippi river, the City of Mexico, and the Pacific coast. I speak for a cause that demands our attention and support; I speak for his interests, my own, and the interests of every man who, to-day, is, or wishes to become a brotherhood member. In union there is strength, in division, defeat and death. Bro. Carter has referred to the constitution of the A. R. U., and I will, in turn, dwell lightly on the constitutions of the distinct organizations. Can every employe in all ranks and classes of railway service join the B. L. E., the B. L. F., the O. R. C., or the B. R. T.? No. Are they disqualified for any reasons affecting their manhood and honor? No—true enough, lack of integrity is not the obstacle. Does not our various constitutions demand that the applicant be a limited time in actual employment in the vocation represented by the brotherhood to which he is seeking admission? We cannot all of us become members of the B. L. E., O. R. C., or B. L. F., but we can all become, and in a body, too, A. R. U. members,

which would be in a practical sense—federation, federation! Yes, in its natural, pure, and unadulterated state. This protecting arm, federation, extended to the laboring world in the name of the A. R. U., will be the powerful wall of protection whose absence in the past has been demonstrated, and which the progress and success of the future demands. Brothers, this fort of the future is what, or will be, what we make of it. The character is grand, the parts are easy, and if we, both individually and in a body, play well our parts success will be assured. When the hard working and poorly paid section man, and those who toil at the coarse labor in railway service, offer their hearts, hands and oaths, and prove by their actions and support that they are our brothers, how can you refuse, even hesitate, to join us? At the same time we are craving strength and protection, as is indicated by our B. L. E. or B. L. F. membership, the men who, in emergencies, could inflict ruin upon us, now pledge their honor and support to become as true brothers as any the distinct brotherhoods can furnish. They are making the sacrifice; we are the ones most benefited, and as we respect old age and honor gray hairs, so do we respect those who have served an honored apprenticeship at their respective trades. Then, as time rolls on until the final end is attained, we will gather in the vast army of experienced men and not exert our influence in favor of discord where our brother's interests are concerned, nor occupy ourselves in a field entirely foreign to railway service. The excess in the supply of railroad men, over the demand for them, is daily increasing, and until this great surplus of experienced men are consumed will strikes continue to be—and continue to be lost. If every railway employe was a member of the A. R. U. to-day we might congratulate ourselves that we had known our last strike. Then, as strikes would be a thing of the past, equally so would be the alternative now frequently forced upon us, "accept our terms or we will employ scabs." Bro. Carter admits that only 141,000 out of the vast army of one million railway employes are organized, and they are divided into as many as twelve or fifteen different orders, yet each order purports to be correct in its mission. I claim that honors are equal, and that the interests of all are identical. Why not, then, become one? Pride! Yes, pomp and pride? We are each and all—Bro. Carter admits he is—proud to the core. Brothers, let us cast off this inhuman, unjust, and unworthy coil of vanity and conceit, and place our hearts and hands to the level and equality of our interests. If we continue indifferent and unorganized, half a score of years hence we will have not

where to lay our heads, in any sense pertaining to the recognition of our liberty and manhood, but if the A. R. U. succeeds in performing its mission as successfully as that truth and philosophy are blended in the rhymes of Shandy Maguire, then, in a little time, can each and every one of the present army of railway employes claim affiliation with an organization that is what Bro. Carter portrays - the unit organization of to-day. Then, when meeting a brother of our craft there would be no need to avoid him, nor restrain him from giving evidence of his misfortune, nor referring him to the idle thousands of the craft and acknowledging how utterly impossible it is for his lodge, or his system, to obtain for him even a "release" of service, not to mention a reinstatement, owing to weakness and inability. Positions of skilled labor, with their high-sounding wages, are a standing temptation to the inexperienced and uninitiated in the outer world, and those who would be protected should hasten to be enrolled. The A. R. U. is the consolidation of all the fraternal and protective knowledge and experience gained by the various brotherhoods, and is to be equally beneficial to all; becoming a member does not necessitate the care of several students, nor require one to divulge his knowledge, in any other than a fraternal sense—for the good of all. Whether or not the brotherhoods have outlived their usefulness may be an open question, but it seems quite certain that they can never outlive their expensiveness. Each order could belong in a body to the A. R. U. and be governed by its own local boards, which could confer with the board of arbitration as with our present joint protective boards. We could dispense with the high salaried grand officers, and we would readily discover that a \$3 per annum brotherhood would suffice to supplant our present lodge dues and assessments, which many have found to be an intolerable burden and one not warranted by their surroundings and financial ability. The first permanent by-law to be inaugurated by conference and consent of a convention of the A. R. U. is yet to be adopted. The A. R. U. is in need of experienced, sincere, and true advocates to carry the good work on, and calls upon such to join the ranks and teach us, who are neither wise nor experienced, but who have ample will power and staying qualities, to become true and devoted supporters of the cause of labor. Perhaps Bro. Carter has never enjoyed the pleasure of attending an A. R. U. assembly? for it is a pleasure to see engineers and firemen conductors and brakemen and a' that seated side by side, and note the feeling of satisfaction that is evolved by a discussion of the common interest in an honest cause,

and for honest principles. Let us each and all, in silence or otherwise, act as arbitrators in our cause and endeavor to obtain a quorum for harmonious action; and then, one aim in life, one flag, and rational federation is the ultimate.

LA JUNTA, COL.

*Ira D. Mayhall.*

### Why the Anarchists Were Pardoned.

MR. EDITOR:—It is related of a celebrated English lawyer who was retained as counsel in a suit involving a considerable sum of money, that when the suit came to trial he handed to the barrister who was to do the pleading a slip of paper on which he had written: "No case, abuse the plaintiff's attorney." And this seems to be the invariable method which men adopt whenever they feel called upon to plead but have "no case." It is the method adopted by Mr. W. H. Gray and the whole brood of apologists for iniquity from whom he derives his inspiration. It is a noteworthy fact that not a single one of those who have condemned Governor Altgeld's action of last June have ever made the slightest attempt to base a condemnation upon the real ground of the governor's action, nor to offer the slightest evidence in rebuttal of his charges. Invectives and abuse have been made to do duty for argument, and a vast amount of dust has been thrown in the air with the sole purpose of obscuring an issue that could not be met, and while some of the least shameless of Altgeld's opponents have been able to take their stand on a question of expediency, not a single one of them has been able to reach the broad plane of morality and justice—upon that, Governor Altgeld and his defenders stand alone. Mr. Gray's argument—and I ask pardon for so honoring it with the name—would not be worth any serious attention were it not for the fact that he, presumably, speaks in the character of a workman, and it is important that workmen, if no others, should address themselves to the real merits of the case. It should be understood, in the first instance, that the social, moral, or religious opinions or beliefs of Samuel Fielden, Michael Schwab and Oscar Neebe have not even the remotest connection with the questions which furnished grounds for their pardon. Whether or not these men were Anarchists, Methodists, Mohommadans or Buddhists, does not in any way touch the claim that they were convicted by a packed jury and prejudiced judge and sentenced to suffer punishment for crimes they never committed, and it is this claim that furnished grounds for their pardon. These men were not pardoned because they were anarchists, what they teach or believe is not an issue in the case at all; they were pardoned upon the complete and sufficient showing that they were suffering unjust



punishment at the hands of the state. All the men who were convicted in 1887, the four who were hanged on November 11th, the one who blew his head off to avoid the disgrace of the gallows, and the three who languished in prison for a period of six years, were the victims of police activity and an unceasing determination on the part of the myrmidons of the law to find victims in revenge for the murders in the Haymarket. The governor's showing on these points is ample and conclusive; it has never been successfully controverted, and that his opponents have been compelled to raise the cry of anarchy and resort to vindictive abuse of his personality, instead of addressing themselves to the merits of the case, is quite conclusive evidence of the irrefutable nature of his charges. There are two points in connection with this matter that there has never been the slightest evidence produced to explain away, and which the apologists for the judicial prostitute who presided at the anarchist trials make no attempt to explain away. First, an unwarranted attack was made by the Chicago police upon the right of public meeting, which attack led to the death of certain of their number from the effects of the explosion of a bomb. Second, the state never found out who threw the deadly bomb, and, therefore, never convicted the real perpetrator of the outrage, but did convict eight other men simply because they had indulged in violent language and had been found in bad company. Seven of these men were sentenced to death and one to fifteen years' imprisonment, and it is worthy of note that in the case of Neebe the state's attorney did not ask the jury for a conviction, because he did not dare to do so on the evidence adduced, but the jury went ahead and convicted and sentenced him just the same. The theory upon which these men were convicted and sentenced was that they had taught doctrine that was in opposition to public order and against the peace of society, and that it was through the influence of such teaching that some person, or persons, unknown to the state, had been led to throw the bomb which caused the massacre at the Haymarket. Admitting the reasonableness of this theory, and conceding the state's right to make these men *particeps criminis* with the bomb thrower upon evidence that their teachings had had the effect ascribed to them, still it was absolutely essential to a just conviction that the state should establish the connection between these men and the actual thrower of the bomb. This connection was never established, because the real thrower of the bomb has never been discovered, and the state never produced a shred of evidence to support the theory upon which these men were convicted, sentenced and executed. It was never even shown that the

thrower of the bomb was an anarchist at all, because it was impossible to make such a showing, let alone establishing his connection with the particular group of anarchists who were on trial for their lives because charged with responsibility for his acts. It was, indeed, given out by the police that a certain Rudolph Schnaubelt, an anarchist, was the actual thrower of the bomb, but no extraordinary effort was made to bring this man into custody for the purpose of proving whether he was not, nor was his connection with the men who were on trial for their lives ever established. These are questions of fact that may not be disposed of by the simple assertion that these men were anarchists, nor will their conviction be justified by ignorant and vindictive denunciation of the governor who had the courage to pardon the three who were in prison, and give the exact reason for his act to the world. It has been asserted by many persons well up in the authority of the nation, that if the governor had released these men without giving any reason for the act, or had simply said that he released them because he believed they had fully expiated their crime and further punishment was unnecessary, no condemnation would have followed, but, rather, he might have received a mild sort of approval; but to release them on the grounds he did! that was not to be endured! But, why such reasoning as this? If the men were justly convicted why should not they serve out their sentences the same as other criminals? And why should the governor escape condemnation for exercising his pardoning prerogative without adducing full and sufficient reasons therefor? But, if these men were innocent, if they were the victims of juridical obliquity, why should the fact be suppressed? Why should the governor be condemned for giving to the public all the information in his possession relating to the fact, and thus, as far as possible, removing the cloud of criminality from the reputations of innocent men? Those who cannot make some sort of a showing to oppose the pardon of the anarchists in the light of facts that have never been disproved, would much better keep quiet. To uphold the doctrine that these men were rightly condemned simply because they were anarchists, and had propagated theories tending to lead others into the commission of crime, is rather dangerous business; there are consequences flowing from that principle which even so great an upholder of the rights of society as W. H. Gray might hesitate to accept. The tendency of such a doctrine is well illustrated by the following communication which recently appeared in the *Twentieth Century*:

*Editor Twentieth Century:*

BOMBS IN HARMONY WITH THE GOLDBUG PRESS.—On

October 11, in the United States senate, Mr. Stewart, of Nevada, read a threatening letter which he had just received. It was dated Baltimore, October 11, and addressed him as "My Dear Sir," it says:

"You are now warned not to put your foot on the toiler's neck, although you have him down; for there might something drop between your feet, there there is a rude figure of an explosive bomb, that will surely explode. Take warning. By One Who Knows."

"Mr. Joseph C. S. Blackburn will also take warning."  
"P. S.—This is no Anarchist talk; I am American born."

Mr. Stewart said he would not have called attention to this missive, if it had not been in harmony with the language of the public press of New York.—*New York Herald.*

Dupes of the goldbug press find it necessary to threaten silver senators with bombs, and in the same breath cry out: "We are not anarchists, we are American born; you silver men are anarchists." Suppose this goldbug anarchist had actually thrown a bomb and killed some of the silver senators: Would there not, in that case, be just as good reason to arrest, try, condemn and hang the editors of New York goldbug newspapers as there was for hanging Parsons and Spies in Chicago, the 11th of November, 1887? The cases would be exactly parallel. Spies and Parsons were hanged, not for any overt act of violence, but for printing newspapers which some persons thought were calculated to incite to acts of violence. The New York newspapers are backed by the money power—the bankers, monopolists, plutocrats—the Chicago editors were backed by nothing more than a just cause. That is all the difference there is between them as anarchists or as politicians.

Mr. Gray will, of course, understand that Governor Altgeld's subsequent action in the pardoning line has nothing whatever to do with the merits or demerits of his action in the anarchist matter; "that is another story," but, as possibly tending to throw some light on the matter, I commend Mr. Gray to a perusal of "Live Questions, Including Our Penal Machinery and its Victims," by John P. Altgeld. Mr. Altgeld has made quite an exhaustive study of criminology, and there are truths in his book which might be accepted by even so narrow an intellect as that of W. H. Gray.

BAY CITY, MICH. *Wilfred P. Borland.*

#### Addresses Wanted.

HARRY CROOKER.—A blacksmith helper, worked last at Santa Ana or Tracy, Cal., also at Pueblo and Manitou, Col., is about 5 feet 8 inches high, has light hair and complexion and very prominent teeth; weight about 135 pounds. Any information regarding him will be thankfully received by Joe P. Aiken, Hitchcock, Texas.

C. A. TOWSE.—Anyone knowing his whereabouts will confer a great favor upon his brother by notifying F. E. Towse, Omaha freight office, Minneapolis, Minn.

SAMUEL C. SMITH.—Left Hartford, Conn., in September last and was last employed as engineer on the N. Y. & N. E. R. R. He is requested to at once communicate with the secretary of Charter Oak Lodge, No. 285, Hartford, Conn.

OUR ADVERTISERS.—The Farrand & Votey Organ Co., of Detroit, Mich., advise us they have just issued the new edition of their "Daily Memorandum Calendar," for '91. It makes an excellent time book for railroad men, and will be sent to any address upon receipt of ten cents. It is claimed to be the best of its kind published, and is indispensable to the laboring element. This company has been awarded the gold medal and highest award at the Columbian Exposition, and for those contemplating purchasing organs, we would urge that they correspond with Farrand & Votey, and get their prices.

THE *Trainmen's Journal* for January, 1894, comes to our table with a frontispiece on which appear life-like pictures of the grand officers of the order. We regret that the face of our esteemed friend, D. L. Cease, the editor of the *Journal*, is absent. The leading editorial of the issue relates to the strike on the Lehigh Valley, in which the point is made that the strikers won a victory. The editor says:

The company claims a victory but where was there ever a strike that the company did not. The points fought for were conceded but the company claims the battle. The men, when they found they had to fight prepared for it. They strengthened their organizations, they federated, they made financial preparation to withstand a siege, and when the time came they could not be either scared or starved into submission. Their federation was successful, for without it they would have been driven from the system. With it desertions from the ranks were few and the non-union men were inspired with the same impulse as were their union co-workers and they stood with them to the end.

The declaration that "the company claims a victory" is doubtless conceded by the "poor wanderers of a stormy day," who can't see how it is that the strikers won a victory when they lost their jobs.

#### British Workman's Ballad.

I walked in a percession with a banner and a band,  
And they said I was a noosance in 'Igh 'Oborn and the Strand;

I spouted at a meeting which was in Trafalgar square;  
But they sent the slops to charge me and to clear me out of there.

Oh, it's "Demmygog" and "Sochulist," and "Damn the lazy lout,"

But it's "Bless the British workman" with the ballot box about.

The ballot box about, my lads, the ballot box about—  
Oh, it's "Bless the British workman," with the ballot box about.

I struck for better wages, and they said I was a fool.  
And the crafty hagittator merely used me as a tool:  
And when the kids was starvin' and we hadn't sup nor bite,

They only shrugged their shoulders, and they said it served me right.

For it's "Ruin to the country," and it's wickedness and crime,

But it's "Sacred rights o' labor" just about election time.

Just about election time, my lads, just about election time;

Oh, it's "Sacred rights o' labor," just about election time.

I'm lazy and I'm 'ulking, and a noosance and a cuss,  
And I sit on trade and commerce like a blessed ink-bus.

I'm a-draggin' down the hempire and a swelling of the rates,

And a orn'y anded 'umbug what the hupper class rates.

For it's "Workingmen are duffers," and "They're never worth a groat,"

But it's "British bone and sinew" when they want your blooming vote.

They want your blooming vote, my lads, they want your blooming vote.

Oh, it's "British bone and sinew" when they want your blooming vote.

*Geo. R. Jones*

### A Reformer Loose on Railroads.

An intensely funny story was written by Mark Twain for the *Cosmopolitan*. It is called, "Traveling with a Reformer," and relates principally to small abuses encountered by railroad travelers.

The modern Don Quixote whom Mark Twain brings into existence attacks abuses in a highly practical fashion, moral suasion and diplomacy being his favorite material of war. His mission was to root out all forms of rudeness and petty imposition, and to do it in a fashion that would reform the offender. In dealing with rude brakemen, saucy conductors, and others, his power is in being closely related to the president of the company. His stronghold is being brother-in-law of the president or general manager. His brother-in-law would make a big army. After starting out, their first adventure is with the supercilious telegraph operator, who tries to snub the public. After being snubbed when he tries to send a message, the reformer writes a telegram to the president of the Western Union, inviting that personage to come and dine with him that he may explain how business is conducted in one of the offices. Of course, the clerk collapses. He is forgiven and the lesson is left behind.

The reformer, who is an army major, and his friend enter a street car late at night and three villainous roughs come in who make vile remarks, and make a disagreeable time for conductor and the women and children in the car. The reformer is troubled, and takes in the situation for a minute; then he exclaims, "Conductor, put off these swine, and I will help you." The boys make a rush at the reformer, but he hits each with a blow like a trip hammer and kicks them off the car. This was called an emergency case, where a fist is the best persuader.

The reformers go to Boston over the Consolidated roads and the various trainmen get queezed into politeness through fear of the president's brother-in-law. The great fun comes when the two go to Chicago. While traveling on Sunday they see the parlor car conductor stop a game of cards, and the major volunteers to join the game, that he may vanquish the conductor and demonstrate that a railroad company is not authorized to stop card playing on any day of the week. The conductor comes and saying that card playing on Sunday is against the rules, orders the game stopped immediately.

"Nothing is gained by hurry," says the major. "Who authorized the company to issue such an order?"

"My dear sir, that is a matter of no consequence to me, and—"

"But you forget that you are not the only person concerned. It may be a matter of

consequence to me. I cannot violate a legal requirement of my country without dishonoring myself; I cannot allow any man or corporation to hinder my liberties with illegal rules—a thing which railway companies are always trying to do—without dishonoring my citizenship. So I come back to that question, by whose authority has the company issued this order?"

The argument proceeds at great length, and the conductor is greatly embarrassed, but he cannot produce any legal warrant for the order to stop card playing, so he lets the game proceed, but is dreadfully worried. The train conductor comes round, and was going to put a peremptory stop to the game, but the sleeping car conductor took him aside and explained how matters stood, and then no interference was offered.

When the party starts to return from Chicago, a sleeping car in which they have engaged a stateroom is not on the train, and a section is offered in another car. The major refuses the section and demands his stateroom.

"It's the best we can do," explains the conductor, "we can't do impossibilities. You will take the section or go without. A mistake has been made and can't be rectified at this late hour. It's a thing that happens now and then, and there is nothing for it but to put up with it, and make the best of it. Other people do."

"Ah! that's just it, you see. If they had stuck to their rights and enforced them you wouldn't be trying to trample mine under foot. It's my duty to protect the next man from this imposition. So I must have my car. Otherwise I will wait in Chicago and sue the company for violating its contract."

"Sue the company for a thing like that?"

"Certainly."

"Do you really mean that?"

"Indeed, I do."

The conductor looked the major over wonderingly and then said:

"It beats me—it's brand new. I've never struck the mate of it before. But I swear I think you'd do it. Look here, I'll send for the station master."

When the station master came he was annoyed at the trouble raised—not at the real cause of the trouble—but he had not long tackled the major, when he decided to find a stateroom for the party.

When they were in the dining car the major asked for broiled chicken, and the waiter said: "It's not on the bill of fare."

"That gentleman yonder," said the major, "is eating a broiled chicken."

"Yes; but that is different. He is one of the superintendents of the road."

"Then all the more must I have broiled chicken. I do not like these discriminations. Please hurry. Bring me a broiled chicken."

The waiter brought the steward, who explained in a low and polite voice that the thing was impossible; it was against the rule, and the rule was rigid.

"Very well, then; you must either apply it impartially or break it impartially. You must take that gentleman's chicken away from him or bring me one."

The steward was puzzled, and did not quite know what to do. He began an incoherent argument, but the conductor came along just then, and asked what the difficulty was. The steward explained that here was a gentleman who was insisting on having a chicken when it was dead against the rule and not in the bill. The conductor said:

"Stick by your rules. You can't have any option. Wait a moment; is this the gentleman?" Then he laughed and said: "Never mind your rules. It's my advice, and sound; give him anything he wants. Don't get him started on his rights. Give him whatever he asks for; and if you haven't got it, stop the train and get it."

The major ate the chicken, but said he did it from a sense of duty and to establish a principle, for he did not like chicken.—*Locomotive Engineering.*

#### Sketched from Life.

Mrs. Mulligan used to wash for us, when we could afford that luxury. Her pay on those occasions was none too prompt, and the way the poor soul would thank Providence on receiving her just dues was rather irritating to a man who is doing his best, straining his limited income and his unlimited desires to make both ends meet. Her manner implied a gratitude for unexpected blessings.

But Mrs. Mulligan, poor, patient soul, had trials and sorrows of her own and far beyond the average. She was always smiling and cheery, sympathizing with others and seldom mentioning her own troubles unless some one referred to them.

To begin with, her husband, Mike, drank like a fish. He would work like a plow-horse all the week, and get roaring, howling drunk Saturday night, spending every cent he had earned. This, of course, threw the support of the family on the wife and mother, and bravely she bore the burden. Johnny and Mary Ann, their children, were kept in the public schools, "to be educated like a lady and gentleman," according to Mrs. Mulligan, who washed and scrubbed for a dozen families to keep the wolf from the door.

An education is a glorious thing, but a moral balance wheel should be provided with it. It was not provided in the cases of John and Mary Ann. Both were bright students and stood well in their classes, but

it was a terrible trial for them to be sent to coventry by the sons and daughters of the rich, who were hardly their equals in intellect. They were proud and ambitious as a boy and girl and were always conscious of their poor clothes, which were better than their toiling mother could really afford, but boys and girls were ever foolish creatures. The disadvantage of their station made them envious and morose, and they drifted naturally into anarchy. In order to make a better appearance, John sacrificed his moral nature to external apparel and became a thief. Mary Ann started with thieving and ended in something far worse. The tears were always very close to Mrs. Mulligan's eyes after that and their tender blue was not so bright as of old.

John landed in the house of correction and Mary Ann was lost in the purlieus of sin and shame, but their mother's cup of sorrow was not yet full. One night Mike did not come home. She supposed he was at the police station as usual, but the next morning when she went to the police court to pay his fine he was not there among the prisoners and none of the police had seen him.

It had been a bitter night, setting in with a blinding snowstorm and ending clear and cold. Late the next afternoon, some duck hunters were prowling along the lake shore, when, to their astonishment, they beheld a man standing up to his knees in the ice at some distance from shore. He was leaning forward, as if facing a driving gale, with one hand clapped on top of his cap while the other was partially extended, as if to balance himself. They shouted to him but the man did not move a muscle. Then the discoverers suspected what proved to be the case.

The man stood in a shallow place, where the beach extended out for a long distance. Between him and the shore the slush and ice of the day before was frozen into a solid mass, while farther out it was still washing against the edge of the solid ice and freezing rapidly. The hunters walked out to the spot and found poor Mike Mulligan frozen as hard as granite. He had, evidently, wandered on and on in a drunken delirium until fate led his unwary feet to the shore of the lake. Dazed by drink and blinded by the driving snow, he had staggered into the water and then further out, until the chill of the slush had warned him that something was wrong. Then he had paused to recover his bearings. While reeling in uncertainty in this desolate, wind-swept spot, his feet and knees had been fettered in the fast freezing ice.

There they found him; the ruddy glow gone from his cheek, leaving it white as marble, his broad jaw firmly closed upon his short pipe, giving his face a look of grim

resolution, while his wild eyes stared ahead as if they saw the phantom form of death.

Help was called and Mike was chopped free of the ice. His rigid body, still in that terrifying pose, was laid on a farm sleigh and carried to his home.

Mrs. Mulligan sat alone in her cottage, crooning an old country air, expecting her husband to appear at the door at any moment, when the heavy tramp of feet was heard outside and then a knock at the door. She opened it, and, without a word of explanation, four men entered bearing her husband's frozen corpse, which they laid on the table. While they were stupidly wondering how to break the news to her, she set the lamp down and stood for a moment as if turned to stone. Suddenly she threw up her hands and burst into such a wild, unearthly cry that the rough men who stood about her felt their flesh creep on their bones. Her's was a frenzy of grief such as is seldom seen except in women of Irish birth; there was a ring of madness in her cries, the extravagance of her wild Celtic blood, and then the men drew away from her like cowards, leaving her alone with her dead.

How she spent the night no one knows, but when the horror-stricken neighbors heard of it and came rushing into the house next morning a haggard woman, who seemed to have aged 20 years in a single night, sat sobbing by the fire, while the remains of her husband, now limp and blackened, lay in the front room with blazing candles about his head and a wooden crucifix on his breast. She had thawed out his frozen limbs and dressed him in his Sunday suit, and but for the blasting touch of the frost he looked as peaceful as if he had died in his bed attended by the ministrations of his faith.

This happened but a few years ago. She had hardly recovered from the shock when a letter came from a distant city. It was all Greek to Mrs. Mulligan, but she brought it over to our house for Araminta to read. It had been written in a Buffalo hospital, and by the long-lost Mary Ann. She was dying and wanted to see her fond old mother and be forgiven for the past, that was all.

The poor old soul rocked back and forth with her shawl hugged to her heart as she had held little Mary in the long ago, and between her sobs she would talk to an imaginary child as if all the dreadful past had rolled away.

"Whist, darlint, niver mind; that's a dear. Mother's got yez and not a sowl shall harm a hair of yer head while I live." Then she would throw her hands above her head and burst into loud lamentation. "Oh, wirra, wirra! Sorra the day. It was niver yer own fault, darlint; ye were al-

ways kind to yer poor ould mother. I'll not believe what they say; it's all lies, ivery word of it, an' yer mother don't believe it!"

It was hours before she calmed down, and then she was dressed up in her best and put on the train for Buffalo to take the only consolation that could be brought to the deathbed of her daughter. Then she came back to take up her weary burden again. She still lives on, with the one hope that her misguided Johnny will some day be a man and a comfort for her declining years.—*Detroit News*.

### A Penalty.

The rock is veined with gold, and the silver shines,  
And the seams of the coal are black in the nether  
mines,

And the copper gleams like a kindled furnace spark,  
And the heavy lead is dull and cold and dark;

Yet for all the black of the coal and the gloom of the  
lead,

Do they weep to be copper or silver or gold instead?

The lilies rock in the garden, fair and tall,

And the daisies creep in the grass at the feet of all,

And the yellow sunflower stares at the yellow sun,

But the trailing yellow trefolls earthward run;

Yet for all the lilies are high and the daisies are low,

None of them crieth, "Why hast Thou made me so?"

Like flowers of air the kingbirds flash and fly,

They have dipt their wings in the blue of the summer  
sky,

But the dusky lark that made an earthy nest

Must carry away its color upon her breast:

Yet for all the feathers are brown or the feathers are  
bright,

None of them saith, "God doth not work aright."

And men spring up in their place, and a golden crown

Circles a royal head, for king and clown

Rise and pass through life their several ways,

And this shall be born for toil and this for praise:

Yet of every soul in every devious lot,

There is none content, there is none that murmurs  
not.

Nina F. Layard.

### High Rate of Speed.

"How many revolutions is that fly-wheel making?" said a curious citizen to the engineer of the electrical supply station.

"Eighty a minute, sir," said the engineer.

"Eighty a minute, eh? What's the diameter?"

"Five foot two."

"Lemme see," said the citizen. "To get the circumference you multiply the diameter by three. Three times five feet two are fifteen feet six, and eighty times fifteen feet six gives a total of 1,240 feet. That wheel would be moving pretty fast if it were touching the ground, wouldn't it? But—

"Got a pencil? Thanks."

[A moment of scribbling.]

"Yes—she'd have to be turning at 341, or 261 revolutions faster, before she'd catch a locomotive driving wheel revolving at the rate of a mile a minute, and then the locomotive wheel would only be overhauled at the slow rate of five feet and a half the mile.

"Wonderful age, isn't it? Good morning."—*Detroit Free Press*.

*Long Ago.*

I once knew all the birds that came  
 And nested in our orchard trees.  
 For every flower I had a name—  
 My friends were woodchucks, toads and bees;  
 I knew they thrived in yonder glen  
 What plants would soothe a stone bruised toe—  
 Oh, I was very learned then.  
 But that was very long ago.

I knew the spot upon the hill  
 Where checkerberries could be found;  
 I knew the rushes near the mill  
 Where pickerel lay that weighed a pound.  
 I knew the wood—the very tree  
 Where lived the poaching, saucy crow,  
 And all the woods and crows knew me—  
 But that was very long ago.

And pining for the joys of youth,  
 I tread the old familiar spot  
 Only to learn this solemn truth;  
 I have forgotten, am forgot.  
 Yet here's this youngster at my knee  
 Knows all the things I used to know;  
 To think I once was wise as he—  
 But that was very long ago.

I know it's folly to complain  
 Of whatso'er the fates decree,  
 Yet were not wishes all in vain.  
 I tell you what my wish should be;  
 I'd wish to be a boy again,  
 Back with the friends I used to know,  
 For I was, oh, so happy then—  
 But that was very long ago!

—*Youth's Companion.*

**Women as Tramps.**

There is a new element to scare the women folk in country houses half out of their wits that is yet in its infancy, but endowed with the strength of a young giant as far as terrifying qualities are concerned.

This new bugbear is in the form of a woman tramp. A month spent on a farm situated on the main road between two thriving towns, yet distant enough from habitations to make it quite isolated, has revealed the fact that, though men of the genus tramp are annoying and bothersome, the women of the same ilk are ten times more so.

To begin with, being women, no farm hand or any man about the place cares to deal with them in the summary manner to which the male species is accustomed. Knowing this, these tattered vagrants in female form intrude even into the very living rooms and whine and beg until they are given something, or when refused will turn abusive and hysterical, a combination that frightens even strong men, says the *Philadelphia Times*.

Every visit from one of these gentle wanderers means so much less property, as they seize everything they can lay their hands on. No nap in a hammock or a morning stroll can be taken without being disturbed by one or more of the homeless viragoes, who are lost to sense of shame or decency. Sometimes an all unhappy little mortal that calls the tramp mother is taken along on these summer wanderings.

They fare better than men, for scarcely

anyone is hard hearted enough to refuse a woman a night's shelter in some out-house; therefore they generally sleep under cover. On being questioned as to why they have taken to the road, they tell a tale of the difficulty of obtaining work in the large city they have just left and the hope of employment in the one toward which they are journeying.

If, however, work is offered them they either find some excuse for not accepting, or stay one night and decamp before daylight with edibles enough to last several days, and any other trifles they can conveniently carry.

**Heroes in the Rough.**

The bravery and heroism of self-sacrificing men who have sternly faced death or sacrificed their heart's dearest affections for the preservation of others, have had their chroniclers from time immemorial.

Yet it is seldom that the heroic deeds and unselfish devotion of our railroad men find a record. They have too long been looked upon as a rough class of men, uneducated and unprincipled, and a necessary evil in every part of the country where the echoes are awakened by the shrill whistle of the iron horse.

I shall not attempt their vindication, being content to leave that to time and abler pens; but I can not refrain from narrating a few incidents wherein many lives were saved by railroad employes. Brief mention was made of the first incident at the time of its occurrence by the local press, but the full particulars will be of interest to all.

Some years ago there was employed by the ——— Railroad a poor, uneducated man whose duties were to attend a drawbridge over a canal at a certain point on the road, and the flag station attached to it.

The approach to this bridge on the east side was a curve around a high hill and through a deep cut, the cut being but a few rods from the bridge. It will thus be seen that the engineer of a train going west could not see the bridge until too late to stop should anything be wrong, unless he ran at reduced speed. As much valuable time would be consumed in running slow until the bridge was passed, the watchman was provided with a flag and red lamp, which were to be placed—by day or night as the case might be—on the top of the hill, a hundred yards from the draw, when it was necessary for him to open it; the flag and light being discernable to trains approaching from either direction.

One clear, bright, but windy day he was called to open the draw for boats. Trains being due ere long, he hurriedly placed his flag, and in a few moments the boats were passing. More time than usual was consumed by their slow movements, owing to

the heavy wind dead against them, and it lacked but a few minutes to the time of a fast express bound west when the last boat had passed, and he commenced working the cumbrous machinery to close the gap.

Instinctively glancing upward while thus occupied he saw, to his dismay, that the flag had blown from its fastening.

At the same instant he heard a cry and a plunge, and looking around, was almost paralyzed to see his boy—the pride of a loving father's heart—struggling in the water, and whose cries for help echoed in his ears, mingled with the shrill whistle of the train, now but a mile away.

Oh, the agony of that moment!

He had barely time to shut the draw. If he did so his child must drown.

If he saved his child the train must plunge into the opening and scores perish.

Can you imagine a more trying position? What would you have done had you been in his place, think you? What thoughts must have flashed with lightning swiftness through his brain? All a father's natural affection calling on him to save his child.

The picture of his home rose up before him, no more made happy with childish music and pattering of little feet. No more was his rough, bearded face to be pressed by those dimpled hands and rosy lips.

Think of the heroism which nerved his arm and steeled his heart to the cries of his first born, as, with starting eyes and brain on fire, he swung that bridge into place, the train flashing by the same instant.

Think of the grief of the father when, all unnerved, he bore the dripping, lifeless form to his now desolate home; and then tell me, ye readers of romance, did velvet doublet or steel cuirass ever cover the heart of a greater hero? And yet he was but "a rough railroad man."

The hero of the incident with which we conclude this account was an engineer—a rough, greasy, grimy engineer; one of the oldest in the service, and as good and brave a man withal as ever "pulled a plug" on an engine.

Although the writer was running on the same road at the time of its occurrence, and was conversant with all the facts, he will let an old "knight of the footboard" tell it in his own words, as he told it many years ago in a little volume entitled "Reminiscences in the Life of a Locomotive Engineer."

"Those who have traveled much on the Little Miami Railroad must have noticed a little old fellow with grizzled locks and unpoetical stoop of the shoulders, who whisks about his engine with all the activity of a cat and whom the railroad men call 'Uncle Jimmy.' That is old Jimmy Wiggins, an engineer of long standing and well known. I believe Uncle Jimmy learned the machinist's trade with Eastwick & Harrison in Phil-

adelphia; at all events he has been railroad-ing for a long time, and has been always noted for his carefulness and vigilance. Let me attempt to describe him.

"He is about five feet four inches in height, stoop-shouldered and short-legged. His hair is iron-gray, and his face would be called anything but beautiful. He has, though, a clear blue eye that looks straight and firmly into yours with an honest and never flinching expression that at once convinces you that he is a 'game' man. Not very careful about his dress is old Jimmy; grease spots abound on all his clothing, and his hands are usually begrimed with the marks of his trade. In short, Uncle Jimmy is anything but a romantic-looking fellow, and a novelist would hesitate long before taking him as the hero of a romance; but the old man is a hero, and under that rough yet placid exterior there beats a heart that never cools and a will that never flinches. We go back into the history of past ages to find our heroes, and them we almost worship, but I question whether the whole history of the world furnishes a better example of self-sacrificing heroism than this same rough and unromantic looking Jimmy Wiggins. It is not the casket that gives value to the jewel; it is the jewel gives value to all. So with Uncle Jimmy. Rough he looks, but the heart he has makes him an honor to the race, and deserving of our praise.

"I'll tell you why I think so.

"Uncle Jimmy was running a train that laid by on the switch at Spring Valley for the up-express to pass. He got there on time, and the express being a little behind time, the old man took advantage of the time to oil round. The whistle of the up-train was heard, but he paid no heed thereto, for it was to pass without stopping. The fellow who attended to the switch stood there at his post. Uncle Jimmy was coolly at work when a shriek from the conductor called his attention, and looking up, he saw what would frighten and unnerve almost any one. The stupid fool at the switch had thrown it wide open, and the express was already on the branch, coming, too, at the rate of thirty miles an hour—thirty feet in the beat of your pulse—and his train loaded with passengers stood there stock still. That was the time to try the stuff a man was made of. Ordinary men would have shrunk from the task and run from the scene. Your lily-handed, romantic gentry would have failed then, but homely old Jimmy Wiggins rose superior to the position, and unromantic as he looks, proved a hero. No flinch in him. What though two hundred tons of matter were being hurled at him fifty feet in the second! What though the chances for death for him were a thousand to one for safety! No tremor in that brave old heart, no nerveless action in that strong arm. He leaped

onto the engine, and with his charge met the shock; but his own engine was reversed and under motion backward when the other train struck it. It all took but an instant of time, but in that moment old Jimmy Wiggins concentrated more of true courage than many a man gets into a lifetime of seventy years.

"The collision was frightful; iron and wood were twisted and jammed together as if they were rotten straw. Charley Hunt, the engineer of the other train, was instantly killed; passengers were wounded; terror, fright, and pain held sway. Death was there, and all stood back appalled at what had occurred; yet all shuddered more to think what would have been the result had old Jimmy's engine stood still, and all felt a trembling anxiety for his fate, for surely, thought they, 'in that wreck his life must have been sacrificed to his bravery;' but out of the mass, as cool, as calm as when running on a straight track, crawled Uncle Jimmy, unhurt.

"He still runs on the same road, and long may his days be and happy."

Such cases are not rare among us, if not blazoned to the world in high-flown rhetoric and lavish praise.

When the incident just narrated occurred, certain papers, commenting on it, threw the blame without stint on the railroad employees indiscriminately. Columns were devoted to showing what would have prevented the accident and dictating rules for the guidance of officers and employees, but mention was never made of the heroism that had preserved many lives at the risk of a horrible death to the heroic engineer.—*Chester F. Baird in Good News.*

### Eminent Domain.

The following definitions of the power and right of eminent domain are given by recognized authorities on this subject: "Eminent domain is the right or power of a sovereign state to appropriate private property to particular uses, for the purpose of promoting the general welfare." "It is the rightful authority which exists in every sovereignty to control and regulate rights of a public nature which pertain to its citizens in common, and to appropriate and control individual property for the public benefit, as the public safety, necessity, convenience or welfare may demand." "The exercise of the right of eminent domain shall never be abridged or so construed as to prevent the general assembly from taking the property and franchises of incorporated companies and subjecting them to public use, the same as the property of individuals."

From these definitions and statements by recognized authorities, it will be seen that

eminent domain is "the right of property possessed by a state, which is higher over all the goods and valuables within the state than that of any individual." By virtue of this right the state may take private property for public use to whatever extent is necessary for the public welfare. The law and justice require, however, that adequate compensation be made to those from whom the property is taken. In this country, as in other republics, the right of eminent domain rests on the paramount right of the public welfare, and the public welfare is the supreme law, as the promotion of the public welfare is the supreme purpose for which government exists.

The police power of the state is based on the same principle. Under this power the state may do all such acts as are necessary for the public safety and conducive to the public good. It may regulate the use of property in such manner as the public health, safety, convenience and welfare may require. In order to the public welfare the state has the right and is in duty bound to protect all citizens, not only from personal violence or injury to person and property, but also from the exercise of any business, trade or employment which is found to be hazardous or injurious to its citizens and destructive to the best interests of society. It is on this principle that the state has absolute control of the liquor traffic even to entire prohibition. It has the same right to restrict or prohibit, temporarily or permanently, any business or traffic that is known to be dangerous or injurious to society. No man or body of men can ever have a natural or just right to inflict an injury upon society in any way or by any means whatever. These principles have been affirmed time and again by the highest judicial authorities in this nation.

A proper and lawful exercise of those great sovereign powers, it is believed, is amply sufficient to settle the Homestead difficulties in a lawful, safe and peaceful manner. Let the sheriff require the company to keep their works closed for the time being, for the same reason and by the same authority that he required the saloon keepers to close their saloons—the public safety. The public safety will authorize and justify the sheriff not only in closing the saloons, but also in closing the largest steel plant in the country. Hence, so long as the public peace and safety demand it, the company should be absolutely prohibited from starting their works,

Keeping the works thus shut down for a time would afford the company and the men an opportunity of coming together and settling their difficulties amicably if possible, but if such a settlement should be found to be impossible, then let Gov. Pattison condemn the plant by the state's right of eminent domain, and let the works be started



up as soon as possible and operated under government control, until such a time as the legislature can act on all the vital questions involved. As the great manufactories of the country have now become a public necessity, they should be controlled by the state in such manner and to such extent as the peace, safety and welfare of the public demand.

It was on this principle, it is alleged, that the late Gov. Seymour, of New York, settled a strike which occurred on the New York Central railroad. Let Gov. Pattison pursue this policy in the Homestead matter and thus demonstrate that the policy power of eminent domain are amply sufficient to secure all the just rights of the people and to control any corporation in the country to whatever extent the peace, safety and welfare of the people demand.—*Pittsburg Press*.

### Scotch Wedding Superstitions.

In the matter of courtships and weddings, Scottish people preserve an extraordinary number of peculiar customs and fanciful superstitions. It is deemed unlucky to alter the first width of an engagement ring. Many troths have been broken as a result. The giving of brooches and pins by lovers is full of ill consequences. No young man or woman, in the tender relation, will take a pin from the other without returning the same after use. Pins, needles, etc., are all emblematic of the cessation of friendship and affection. It is very fortunate for the bride to wear some borrowed article of apparel at her wedding. If swine cross the path of the bridal party before it, it is an omen of direst import; but if they should cross its path behind the party it would be a happy augury. A wedding after sunset entails on the bride a joyless life, the loss of children and an early grave. In the south of Scotland a rainy day for a marriage is an unlucky one. The bride is then called a "greetin' bride," whereas "Blest is the bride the sun shines on." To "rub shoulders" with the bride is a sign of speedy marriage; the first among the unmarried female friends who succeeds in doing it will be the first to wed; and I have myself witnessed scrambles on the part of buxom Scotch lasses for precedence quite closely approaching fisticuffs. As a newly married wife first enters her new home some elderly person must throw a cake of short bread into the door before her. One securing a piece of cheese cut by the bride's own hand, before she has left the wedding feast, is certain to be shortly happily married. And it is everywhere in Scotland as inauspicious for the bride's mother to be present at a wedding as it is unfortunate in our country to have the same individual arrive to remain, at any subsequent period.—*Boston Transcript*.

### The Switchman.

He stands at his post with flashing eyes  
And awaits the coming train,  
With a rumble and roar it fairly flies  
In safety, and back again  
He throws the switch, and takes his stand  
To hurry on the crew,  
And quickly waves his horny hand  
To signal "No 2."

What risks he takes, now holding brakes,  
And now upon the ground;  
With link and pin he's out and in,  
Forever on the bound;  
No drones will do to form a crew,  
But men with nerves of steel,  
That know no fear, are needed here,  
To follow up the wheel.

And then at night, with lantern bright,  
In hail, or snow, or rain,  
Still at his post and like a ghost  
He flits from train to train,  
All honor to the switchman, who  
In danger night and day,  
To fear is blind, may fortune kind  
Be with him night and day.

Thomas West.

### Will It?

The Oregon *Alliance Herald* takes up the assertion of a prominent loan agent that one good crop with fair prices will destroy the industrial agitation, and asks the following questions:

We would like to ask if one good crop with fair prices will destroy railroad extortion?

Will it equalize the burdens of taxation?

Will it stop usury extortions?

Will it do away with child labor?

Will it give work to the millions of idle men in the country at remunerative wages?

Will it give the millions of female employes living wages?

Will it destroy speculation in land, the heritage of God's children?

Will it destroy speculation in the food products of the world?

Will it prevent the lockout of honest working people, thereby forcing up prices by limiting the output?

Will it supply school facilities to the millions of children now crowded out?

Will it destroy the jobbery that now exists in every branch of the public service, wringing millions out of the people to satisfy the greed of a lot of slick schemers?

Will it secure an equal and exact administration of justice to all people alike?

Will it shorten the hours of toil?

Will it correct all or any of the damnable ills that have grown out of the past political administration of this country?

The time has passed when the farmers will be satisfied with the mere fortune of good crops for a season. What they demand and mark you what they are going to have, is the rights of American citizenship, and a just distribution of the products of labor. A reform is coming, a reform which is too deep-seated in men's minds to be seriously injured by the schemes of political intriguers.

### Population of India.

The census of India brings to public attention some astounding figures. According to the Washington Post, they would be incredible save for their unquestioned authenticity. It says: "The population of British India amounts to the enormous number of 220,000,000, while that of all India is 286,000,000; more than four times that of the United States. More than 1,000,000 enumerators were required for this work. The increase in ten years was in excess of 26,000,000 souls, or more than 11 per cent. This is the most densely populated portion of the globe. It is difficult to grasp this congestion of population in this oriental land. In England it is estimated that a square mile of cultivated land gives employment to fifty persons, in the proportion of twenty-five males to an equal number of females. In Bengal, every square mile, cultivated or not, supports an average of 474 persons, this including swamps and untillable soil. In other words, on one twenty-third the area of the United States is supported a population greater than that of this country. France is considered a densely populated country. The average is 187 to the square mile. In Bengal, proportioned to the tillable land, it is 715 persons. In the province of Oudh, made famous by the eloquence of Edmund Burke, the average is 442 persons to the square mile. Thus on an area of less than one-half the extent is located a population more than twice that of the German empire. In the United States the average of population is rather less than eighteen to the square mile. Were the average such as holds in Bengal this country would have a population exceeding 1,600,000,000, or 200,000,000 in excess of the present population of the world."

### "Me Ride."

Mark McDonald, a veteran knight of the throttle, was surrounded by a group of friends in the Laclede corridors yesterday, to whom he related one of his latest yarns. His first trip on the Union Pacific, in 1860, and how an "Injun" rode, was the subject of the tale. He was ordered from Omaha to the Cheyenne division, and there got orders to return to Grand Island and take engine 4126 back to Cheyenne. Going over the road both ways at night, he did not learn much of the lay of the land, and stations at that time were a long way apart. Firing up the engine about the middle of the afternoon he started out, and stopped when about 160 miles away for water. It was dark when he got to the tank, and taking the packing hook, he tied some waste around it and saturated the stuff with oil, which, when lighted, made a very good torch. "When I got back into the cab," he

said, "after quenching the torch, I found I had a visitor, a big buck Indian gazing at the steam guage. I was surprised when he nodded to me, and did not return the salute. My fireman lay asleep on the water tank, and there I was left with an ugly redskin wrapped up in a dirty white blanket tied with a strap, in which was stuck a navy and a bowie-knife. When I motioned him to get off he said 'No,' in broken English and patting the seat said, 'me ride.' 'No,' said I, 'you can not,' and he then tapped his revolver and again said 'Me ride.' Having no weapon with which to defend myself and not knowing how many of his kind there were lying about, I was much perplexed. Suddenly the thought struck me to break the water glass. I threw my oil can against it and it exploded with a loud report. The steam and water caught the buck full in the face, and he bounced from the cab yelling wildly. When we pulled out again the fireman came into the cab more scared than I was. He had crawled onto the tank at the approach of the redskin and pretended to be sleeping."—*St. Louis Globe Democrat.*

### Tough Sole.

Mrs. Custer reports a story related to her by a frontiersman which may be taken as an amusing illustration of a very solemn truth. The teller of the story had stopped at a cabin to get a supply of milk.

The family consisted of a mother and several "strapping daughters." As the traveler sat by the fire, the shriveled old mother bent over the fireplace puffing a clay pipe, perfectly stolid and silent, till one of the girls came in and stood at the fire trying to dry her homespun dress.

Without raising herself, and in a drawling tone, the mother said presently. "Sal, there's a coal under your fut."

In no more animated tone, and without even moving, the daughter replied, "Which fut, mammy?"

The girl had run barefoot all her life over the shale and rough ground of that country, and the red hot coal was some time in making its way through the hard surface to a sensitive tissue.

### Must Carry a Check Book.

Every woman of fashion must now carry a check book. It is dreadful form to handle musty old bank bills, and so the dainty lady has her little check book and fountain pen, and, when she makes a purchase, draws with great dignity upon her bank for the amount. Of course, it is necessary that a woman's credit be fairly established before check-giving is possible, but this is the point that makes the custom popular among the affluent and select. The rich women of New York are known in all the principal shops

of the city, and their checks are as good as cash. The other day a young lady drove up to the door of a Broadway jeweler's shop, went in, and selected a turquois and diamond ring valued at \$250. She quietly made out her check for that sum and passed it to the clerk. The latter glanced at it and then looked inquiringly up at the young lady.

"There is some mistake here, I think," said he, with an apologetic smile.

The young lady flushed and demanded to know if the check was not for the right amount. She was told that it was, but—

"But what?" She exclaimed haughtily. "Do you mean that my check is not acceptable? Sir, do you know who I am?"

The clerk mildly acknowledged that he knew quite well who the young lady was, but explained that the check was not made out just as it should be. And he handed it back. The girl ran her eye over it, and then turned a deep crimson.

"Oh," she exclaimed, "I see."

And then she proceeded to make out another. She had signed the first one, "Your own sweetheart, Sally." It was a case of sentimental aberration in which finance and love got mixed.—*Philadelphia Press*.

### And Doggeral For Poets.

Some people have very little regard for the fitness of things when selecting dogs for presentation purposes. The giver, by his lack of appreciation of coherency, frequently brings together a dog and a man whose tastes, susceptibilities, aspirations and literary ability are markedly dissimilar. Such a companionship cannot fail to be unpleasant to both. There is no need for such unfortunate occurrences. Let dog donators ponder the following directions and unpleasant complications will be avoided:

For stock broker, speculator, or investor in contingencies of any kind, get a pointer.

The same kind of a dog also goes well with a punctuator.

For a compositor, get a setter.

For military men, dogs of war.

For a man who has lost his fortune, a retriever.

For a baloonist, a skye terrier.

For a pedestrian, a lap dog.

For a detective, a spotter.

For a cattle raiser, a bulldog.

For a millionaire, a deer hound.

For a negro, a coon dog.

For a jeweler, a watch dog.

For a sailor, a water spaniel.

For a tobacco chewer, a spitz.

For an explorer, a Newfoundland.

For a singer, a yeller dog.

For a prize fighter, a pug.

For a messenger boy, a terrier.

For a dude, a collie.

For an angry man, a ma'stiff.—*Drake's Magazine*.

### Tacks in Battle.

A prick may be less heroic than a blow, but it is apt to be more effectual. One hornet will rout a squad of soldiers; and a ready-witted seaman once vanquished a horde of savages with tack nails.

In 1819 the whale ship Syren, while on a voyage to the Pacific ocean, met with an adventure which would have proved fatal to all hands but for a quick stratagem of the mate.

One fine day, off one of the Pelew islands, all the boats being after whales, and but a few men left aboard the vessel, a large band of armed natives suddenly swarmed over the bulwarks. The crew flew to the rigging, leaving the naked, howling savages in full command of the ship.

The mate, on coming alongside, took in the situation at a glance, and quickly ordered the men to open the arm chests and scatter on deck all the tacks they could find. In a moment it fairly rained tacks upon the naked savages. The deck was soon covered with these little nails. They pierced the feet of the islanders, who danced about with pain, which increased with every step they took, until, with yells of rage and agony, they tumbled headlong into the sea and swam ashore.—*Century*.

### Entitled to a Quarter.

"Good morning," observed the tramp casually, as he stepped in the broker's office.

"S' mornin'," was the reciprocal salutation.

"You're a broker, I believe," continued the tramp and the broker nodded.

"And a broker is always ready to make a fair legitimate percentum on any transaction he may make as an agent or middle-man?"

The broker nodded again.

"Good," said the tramp. "Now I have this plain business proposition to make, to-wit: By the last treasury reports the total amount of money available for use in this country is \$1,425,000,000, which divided pro rata among the people as enumerated by the Porter census—by the way, you think that census is perfectly correct, don't you?"

"Certainly I do," responded the broker, with good strong Republican emphasis.

"As I was saying, this total amount divided on the basis of that enumeration will allow to each person \$23.25, and I, as duly enumerated, am logically entitled to that amount ain't I?"

The broker nodded.

"Well," continued the tramp, "you just keep the \$23 that is coming to me and give me the quarter and I'll make you out a quit claim. Is it a go?"

The broker handed over the 25 cents, says the Cape Cod Item.

### A Mad Engineer.

"O, there's plenty of excitement in life," said the engineer of engine No. 10. "What with the chances of a wreck every mile or so, a general smash-up at the sidings, the giving away of bridges, and the forgetfulness of the dispatcher, all of which is likely to happen, I may say there is no complaint of monotony in running an engine. But the worst snap I ever struck in the business was a trip I took one time with a madman. Yes, sir, as wild a lunatic as you'd find chained and strait-jacketed in any asylum in the country. Want the story? Well, here's to it, and a straight one it is. It was in 1880 that I was serving as fireman under a man named Grady. He was a fine engineer; could do more with an engine than any one I ever saw, and knew his road like a book. I'd been with him about a year, and we got pretty thick, and he was always showing me his little gal's picture and talking about her. His wife was dead and his sister had the child.

"He was just the loveliest father I ever did see. Never got drunk like other men but this one time I am going to tell you about. We were to go out that night, when I met him on the street just before dark and I saw he had been drinking, but was in a mighty good humor. 'I'll be there in time,' he said to me, 'I'm just going up to the house to kiss my baby good-by.'

"Well, we parted and I come on down to the depot. It was mighty near time to start, and I had steam all up, when here comes Grady. The moment I saw him I knew there was something mighty wrong with him. 'Stead of saying 'Hello,' or something like that, he just climbed into the caboose without looking at me, but kind of staring straight ahead of him with his eyes hot and dry and his lips as white as my shirt off duty. I thought to myself: 'Well, if this is a drunk it's the queerest one I ever saw,' and, not wishing to rile him, I kept quiet. We pulled out steady enough, Grady still saying nothing, but staring straight ahead as if he saw something in front of him. Pretty soon we become to get faster and faster, till the old engine just rocked and I could feel the cars behind fairly jump over the rails. I did not like to say anything, for he was boss of the engine, but when we went whizzing past a station where we were to stop without paying any more attention to it than if it had not been there I began to think there was something mighty wrong, and I stepped forward, pretending to look at the dial-plate, said: 'Hain't we rather going it, boss?' But he didn't answer and I went on: 'Ain't sick, are you, Grady, old man? If you are lie down a bit and I'll run her awhile.'

"But still he paid no attention, but would look out at the headlight and kind of mutter

to himself. So I went back to shoveling in the coal, but keeping an eye on him, for by this time I was sure that there was something very much wrong with him, and I began to think that what he had taken had crazed his brain, and yet his looks weren't those of a drunken man and his hand seemed as steady as usual. But presently, whiz! we went past the lighted lamps of a small station where we were due to wait fifteen minutes for the up train. 'Good Lord!' I thought, 'we'll meet that train on the main track and then look out!'

"With this in mind, I called out: 'Hello, Grady, forgot about the upbound, ain't you?' But he just stood as before, mumbling to himself in that strange fashion, and I just caught him by the arm, storming at him. 'Where are you going to, man?' and then he looked back over his shoulder at me, grinning and gnashing his teeth like a dog. 'To hell!' he shouted, 'and all of you with me. I've killed my baby and I've got to go to hell, but you'll have to go with me.' When he said that I waited no longer, but grabbed him about the waist. I did not want to hurt him, but to save the train—no, both trains. But he fought me like a devil, clutching me about the throat, while I slipped my hands up to his, and there, swaying from side to side, with our breath hot in each other's face, we struggled for what seemed to me an age, with the train all the time thundering on, on to destruction. I had no thought of my own life, but I could not get the idea of the unconscious people behind and coming out of my head, so I hung on like grim death until a happy thought struck me, and I yelled out: 'Look out, Grady, there's your baby just behind you,' and, as he turned to look, brought my fist down on his head with all the strength I had left, and he fell senseless.

"Then began a race between time and me. I had to run the train back to the station, where we were to pass the up-bound, so away I went. The conductor rang to know what the matter was, but I had no time to answer. Away we went back, back, with me fancying every moment that I heard the other train thundering down upon us. Could I make it? Could I? Back, back, and on to the side track where we were to wait, and as I knew we were safe, down I fell by Grady's side in a dead faint. They found us lying there together and I, coming to first, tried to tell them what was wrong, when my poor boss sprang to his feet, was out of the caboose and gone into the black night. The up train was fifteen minutes late that night and that and my mad back pull was what saved them both from destruction. Grady was found next day hiding in the woods, a gibbering idiot, and put in an asylum, where he died in a few weeks. It seems that he had gone

home drinking that night, and playing with his little girl had tossed her up in his arms, when her head coming in contact with the ceiling the skull was crushed and the baby left a corpse in his arms. No, sir. I want no more such runs. I was sick a week after that one and exchanged to another road when I got up."

### Torture to Win a Bride.

On the lower Amazon dwell the cannibal Butucudos, who distort their features with the biggest ornaments of a certain kind known. In babyhood both men and women have their lower lips and the lobes of their ears pierced with holes, in which are thrust pieces of wood. As they grow older these wooden adornments are made bigger and bigger until an adult ordinarily has ear lobes that hang down to the shoulders and a lip that projects 6 inches or more beyond the nose. One must suffer to be beautiful, as the French say, and such is the inexorable fashion among those anthropophagi. In that country a young man who desires to take a wife must first submit himself to a frightful ordeal. He draws over each arm up to the shoulder a loose armlet woven of palm leaves.

Then, under supervision of his elders, he plunges both arms as far as he can into a nest of fierce devouring ants. The insects at once attack the intruder, of course, and according to the terms of the trial he must stand without moving for an hour, submitting with absolute stoicism to the bites of the enraged creatures. If he endures the test he is entitled to the bride, otherwise he must wait for a year and then undergo it again. There are still tribes descended from the ancient Incas which bandage the heads of their children so that they assume a conical form. Funnily enough, the brain does not seem to suffer any injury from this treatment.—*Philadelphia Press.*

### The Swiss Plan of Taxing.

Almost the first difficulty that besets a people trying to govern themselves is the question of revenue. Where is the money to come from? Taxes, the bugbear of all nations, also puzzle the Swiss. His method of raising them in some of the cantons is alike interesting and novel. No official assessment is made of property. Blanks are distributed to every house, to be filled in by its occupants. The system is known as the "progressive" tax scale.

A, who owns \$4,000 of property, pays taxes only on half of it; B, who owns \$25,000 worth, pays taxes on eight-tenths of it; while C, with his \$100,000 worth of property, pays taxes on the whole. The result is that C pays not the proportional twenty-five

times the amount of A's taxes, but fifty times as much. The income tax is managed after a similar fashion. The rich pay out of all proportion to the poorer classes. They probably would not change places with the poor, however, even to save what they decry as unjust taxation. The plan is not always a popular one. Leaving every man to assess himself has the disadvantage that the rich, with stocks and bonds, sometimes do not make return of them. When a rich Swiss dies, however, the government control of his estate quickly makes amends for all his past misdeeds in the way of assessments, and every penny of taxes held back is now deducted, together with compound interest and fines.—*Harper's Magazine.*

### The Blarney Stone.

Five miles west of the city of Cork, Ireland, in a little valley where two streams meet, stands the little village of Blarney. The fame of Blarney is world-wide. It has a castle, and in the walls of the castle the famous "Blarney stone" is set. The stone is a part of the solid masonry, is 50 feet from the ground, and about 20 feet below the projecting roof of the building. To kiss the blarney stone is supposed to endow one with captivating witchery of manner, to loosen his or her tongue so that the whole or the conversation will be one solid stream of honied words. The situation of this talisman is such that the kissing of it is rather a dangerous feat, it being necessary to let the votary down over the walls by means of ropes. On the top of the castle there is a stone which many claim is the "true blarney," because the feat of kissing is more easily accomplished. This spurious stone has been in its present situation only seventy years; the true blarney, mentioned as being set in the wall, bears date of the building of the castle, which is 1446.

### A Busy Editor Officiates.

A Georgia editor who is also a real estate agent, a building and loan association director, an attorney-at-law, clerk of the town council and pastor of the village church, was recently called upon to perform the marriage ceremony. He was in a great hurry; in fact the couple surprised him in the middle of a heavy editorial on the tariff.

"Time is money," said he without looking up from his work. "Do you want her?"

The man said yes.

"And do you want him?"

The girl stammered an affirmative.

"Man and wife," cried the editor. "One dollar. Bring me a load of wood for it—one-third pine, balance oak."

## GRAND LODGE.

**Assessment Notice for March.**

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND. MARCH 1, 1894. }

ASSESSMENT No. 44, \$2.00.

*To Receivers of Subordinate Lodges:*

SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members entitled to all the benefits of the order, viz:

CLAIM No. 1213. Chas. J. Mills, of Charter Oak Lodge, No. 285, was Drowned July 19, 1893.

CLAIM No. 1214. Henry E. Bailey, of Potomac Lodge, No. 7, died of Typhoid Fever, August 30, 1893.

CLAIM No. 1215. George A. Pierce, of R. H. Wilbur Lodge, No. 384, was declared totally disabled by Loss of Feet, November 27, 1893.

CLAIM No. 1216. Joseph M. Fogarty, of Hill City Lodge, No. 460, was killed in a Wreck, November 28, 1893.

CLAIM No. 1217. Chas. M. Decoo, of Falls City Lodge, No. 103, died of Pericarditis, December 17, 1893.

CLAIM No. 1218. John Downes, of Pride Lodge, No. 502, was killed by Engine turning over, December 17, 1893.

CLAIM No. 1219. W. H. Chappell, of Pride of the West Lodge, No. 6, died of Pneumonia, December 26, 1893.

CLAIM No. 1220. John E. Kennedy, of Eureka Lodge, No. 14, was declared totally disabled by Loss of Leg, December 31, 1893.

CLAIM No. 1221. W. C. McGuire, of Connecting Link Lodge, No. 25, was killed by Jumping from Engine, January 3, 1894.

CLAIM No. 1222. H. B. Stockwell, of Clinton Lodge, No. 34, was declared totally disabled by Partial Paralysis, January 9, 1894.

CLAIM No. 1223. William H. E. Lee, of Mineral King Lodge, No. 129, was declared totally disabled by injury to Back, January 10, 1894.

CLAIM No. 1224. John F. Fetherkill, of J. K. Gilbreath Lodge, No. 264, was declared totally disabled by Loss of Leg, January 10, 1894.

CLAIM No. 1225. John F. Manning, of Decoration Lodge, No. 144, died of Phthisis Pulmonalis, February 14, 1894.

CLAIM No. 1226. Alfred Kirsch, of Lafayette Lodge, No. 203, was totally disabled by falling from moving Train, January 16, 1894.

CLAIM No. 1227. John M. Keppert, of Pine Ridge Lodge, No. 17, died of Liver and Stomach disease, January 19, 1894.

CLAIM No. 1228. Eldridge Mullinix, of Patapasco Lodge, No. 432, was declared totally disabled by Tuberculosis, January 23, 1894.

CLAIM No. 1229. Wencel Shefronic, of Hawkeye Lodge, No. 27, was killed in a Railway Accident, January 23, 1894.

CLAIM No. 1230. Edward F. Folsom, of Scioto Lodge, No. 202, died from injuries by being Burned, January 24, 1894.

CLAIM No. 1231. Bert Fletcher, of Eureka Lodge, No. 14, died of Typhoid Fever, January 26, 1894.

CLAIM No. 1232. A. Brecher, of Twin City Lodge, No. 39, was declared totally disabled by Fracture of Leg, February 1, 1894.

An assessment of Two DOLLARS (\$2.00) has been levied for the payment of the above claims, and you are required to forward said amount for *each member* whose name appears on the roll of membership MARCH 1st, 1894, (also for all members having taken a withdrawal (limited or final) after FEBRUARY 1st, and for all members who died or were totally disabled since that date), said remittance to reach the Grand Lodge not later than MARCH 20TH, 1894, as provided in Section 50 of the Constitution. Any lodge failing to make returns as above provided will stand suspended from all the benefits of the order, as per Section 52 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.

**Special Assessment Notice.**

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., February 1, 1894. }

SPECIAL ASSESSMENT No. 1, \$0.75.

*To all Subordinate Lodges:*

DEAR SIRS AND BROTHERS:—You are hereby notified that Special Assessment No. 1, amounting to seventy-five cents (\$0.75), has this day been levied by the grand lodge for the Protective Fund to be used in paying the striking firemen on the Lehigh Valley Railroad who engaged in a strike, beginning November 15th, 1893, and ending December 6th, 1893, under the laws of our order. A majority of the lodges belonging to the Brotherhood of Locomotive Firemen have voted to levy this special assessment, and the will of the majority becoming the law, this levy is made. (See Section 41, Page 16, of Constitution.) This assessment is payable by all members whose names appear on the rolls of membership on February 1st, 1894, and must be paid to the Collector on or before March 1st, 1894. Any member failing to pay the foregoing assessment within the time specified will stand expelled as provided by the laws of the order.

Collectors are required to deliver the foregoing assessment to the Receivers of their respective lodges on or before March 2nd, and Receivers are required to forward the same so as to reach the grand lodge on or before March 10th, 1894.

Collectors and Receivers are required to make collection and returns of the above assessment in all things as provided by law for the collection and returns of assessments for the beneficiary department.

Collectors will receipt for this assessment on the usual form, as no special slips have been issued.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.

## Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER, }  
TERRE HAUTE, IND., February 1, 1894. }

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary fund for the month of January, 1894:

## RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1		72		143		214	285	356	
2		73		144		215	286	357	
3		74		145		216	287	358	
4		75	\$198	146		217	288	359	
5		76		147		218	289	360	
6		77		148		219	290	361	
7	\$86	78		149		220	291	362	
8		79		150		221	292	363	
9		80		151		222	293	364	
10		81		152		223	294	365	
11		82		153		224	295	366	\$36
12		83		154		225	296	367	
13		84		155		226	297	368	
14		85		156		227	298	369	
15		86		157	\$44	228	299	370	
16		87		158		229	300	371	
17		88	108	159		230	301	372	
18		89		160		231	302	373	
19		90		161		232	303	374	
20		91		162		233	304	375	
21		92		163		234	305	376	
22		93		164		235	306	377	
23		94		165		236	307	378	
24		95		166	221	237	308	379	
25		96		167		238	309	380	
26		97		168		239	310	381	
27		98		169		240	311	382	
28		99		170		241	312	383	
29		100		171		242	313	384	71
30		101		172		243	314	385	
31		102		173	138	244	315	386	
32		103		174		245	316	387	
33		104		175		246	317	388	136
34		105		176	102	247	318	389	
35		106		177		248	319	390	
36		107		178		249	320	391	
37		108		179		250	321	392	
38		109		180		251	322	393	
39		110		181		252	323	394	
40		111		182		253	324	395	\$82
41		112		183		254	325	396	
42		113		184	112	255	326	397	
43		114		185		256	327	398	
44		115		186		257	328	399	
45		116		187		258	329	400	
46		117		188		259	330	401	
47		118		189		260	331	402	
48		119		190		261	332	403	88
49		120		191		262	333	404	
50		121		192		263	334	405	
51		122		193		264	335	406	
52		123		194		265	336	407	
53		124		195		266	337	408	
54		125		196		267	338	409	
55		126		197		268	339	410	312
56		127		198		269	340	411	
57		128		199		270	341	412	
58		129		200		271	342	413	
59		130		201		272	343	414	
60		131		202		273	344	415	
61		132		203		274	345	416	
62		133		204		275	346	417	
63		134		205		276	347	418	
64		135		206		277	348	419	
65		136		207		278	349	420	
66		137		208		279	350	421	
67		138		209		280	351	422	
68		139		210		281	352	423	
69		140		211		282	353	424	
70		141		212		283	354	425	
71		142		213		284	355	426	

## RECEIPTS—Continued.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
427		442		457		472		487	
428		443		458		473		488	
429		444		459		474		489	\$84
430		445		460		475		490	
431		446		461		476		491	
432		447		462		477		492	
433		448		463		478	\$84	493	
434		449		464		479	72	494	
435		450		465		480		495	
436		451		466		481		496	
437		452		467		482		497	
438		453	\$56	468		483		498	
439		454		469		484		499	18
440		455		470		485		500	64
441		456		471		486		501	

Balance on hand January 1, 1894 . . . \$44,247 75  
Received during month . . . 2,446 00

Total . . . \$46,693 75

## DISBURSEMENTS.

By claims 1186, 1187, 1188, 1189, 1190, 1191,  
1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200,  
1201, 1202, 1203, 1204, 1205 . . . \$30,000 00

Balance on hand February 1, 1894 . . . \$16,693 75

Respectfully submitted,  
F. W. ARNOLD, G. S. and T.

## What She Would Do.

AWA woman standing all alone,  
I humbly hope to shine;  
I'm tired of the twaddle  
Of the oak and ivy vine.  
I've seen too many instances  
Where nature's law declining,  
The vine did the "supporting,"  
While the oak did all the "twining."

Before I'd marry a man and work  
For his bread and my own,  
Before I'd marry a man who'd place  
Himself upon the throne,  
And claim from me his "better half,"  
Allegiance blind and mute,  
I'd marry the merest ape and wait  
For him to evolve!

— Woman's Journal.

TIME-TABLES for the kitchen are as important as for the railroad, as the food that supports the system must be baked or cooked by equal rule and care. Every railroad man should see that his wife has a copy of the Cleveland Baking Powder Co.'s Cook Book, as advertised on our last outside page in this number. This is a most meritorious article, and we take pleasure in calling our readers' attention to it. Sent free upon receipt of stamps to pay postage.

A copy of Twentieth Century, New York; The Coming Nation, Greensburg, Ind.; Nonconformist, Indianapolis, Ind.; The People, New York; Tom Watson's People's Paper; St. Louis Labor; Brick Pomeroy's Advance Thought; Express Chicago, Ill.; Missouri World, Chillicothe, Mo.; Commoner, Wichita, Kansas; Advocate, Topeka, Kansas, and others. Enclose 10 cents in silver to Reform Literature Company, Greensburg, Indiana.

We invite the attention of our readers to the advertisement of George R. Fuller, manufacturer of artificial limbs, which appears in this issue. Mr. Fuller is a reliable and thorough workman, and we have no doubt his work will prove satisfactory.

"WORTH A GUINEA A BOX."

## BEECHAM'S PILLS

The Favourite of  
**All Railroad Men.**

*A Standard Remedy the World over  
FOR ALL*

## BILIOUS AND NERVOUS DISORDERS,

Such as Sick Headache,

Weak Stomach,

Impaired Digestion,

Liver Complaint,

**Constipation,**

and all Similar Ailments.

Covered with a Tasteless and Soluble Coating.  
Of all druggists. Price, 25 cents a box.

New York Depot, B. F. Allen Co.,  
365 Canal St.

Send postal for our valuable book, "Constipation."

## An Educator!

"Simple Lessons in  
Drawing for the Shop."

By **ORVILLE H. REYNOLDS.**

(Chief Draftsman Northern Pacific Ry.)

**PRICE, 50 CENTS.**

ADDRESS=====

**DEBS PUBLISHING Co.**  
TERRE HAUTE, IND.

A Scalded Engineer,  
A Bruised Fireman,  
A Sore-Handed Conductor,  
A Chap-Handed Brakeman,  
A Bleeding Switchman,

Will find a comforter and healer in a cleansing  
and refreshing wash with

## Glenn's - - - Sulphur Soap.

It is not a fancy toilet soap, but a plain, every day  
remedy for the mechanic, the busy housewife, and  
the children. No household should be without it.  
Ask your druggist for it; he keeps it.

## JUST PUBLISHED. LOCOMOTIVE CATECHISM

By **ROBERT GRIMSHAW.**

Containing nearly 1,300 questions and answers  
concerning Designing and Constructing, Repairing  
and Running various kinds of Locomotive Engines.

Intended as examination questions, and to post  
and remind the engine runner, fireman and learner.

**A STANDARD BOOK, FRESH FROM  
THE PRESS. FULLY UP TO THE  
TIMES. EVERY TYPE OF LOCO-  
MOTIVE TREATED.**

Nearly 400 pages; filled with Cuts, Diagrams and  
Illustrations. Tells all about the Locomotive in  
language any school boy can understand. Difficult  
problems made easy. A popular book for the masses.

**Price, \$2.00,  
prepaid to any address.**

## AGENTS WANTED.

We want an agent at every round house in the  
country. Liberal commission and exclusive agency  
given. Several agents sold more than 60 copies each  
the first week. **SEND NOW** for copy and full partic-  
ulars to

**NORMAN W. HENLEY & CO.**  
**Publishers.**

150 Nassau Street, NEW YORK.



# Engineers and Firemen!

## STANDARD LITERATURE.

**These Books Will Help You to Master Your Calling and Get "On Top."**

***"Locomotive Catechism,"*** by ROBERT GRIMSHAW. Nearly 400 pages. Full of cuts and illustrations. Fresh from the press and fully up to the times; **Price, \$2.00.**

***"New Catechism of the Locomotive,"*** by M. N. FORNEY. More than 700 pages and more than 500 engravings. Greatest book published. **Price, \$3.50.**

***"Compound Locomotives,"*** by ARTHUR T. WOODS. The only book on the subject. Should be in the hands of every student of the locomotive. **Price, \$1.**

***"Air Brake Practice,"*** by J. E. PHELAN, of the Northern Pacific R. R. An exhaustive treatise on the Air Brake; explains in simplest language how to operate it under all conditions. **Price, \$1.00.**

***"Progressive Examinations of Locomotive Engineers and Firemen,"*** by JOHN A. HILL. A capital little book for new beginners. An excellent pocket companion. **Price, 50 Cents.**

***"Alexander's Ready Reference,"*** by S. A. ALEXANDER, for engineers and firemen. This book contains more valuable information in fewer words, and is easier understood by railroad men than any other book now in print. **Price, \$1.50.**

***"Twenty Years with the Indicator,"*** by THOS. PRAY, JR., M. E. Copiously illustrated and containing many rules as to the best way to run any steam engine to get the best results. **Price, \$2.50.**

***"Simple Lessons in Drawing,"*** by ORVILLE H. REYNOLDS (Chief Draftsman, Northern Pacific Railway). A splendid book. Every student of locomotive engineering and every explorer in the field of mechanics should have it. **Price 50 cents.**

***"Roper's Hand Book of the Locomotive,"*** by STEPHEN ROPER. One of the most valuable treatises ever written on the subject. It is fully illustrated, and contains a description of the most approved locomotives in use. **Price, \$2.50.**

***"Locomotive Running Repairs,"*** by L. C. HITCHCOCK. A splendid little book for locomotive men. **Price, 50 cents.**

**SEND ORDERS TO**

**DEBS PUBLISHING CO.,**

**TERRE HAUTE, INDIANA.**

# IMPORTANT.



In view of the present uncertainty of business, we have decided to offer the two works of Professor N. Hawkins upon easy and liberal terms of payment to the patrons of the FIREMEN'S MAGAZINE and others, who will furnish a reference as to reliability, i. e., part of the cost with the order when the books will be sent, and balance monthly.

It is a proverb that "he stands strongest who stands on his head"—this has been well illustrated in the case of the owner of these two books. In the numerous changes which have taken place in the past half year, and which are still going on, the practical knowledge which has been acquired from the Hawkins works has enabled many of their possessors to hold over in good positions where others have been forced to resign.

The "Hand-book of Calculations" (now selling in its seventh thousand), and the "Maxims and Instructions for the Boiler Room" (now selling in its third thousand), are educational works of the rarest value, and have already, in scores and hundreds of instances, proved the stepping-stone for permanent advancement (Firemen to be Engineers, Engineers to be Superintendents, etc.).

The "Calculations" teaches first, the principles on which steam-engineering is founded, i. e., mechanical philosophy, and beginning with the figure one, proceeds with rules, examples, and plain directions to the most essential problems relating to steam-engineering.

The "Maxims and Instructions" teaches how to "fire" with all kinds of fuels and the different varieties of boilers; gives details of construction and dimensions of boilers. It deals with the details and management of pipes and piping, steam-pumps, injectors, tanks, steam-heating, plumbing, etc. The book has hundreds of definitions and illustrations of appliances used in and about the boiler room.

These books are each provided with a ready reference index, which renders their hundreds of practical suggestions instantly available; hence they are works of both instruction and reference.

These two books are each strongly and handsomely bound in green cloth, with gold titles; they weigh over five pounds for the pair and are almost a library in themselves. The price is \$5.00 for the two, and \$2.50 for a single volume, post or express prepaid to any part of the world.

Parties wishing them on "part payments" will be informed of the terms upon application. Club rates also given on application. Correspondence solicited. We furnish a descriptive catalogue free.

**Theo. Audel & Co.,**  
PUBLISHERS.

Office 3. 91 Liberty St., N. Y.

P. S.—Very many Master Mechanics of railroads have bought the pair of these "noble books" and found them exactly adapted to their department of railroad service.

# LOCOMOTIVE CATECHISM

—BY—

**ROBT. CRIMSHAW**

**1300 Questions and Answers  
360 Pages.**

**ALL ABOUT REPAIRING AND RUNNING THE  
VARIOUS KINDS OF LOCOMOTIVES.**

**NEW AND COMPLETE.**

**FULLY - UP - WITH - THE - TIMES.**

**Diagrams and Illustrations Galore.**

**PRICE, \$2.00.**

**Address Orders to**

**DEBS PUBLISHING CO.,**

**TERRE HAUTE, INDIANA.**

# Best Christmas Present FOR A FIREMAN. SINCLAIR'S LOCOMOTIVE ENGINE RUNNING AND MANAGEMENT.

No Progressive Fireman can Afford to be without this Book. Price, \$2.00.

## OTHER BOOKS.

**REYNOLD'S SIMPLE LESSONS IN DRAWING.** Price, 50 cents.

**HILL'S PROGRESSIVE EXAMINATIONS FOR ENGINEERS AND FIREMEN.** Price, 50 Cents.

**WOOD'S COMPOUND LOCOMOTIVES.** Revised and enlarged by David L. Barnes. Price, \$3.00.

Catalogues on application.

**ENGINEERING LITERATURE CO.,**

**EAST ORANGE, N. J.**

**High Arm FREE TRIAL** In your own home for 30 days without paying one cent in advance; machine to be returned at our expense if unsatisfactory. We take all risks, pay freight, ship anywhere, to anyone, in any quantity at wholesale price. \$65 Kenwood machine, \$24.50; \$55 Arlington, \$20.50; \$45 Arlington, \$17.50; \$35 1 High Arm Gem, \$12. We sell all makes and styles, from cheapest \$7.95 to best "Kenwood," \$24.50. All attachments free. **THREE HIGHEST WORLD'S FAIR MEDALS AWARDED** Over 100,000 now in use. Buy direct from factory. Save large profits. Catalogue and testimonials free. Write at once. Address (in full) **CASH BUYERS' UNION, 158-164 W. VanBuren St., Dept. A223, Chicago, Ill.**

## DRUNKENNESS

Thoroughly and permanently cured by a vegetable preparation. Destroys the appetite for liquor in all its forms. A positive cure if taken according to instructions. No detention from business. Send \$1.00 for a supply, with full directions, sufficient to cure any ordinary case. Address, **C. E. FELLER, M. D., 180 E. 7th St., St. Paul, Minn.**

**MY WIFE CANNOT SEE HOW YOU DO IT AND PAY FREIGHT.** **\$10.50** Buy the Oxford Improved SINGER Sewing Machine, with a complete set of attachments and guaranteed for 10 years. Shipped anywhere on 10 days' trial. No money required in advance. 75,000 now in use. World's Fair Medal awarded. Buy from factory, save dealer's and agents' profit. Write today for our **LARGE FREE CATALOGUE.** Oxford Mfg. Co., 342 Wabash Ave., Chicago, Ill.

**MARRIAGE PAPER** 3 MONTHS, 10 CENTS. RICH AND PRETTY GIRLS. ADVERTISING. RACEBET PAPER OUT. HELPING HAND 49 CHICAGO, ILL.

**MRS. WINSLOW'S SOOTHING SYRUP**  
- FOR CHILDREN TEETHING -  
For sale by all Druggists. 25 Cents a bottle.

## HOW'S THIS!

We offer One Hundred Dollars reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. **F. J. CHENEY & CO., Toledo, Ohio.**

We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions and financially able to carry out any obligations made by their firm. **WEST & TRUAX, Wholesale Druggists, Toledo, Ohio. WALDING, KINNAN & MARVIN, Wholesale Druggists, Toledo, Ohio.**

Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price, 75 cents per bottle. Sold by all druggists.

**A NEW SONG** that is a Jewel; will please all who sing it; will please all who hear it; bring back fond memories of home and mother and bedew the eyes with tender recollections of the dear old songs she used to sing.

**"THE SONGS MY MOTHER USED TO SING,"** by **ELLIS B. HARRIS** Beautiful words blended with a harmony that will please everybody. Price, 40 cents. Published by

**E. B. HARRIS, Spooner, Wis.**

**JOSEPH LEICESTER ATKINS,**  
**PATENT LAWYER**

AND  
Solicitor of U. S. and Foreign Patents,  
Atlantic Building, 930 F. St.,  
**WASHINGTON, D. C.**

## TO FIREMEN'S WIVES AND DAUGHTERS!

Do you enjoy Music, Art and Flowers? If so this will interest you. The Publishers of AMERICAN NATION are anxious to secure hundreds of new subscribers. The Magazine is of a musical and literary nature and offers a delightful monthly treat to young and old.

Now if you will send 25 cents for a year's subscription (which is just half the regular price) the publishers will also send you free as a premium, 302 VARIETIES OF CHOICEST FLOWER SEEDS, a superb collection; 12 beautiful pictures in six colors representing celebrated works of art; and 163 pieces of latest popular music. Bear in mind you get words and music—all for 25 cents. When you write be sure to mention this Journal, and address your letter plainly (enclosing 25 cents in silver, postal note or stamps), to AMERICAN NATION CO., R. R. Dept., 122 Pearl St., Boston, Mass.

BLOOD POISON

### COOK REMEDY CO

## Blood Poison!

Primary, Secondary or Tertiary permanently cured in 15 to 35 days. We eliminate all poison from the system, so that there can never be a return of the disease in any form. Parties can be treated at home as well as here, (for the same price and under the same guarantee,) but with those who prefer to come here, we will contract to cure them or refund all money and pay entire expense of coming, railroad fare and hotel bills.

**Our Magic Remedy** Eight Years in Use and Never Failed to cure the most obstinate cases. We challenge the world for a case we can not cure. Since the history of medicine a true specific for BLOOD POISON has been sought for but never found until our Magic Cyphiline was discovered. We solicit the most obstinate cases and challenge the world for a case we cannot cure. This disease has always baffled the skill of most eminent physicians.

**\$500,000 CAPITAL** behind our unconditional guarantee. Absolute proofs sent sealed on application. Address,

**COOK REMEDY CO.,**  
Room 307 Masonic Temple, Chicago, Ill.

### COOK REMEDY CO

BLOOD POISON

## D\*E\*L\*A\*V\*A\*U\*S Whooping Cough Croup Violent Coughs

Tested over 40 Years.  
EFFECTUAL AND HARMLESS.  
50c. per bot. at druggists, or expressed from 6th and Wood Sts., Philadelphia, to any address 60c.

## R\*E\*M\*E\*D\*Y

### FAT

by practicing physician of 17 years' experience. No bad effects; no detention from business; no starving; no wrinkles or flabbiness follow this treatment. It improves the general health, clears the skin, and beautifies the complexion. Endorsed by physicians and leading society ladies. Thousands cured.

**PATIENTS TREATED BY MAIL** confidentially. For particulars call, or address with 6c in stamps,

**O. W. F. SNYDER, M. D.,**  
246 M'VICKER'S THEATER BUILDING, CHICAGO.

**FOLKS REDUCED**  
From 15 to 25 lbs. per month by a harmless treatment administered confidentially.



## BLOOD POISON

When Mercury, Iodide of Potassium and Hot Springs fail to cure, we will guarantee a cure or no pay. Can be no failure. Cure in 20 to 90 days. Will contract to pay railroad fare and hotel bills if we fail. We are incorporated, with large capital. Refer to Bradstreet's. Everything sent sealed, in plain envelopes. Write for references and proofs free. Can work during treatment.

### GUARANTEE REMEDY CO.

51 & 52 Dexter Building,  
CHICAGO, ILL.



We will send you the MARVELOUS and UNFAILING French Preparation,

### CALTHOS

FREE by MAIL, and a legally executed guarantee that CALTHOS will

RESTORE your  
HEALTH, STRENGTH AND VIGOR.

*Use it & pay if satisfied.*

Von Mohl Co., Importers, Cincinnati, Ohio.



Artificial **LIMBS**  
—BEST LEG—\$50  
Wood or Rubber Foot

**TRUSSES,** Elastic Stockings, Crutches, etc.  
Catalogue Free. State particulars.  
**GEO. R. FULLER,**  
U. S. Government Mr. Dept.  
No. A. A. ROCHESTER, N. Y.



## World's Fair Highest Awards

Medal and Diploma  
on our INCUBATOR and  
BROODER Combined.

"Old Reliable" Leads them all.

If you are interested in Poultry, it will pay you to send 4 cents in stamps for our 12 page catalogue, giving valuable points on Poultry Culture. Address

Reliable Incubator and Brooder Co., Quincy, Ill.



## NATIONAL HOTEL.

J. H. BREWER, Proprietor.

(B. of L. E. Div. 182.)

102 Park Avenue, opp. Avenue Hotel.  
HOT SPRINGS, ARK.

(Correspondence solicited. Letters of Inquiry promptly answered.)



**POSITIVELY FREE.**  
Our New ORGAN and PIANO BOOK. Colored Portraits, Special Offers, and full Particulars of all our famous **ORGANS AND PIANOS.**  
Sold to anyone at wholesale price, for Cash or on Terms to Suit.  
Organs \$27.50, Pianos \$175.00.  
Write to-day for this VALUABLE BOOK—  
**CORNISH & CO.,** WASHINGTON, NEW JERSEY.  
Established 27 Years.

# \$350 IN PRIZES!

\* ——— GIVEN BY ——— \*

## LOCOMOTIVE ENGINEERING,

5 Beekman St., New York,

### For Improvements Suggested in Cab and Boiler Fittings

With three objects in view—yes, four. 1st, Safety of Engine Crews, hundreds are scalded to death yearly. 2d, Convenience in Handling Engine, too much discomfort now. 3d, Economy of Running Repairs, don't we "grind in" too much? Oh, 4th, To make the plans offered an attractive feature of our Paper, so that you will subscribe and get more than your money's worth.

### Diseases of the Air Brake System, THEIR CAUSE, SYMPTOMS AND CURE,

By PAUL LYNNESTVEDT,

Fully Illustrated, will begin in the January number. The best thing on Brakes yet written.

We have forty other new features for the year, more than we can enumerate here.

Every subscriber who sends us a \$2 bill gets the largest and "most interesting" Railroad Paper for a year and

### — THREE EDUCATIONAL CHARTS —

SAMPLE COPY FREE.

CASH PREMIUMS TO CLUB AGENTS.

**SEND YOUR ADDRESS AND \$2 AND WE GUARANTEE THAT  
YOU ARE WELL SATISFIED.**

## LOCOMOTIVE ENGINEERING,

ANGUS SINCLAIR, }  
JOHN A. HILL, } EDITORS.

5 Beekman St.,

NEW YORK.

## Yankee Hill.

# \$60,000,000.

### Is Its Record,

From an area no greater than the city of Washington stands on, Gilpin county, Colorado, has produced \$61,001,000 in gold in its history of thirty years. There is not an area of similar extent that can equal this record in the known world. It is the strongest, richest and most permanent gold belt ever opened. Yankee Hill is a portion of this same great gold belt, found on examination to be identical in every respect with the present producing area of Gilpin. Yankee Hill is a new camp. Six months ago it had neither place nor record. To-day pay ore is lifted out from more than fifty shafts within an area of 500 acres.

Three towns have sprung up like magic in the district; fifty stamps are already pounding on its ores. Shafts and drifts are running in every direction. Strikes are reported almost daily; at three different points ore bodies yielding \$400 to \$500 in gold are reported. Capital is coming in and by the first of June 3,000 people will be on the ground.

The Whale, the General Ives and Alice group of gold mines belonging to the Orphan Boy Extension M. & M. Co. lie in the very center of this wonderful new gold camp. The largest and richest body of ore yet uncovered in the camp is at the bottom of the 40-foot shaft on the Whale lode—eight feet of ore between the walls.

The systematic development of this mine alone will be sufficient to establish the claim of Yankee Hill to the first place among the new gold camps of the state.

This company has already begun extensive development work. A force of men has been put on the Whale shaft and the necessary hoisting machinery and buildings placed. A body of ore for stoping will be ready in sixty days.

Meanwhile the question of the most successful method of treatment is receiving attention. Experiments in concentrating have been repeatedly made giving the most satisfactory results, raising a \$.0 ore to \$350.

The company has determined to erect a concentrating plant on the property in the early spring. This plant will have a capacity of 150 tons.

To raise the necessary funds to erect the mill and keep up the work of development we offer 20,000 shares of Whale stock at 16c, and 20,000 shares of Orphan Boy Extension stock at 25c, in blocks of 100, or multiples of 100, to suit purchaser. THIS OFFER HOLDS GOOD FOR THIRTY DAYS ONLY.

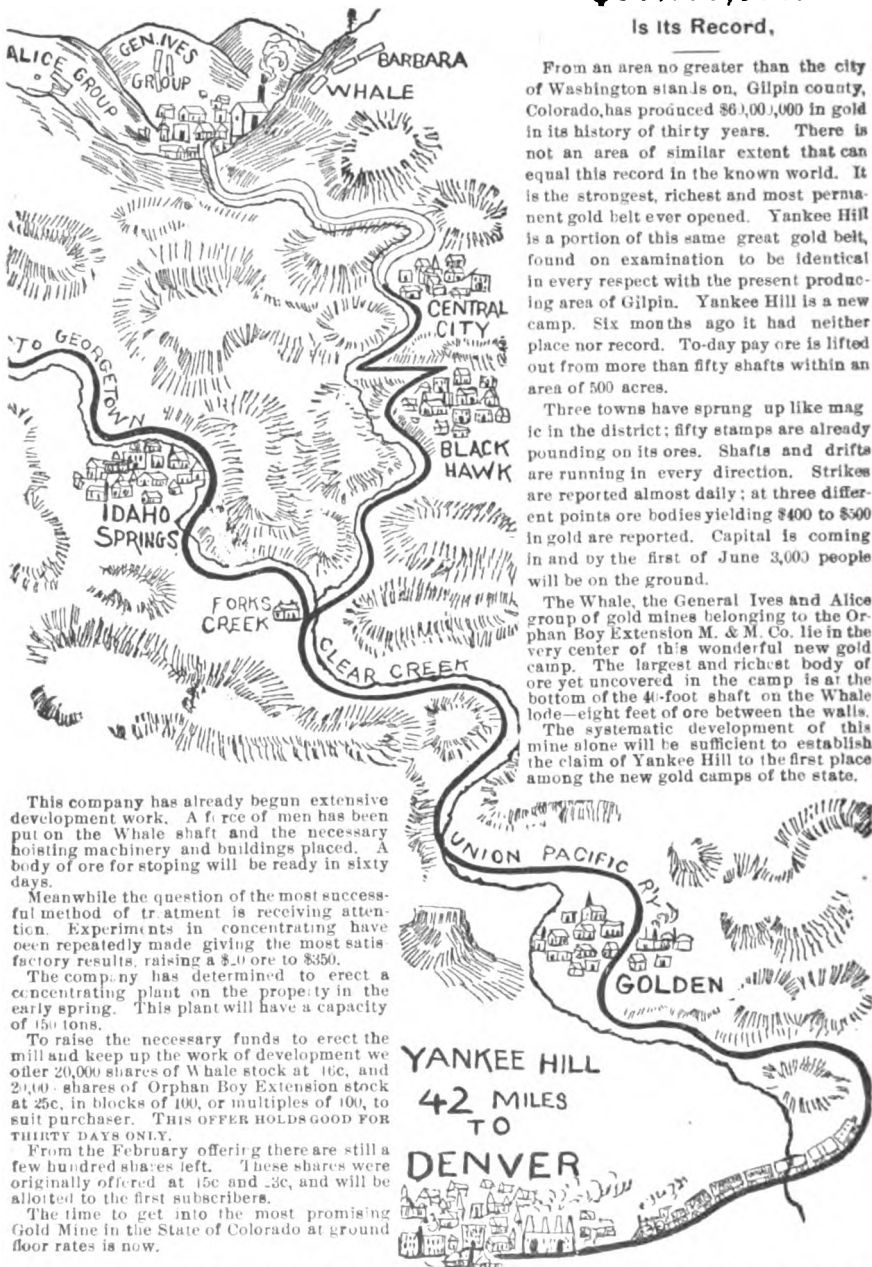
From the February offering there are still a few hundred shares left. These shares were originally offered at 15c and 3c, and will be allotted to the first subscribers.

The time to get into the most promising Gold Mine in the State of Colorado at ground floor rates is now.

Stock reserved on telegraph order. Send for a copy of the GOLD NUGGET, a beautifully illustrated mining journal, copy of by-laws, maps, ore specimens, etc. Address

## Orphan Boy Extension M. & M. Co.,

No. 29 & 30 Kittredge Building, Denver, Colo.



# OVERALLS FREE

By Mail or Express,

**FOR 75 CENTS.**

We are large wholesale manufacturers of Overalls and Coats bearing the "Carhartt" Brand. These goods are designed and made especially from suggestions made to us by members of the Brotherhood.

To introduce them to many members to whom their excellent qualities are unknown, we will for a short time send (all charges paid), to any one who will show them and help us increase their sale, one or more garments made of the best blue denim upon receipt of the following prices (provided your clothing dealer does not keep them on sale):

Overalls—(any size) . . . . .	\$ .75
Overalls—(with apron) . . . . .	.85
Apron Overalls—(with elastic in the suspenders) . . . . .	1.00
Sack Coats—(perfect fitting, to match) . . . . .	.85
Sack Coats—(made of blue and white Amoskeag check) . . . . .	.75



Say, Joe, why the devil don't you get a suit of overalls from that Detroit firm that advertises in our Journal, same as I do, then you won't have to go around looking like a tramp with those Jim Crow duds on?

In ordering, give waist measure and inseam (crotch to heel) for overalls, and for coats, the breast measure under arms, saying whether regular or long sleeves are wanted. Address all letters plainly to

**HAMILTON CARHARTT & CO., Detroit, Mich.,**

**479, 481, 483 and 485 Michigan Ave.**

Samples of cloth and self-measurement blanks sent free to any address, provided this Magazine is mentioned. This also includes linen tape measure.

## THE FIREMEN'S FRIEND—

That never tears,  
rips, or leaves him  
in the lurch—

**The Sweet, Orr & Co.  
OVERALL.**

R. R. men wear them  
and one writes:



NEW YORK, }  
June 5, 1893.

Sweet, Orr & Co.:

DEAR SIR:—I have been wearing your make of overclothes for fourteen years, and never had any of them to rip or any buttons to fall off. I am satisfied that I get full value for my money. Hoping you will accept this as my appreciation of your goods.

Yours respectfully,

FRANK AUSTIN,

497 Lex. Ave., N. Y.

Member of New York City  
Division, 103, B. of L. E.

**The Great Union Overall Manufacturers of the World are**

# SWEET, ORR & CO.,

But everybody does not wear overalls, so it must be remembered that this firm makes the best pants, the best shirts and the best wearing sack coats that are made.

N. B.—Everything guaranteed never to rip. If your local dealer does not keep our goods, do us the favor to write direct.

Offices and salesrooms:

**NEW YORK CITY.**

**CHICAGO, ILL.**

**NEWBURGH, N. Y.**



F. W. FROST, ESQ.

## A LOCOMOTIVE ENGINEER.

**Testifies to His Cure of Rupture. The Constant Jar of a Locomotive is one of the Severest Tests that can be Applied to a Recently Cured Case.**

*Rotterdam Junc., Schenectady Co., N. Y.*

After suffering a number of years from a painful Rupture, I went to the Invalids' Hotel and Surgical Institute, at Buffalo. While there, I submitted to an operation which was not painful. It was done without chloroform, ether or any dangerous anæsthetic. Under the skillful treatment of their specialists and the very close and kind attention of their nurses, in less than a month, I left the Institution feeling like a new man. I have every reason to believe that the Hernia will never return, and that I am permanently cured. It is a great relief to go without a truss.

Very respectfully,

F. W. FROST.

WE REFER, BY PERMISSION, to many prominent people in every State, whom we have cured of Rupture or Hernia. Of these we can, for lack of room, only append the following:

J. H. Riemer, Zion, Wis.; R. M. Folk, Sparta, N. J.; Ed. C. Stubb, Augusta, Ga.; R. Galland, Orangeville, Mills, Barry Co., Mich.; C. E. Clark, Sec'y B. L. T. & S. D. Co., Buffalo, N. Y.; Hon. E. L. Clapp, Belchertown, Mass.; John F. Harper, North Solon, Cuyahoga Co., O.; W. S. Raber, Port Allegany, Pa.; R. Sessions, West Oneonta, Otsego Co., N. Y.; Mrs. E. M. Cutler, Buffalo Prairie, R. I. Co., Ill.; Miss V. M. Thomas, Albion, Ind.; Mrs. W. A. Kernan, Mexico, Mo.; Mrs. Jesse Martin, No. 507 William St., Rome, N. Y.; Jos. A. Martinek, Mackey, Iowa; Chas. H. Pulsifer, Yarmouthville, Me.

## RUPTURE.

HERNIA (Breach) or RUPTURE, even if old and large, is speedily and radically cured in every case undertaken by our specialists, without dependence upon trusses, and without danger. 967 cases of Rupture cured at the Invalids' Hotel, in 1893.

There is no longer any need of wearing clumsy, awkward, chafing old trusses. There is no safety in any kind of a truss, for there is constant danger of the Hernia suddenly becoming strangulated and resulting in death.

## VARICOCELE.

VARICOCELE, or false rupture, and HYDROCELE are permanently cured by new and painless methods.

An illustrated Treatise on Rupture, Varicocele, or Hydrocele, sent to any address on receipt of ten cents.

✉ Address all letters to

WORLD'S DISPENSARY MEDICAL ASSOCIATION,

No. 663 Main Street, BUFFALO, N. Y.

RAILWAY  
OFFICIALS AND EMPLOYEES'  
ACCIDENT ASSOCIATION



INDIANAPOLIS, IND.  
WM. K. BELLIS, SEC.

## THE WHEEL

Of progress too often becomes the Wheel of Destruction, and at such times the possession of a staunch true friend, to whom the

## RAILROADER'S FAMILY

Can appeal in their sorrow, is the greatest boon on earth. Such a friend is the RAILWAY OFFICIALS AND EMPLOYEES' ACCIDENT ASSOCIATION, of Indianapolis, whose unparalleled growth during the past year, showing an increase of

**\$21,000,000,00**

Over the previous season, unanswerably demonstrates its overwhelming popularity with the Railroaders of America.

## THINK OF IT!

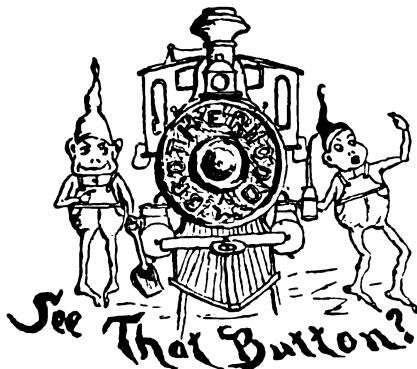
If you should get caught in that fatal accident which visits so many noble men, and leave nothing to your dear ones, what would become of them? A Certificate of Membership in the RAILWAY OFFICIALS AND EMPLOYEES' ACCIDENT ASSOCIATION is as safe and certain as a landed estate, and the relief it secures to the bereaved family is flashed over the wires the very moment the news of a stroke of misfortune reaches the Home Office. No Sensible Railroader longer doubts it his duty to carry first-class Accident Insurance. Do not postpone until it is too late, but take a membership with us.

-----NOW-----

Digitized by Google

When addressing our advertisers mention this Magazine.





## Don't Forget That the Brotherhood Overalls

**Are NOT Made by Chinamen,  
Are NOT Made in "Sweat Shops."**

**But are made by the BEST PAID  
WHITE LABOR in the Business.**

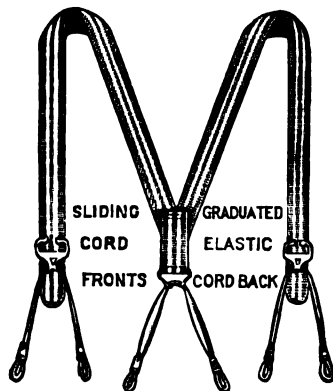
They are made by a Brotherhood man, and were officially endorsed by the B. of L. F. Convention at Cincinnati, September, 1892. If no dealer keeps them in your town, insist upon getting them. The dealers anywhere will handle them if the Brothers will insist. Won't YOU insist on the Brotherhood overalls made by **H. S. PETERS,**  
Hinsdale St., Brooklyn.

Large No. 3, B. of L. F.

Div. 419, B. of L. E.

## The "WORKER'S"

The New 25 Cent Suspender. Made for Active Men. IT PAYS to wear it.



PATENTED NOV. 29, '92.

It is the simplest, completest, most comfortable and most serviceable low-cost suspender made.

**Easy on Buttons.**

**Does not Slip Down on the Shoulders.**

**Has no Rubber in Web to Induce Perspiration**

**Has a great stretch in back Elastic Graduated Cord.**

**Holds Trousers up Firmly.**

It has just been put on the market and your dealer may not have it, but ask him. If he does not, send 25 cents in stamps for a sample pair. Say if you like back.

**Chester Suspender Co.,**  
60 Decatur Ave., Roxbury, Mass.

# Railway Watches

Hampden 17-jewel adjusted movement in Dueber gold filled open face case, warranted 20 years, \$20.90. Sent by express prepaid on receipt of amount or sent C. O. D. Examination allowed on receipt of 50 cents.

**Solid 14-Karat Gold Chain, \$10.00.**

Solid gold emblem pins and buttons of any order, 95 cents.

**CHICAGO WATCH CO., 281 Wabash Avenue, Chicago, Ill.**

**ELY'S CREAM BALM**—Cleanses the Nasal Passages, Allays Pain and Inflammation, Heals the Sores, Restores Taste and Smell, and Cures

# CATARRH

Gives Relief at once for Cold in Head.  
Apply into the Nostrils. — It is Quickly Absorbed.  
50c. Druggists or by mail. ELY BROS., 56 Warren St., N. Y.



## NATURE'S CURE FOR ASTHMA FREE ON TRIAL.

The WONDERFUL KOLA PLANT (HIMALYA), discovered by African Explorers on the Congo River, West Africa, is NATURE'S SURE CURE for ASTHMA. No Pay until Cured, and Positive Cures Guaranteed. Importing Office, No. 1164 Broadway, New York. For Book and Large FREE Trial Case, sent by Mail, address, Central Office KOLA Importing Co., No. 132 Vine Street, Cincinnati, Ohio.

See New York World and Philadelphia Press, May 18 and 19, 1890; also Christian Observer and Medical Journal, April 9, 1890. The Christian Evangelist, May 30, 1890, says editorially: "The Kola Plant is a gift direct of God, to sufferers in Asthma, and His blessing will rest upon Stanley and associates, explorers in the Dark Continent. It is an untailing cure for Asthma." Remember, No Pay Until Cured.

Established 1884.

## S. N. CLARKSON & CO., The Railroad Jewelers,

182 STATE ST.,  
CHICAGO, ILL.

We are the  
Leaders in  
Low Prices

Fine Watches,  
FOR Diamonds, and  
Solid Gold Jewelry.

Our catalogue is gotten up expressly for consumers. Goods of any description sent C. O. D. approval. Agents wanted.

We are the only railroad jewelers who have received testimonials for our Special Watches from the different Locomotive Brotherhood Divisions in Chicago.

Our Illustrated Catalogue sent to any address in the United States upon application.



## ARTIFICIAL LEGS AND ARMS.

For Railroad Service a Specialty.

Unparalleled List of Awards.

Free Illustrated Catalogue.

HON. WADE HAMPTON (Ex-Senator from Virginia), writes: "Wore leg 6 years. I commend your workmanship cordially."

FRANCIS FESSENDEN, Brig. and Bvt. Maj. Gen'l U. S. Army. "I wore your leg with entire satisfaction, and have lately procured a third."

JOHN CONNERY, Conductor B. N. F. & W. Ry. "For the past year have run a passenger train. Best have ever seen."

J. W. HAIGHT, Conductor N. Y., L. E. & W. Ry. "I would not part with artificial limb for five times its cost."

Send description of your case.

**C. A. FREES,**

781 Broadway, New York,

Branch Office, 106 Fifth Ave., cor. Washington St., Chicago, Ill.

Established 26 Years.



## FIRE UP!

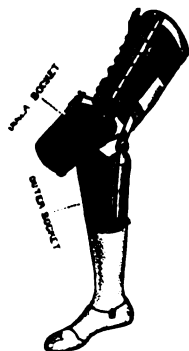
## FIREMEN!



You have a furnace in front, cool drafts about you, and mishaps all the time.

## ST. JACOBS OIL

**CURES BURNS, SPRAINS, BRUISES, CUTS, WOUNDS, SORENESS,  
STIFFNESS, SWELLINGS, BACKACHE, NEURALGIA,  
SCIATICA AND RHEUMATISM.**



## ARTIFICIAL LIMBS.

Patent Adjustable Slip Socket. Warranted Not to Chafe the Stump.  
Largest Firm in the United States.

Received Gold Medal and Diploma at the World's Fair.

The Inner Socket, seen outside the limb in cut, is made over a plaster cast of the stump, giving an exact fit, being held permanently upon the stump by elastic fastened to lace above, and in act of walking, moves up and down in the Outer Socket, bringing all the friction between the two sockets, instead of between the stump and the socket, as is the case in all single and wooden socket limbs. With our SLIP SOCKET the most tender and sensitive stump can be fitted and limb worn with perfect ease and comfort. Endorsed and purchased by U. S. Government. Send for our New Catalogue with Illustrations.

**THE WINKLEY ARTIFICIAL LIMB CO.,**

323 Nicollet Ave., MINNEAPOLIS, MINN.

BRANCH OFFICES { 84 Adams Street, Dexter Building, CHICAGO, ILL.  
California Midwinter Exposition, SAN FRANCISCO, CAL.

# HEROES OF PEACE!

## They are Greater Than The Heroes of War!

### AND DESERVE PRAISE.

**How the Devoted Lives of Railroad Engineers are Beset on Every Side and How to Escape Some of the Worst Dangers.**

It is a mistake to suppose that heroes only die upon the battlefield.

The daily battle of life sees more heroes, is full of more pathos, has things more terrible than the greatest struggle between the hosts of war. In the patient suffering, cheerful resignation, fidelity to duty, we behold heroes as lofty, as lovely and as worthy as any ever exhibited by the soldier.

We are here reminded that among the fighters in the battles of peace, the engineer stands forth prominently as the embodiment of the hero. We read, only the other day, of the engineer of a wrecked train mutilated and in great agony, and in intense darkness, crawling along the slippery track, lantern in hand, to warn an approaching train against danger. Such instances of devotion are innumerable, but the thoughtful recognize the spirit of heroism which is made manifest by the stories and understand how terrible is the mental and physical strain with which the railroad man has to deal.

Is it at all wonderful that with the constant jar, the irregular hours, irregular meals, the care, the responsibility, to say nothing of the labor itself, many men break down? Is it at all wonderful that they look for help which will relieve their nervous system of its cares, which will place life and health upon a sure foundation?

Hundreds of engineers and railroad men have found a remedy which is precisely suited to their needs, which will counteract the evil effects that the constant jarring and jolting has had upon their kidneys, and which will tend to keep them in health, in strength, and prolong their lives. A few of the names of those who have discovered this secret are given herewith:

Mr. A. G. Dingwall, of Salt Lake City, says: "I do not hesitate to recommend to locomotive engineers or others who may suffer from the effects of hard riding on any kind of rolling stock, Warner's Safe Cure. Have had trouble of this kind myself, and know that Warner's Safe Cure is most efficacious in its action on the kidneys. I know of other railroad men who have great faith in it for any of the inconveniences resulting from riding long distances on rough riding engines, and have always resorted to its use for cold in shoulders, back or side. I carry a bottle of it on my engine with me all the time, and my faith in its power to give relief has never yet been shaken. My advice to engineers who may occasionally be afflicted with any of the ills that arise from riding in hard riding engines is, try Warner's Safe Cure, and persevere with it, and the result will be most gratifying to you."

George F. Anderson, 624 Olive street, St. Louis, Mo., says: "I am a conductor on a Missouri street railway. Before coming to this work I was a brakeman on the Missouri Pacific R. R., and had to give up work because I had kidney trouble. I was so bad at times that I could not walk the length of the car without having to sit down and ease the pain in my back. I was obliged to give up my position and look for something that would not be so tiring. A couple of weeks after I accepted my present situation, I found that the jolting of the street cars was about as bad as the others, and my kidney trouble returned. An old conductor on the line told me to use Warner's Safe Cure. I stuck to the medicine faithfully and managed to hold my job. I have not had a day's sickness this winter."

A. Coleman, Buffalo, N. Y. (N. Y. C. & H. R. R. R. Engineer), declares: "Some six years ago I was afflicted with neuralgia and constant pains in my side and back. I commenced using Warner's Safe Cure. I had finished two bottles with marked improvement in my case, but kept at it until I had used over twenty bottles. I was so bad at one time that I could not bend my knee to pick up anything. I am sure that without the use of your Warner's Safe Cure I would be in my grave to-day. I can daily attend to my business on the road now, free from pain and a well man."

James M. Dunden, Fitchburg, Mass., asserts: "I have been an engineer on the Fitchburg Ry. for two years, was fireman on the same road for three years. About five years ago I was troubled with my kidneys and bladder so bad that it was almost impossible for me to urinate. I was so bad that I had to stop work a number of times. I saw Warner's Safe Cure advertised, got a bottle and commenced taking it. I continued its use and am now in perfect health."

George E. Thomas, C. E., 478 Calumet avenue, Chicago, Ill., states: "My business as civil engineer, in connection with railroad work, necessitates almost constant traveling. The result was disease of the kidneys, which gave me great trouble. The use of Warner's Safe Cure entirely cured me."

Mr. Horace A. Hamilton, of Worcester, Mass., says: "My life as a railroad engineer produced disordered liver and kidneys, constant pain in the back, etc. At times I could not void urine for forty-eight hours, and then high colored with brick dust and albuminous deposit. When all other medicines failed a few bottles of Warner's Safe Cure made me well so that now I am all right. My wife was afflicted with troubles peculiar to her sex, and Warner's Safe Cure acted like magic in restoring her to health and strength."

Such statements speak for themselves. They show that for railroad and traveling men there is nothing which so preserves the health and prolongs the life as Warner's Safe Cure. They show conclusively that what this great remedy has done for others it is able to do again, perhaps for you. Bear in mind, "there is danger in delay!"



HIGHEST AWARD AND MEDAL, WORLD'S COLUMBIAN EXPOSITION

## THE OLD RELIABLE STANDARD METAL POLISH FOR ENGINE WORK

Firemen Should be Careful and Avoid Imitations. **PRICES REDUCED FOR 1894.**

For this year prices to firemen (as agents) will be: One pound boxes, per dozen, \$2. Three pound pails, per doz \$5. Five pound pails, \$7.50 per dozen.

Cash must always come with orders to avoid delay.

Best Rock prices are here given to firemen as agents and they cannot and must not expect to buy from dealers at these prices. Samples sent free on application. Address,

**THE MATCHLESS METAL POLISH CO.,**

69 Frankfort St. New York.

88 Market St. Chicago



## BURNISHINE

**The Most Marvelous Metal Polish in the World.**

Will Produce a Most Brilliant Lustre to Brass, Copper, Zinc, Steel, Etc.

**Especially Adapted to Hot Metals.**

**SPECIAL PRICES TO FIREMEN:**

One pound boxes, \$2.00 per dozen; one-half pound, \$1.25 per dozen; five pound pails, \$7.50 per dozen.

Send cash with each order. Money will be refunded if Polish is not satisfactory.

On receipt of 10 cents in postage stamps, we will send 2 oz. box prepaid.

**J. C. PAUL & CO.,**

121 Lake St.

Chicago, Ill.

# REGALIA

For Brotherhoods of  
**FIREMEN, ENGINEERS,  
CONDUCTORS, BRAKEMEN, Etc.**

**SEND FOR PRICE LIST TO THE**

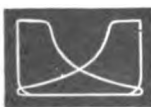
**M. C. LILLEY & CO., Columbus, Ohio,**

**MANUFACTURERS OF**

**Military and Society Goods, Railroad Caps and Uniforms.**

**Please Mention this Magazine.**

**\$10.00 for one cent**  
*Five Dollars for twenty five cents*  
*Big premiums for 1100 dates and numbers*  
*U. S. Coins — Always send 2 stamps for*  
*Illustrated Catalogue — National Coin Co. Boston Mass.*



**MAKE YOUR-SELF A**

**Mechanical Engineer or Draughtsman;** or quality to take charge of, or to superintend the manufacture of machinery by devoting your idle hours to Home Study by the method of **THE CORRESPONDENCE SCHOOL OF MECHANICS, Scranton, Pa.** To begin, students need only know how to read and write. Moderate Charges. Send for FREE Circular.

**CASTNER & CURRAN,**

General Tide Water

**COAL AGENTS.**

CELEBRATED

**POCAHONTAS****Semi-Bituminous Coal.**

1 Broadway, New York. 308 Walnut St., Philadelphia  
 70 Kilby St., Boston. 36 Main St., Norfolk, Va.  
 1 Fenchurch Ave., London, England.

The **Pocahontas** Coal is acknowledged by all railroads that have used it to be the best American coal for Locomotive use. It generates steam with great rapidity, and at the same time holds the fire an unusually long time. The merits of the coal are shown by the unprecedented growth of the mines, which were not opened until 1883. Since that time the out-puts have increased over 1,200 per cent. beyond all precedent, amounting during 1892 to 3,000,000 tons. During the present year it will be at least 2,000,000 tons. We are therefore prepared to fill all orders with prompt dispatch.

## **BERWIND-WHITE COAL MINING CO.**

Miners and Shippers of the

**EUREKA  
BITUMINOUS COAL.**

55 Broadway, New York.

Ballitt Building, 139 South Fourth St., Philadelphia.

19 Congress St., Boston, Mass.

**An Unexcelled Fuel for Locomotives  
and Steam Ships.**

Shipments Last Year, 3,500,000 Tons.

SHIPPING WHARVES:

PHILADELPHIA, Greenwich Point.

NEW YORK, Eureka Pier, Harsimus (foot Sixth St.)  
 Jersey City, N. J.

BALTIMORE, Canton Piers.

**CAST STEEL WORKS**

—OF—

**FRIED. KRUPP,****ESSEN, GERMANY.****American office, 15 Gold St., New York.**

Represented by **THOMAS PROSSER & SON,**  
 P. O. Box 2878.

**Locomotive Tires,  
Crank Pins,  
Piston Rods,  
Spring Steel,  
Steel Tired Wheels.**

After a test of over twenty-five years the "**KRUPP  
TIRE**" has proved itself the best in the market.

If a reliable article is wanted which will give satisfaction, get **KRUPP'S**.

**Important to  
Railroad Managers and  
Master Mechanics.**

## **Sibley's Perfection Valve Oil.**

More perfect lubrication insured, and guarantee entire freedom from corrosion, honey-combing of cylinders and destruction of joints of steam chest by fatty acids.

In exclusive use upon eighty-two railroads.

References furnished upon application.

**Make exclusive specialty of Valve and Signal Oil  
for railroad use. BEWARE OF IMITATIONS.**

**SIGNAL OIL WORKS,  
LIMITED.**

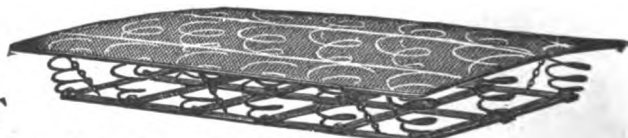
**J. C. SIBLEY, President.**

- - - **FRANKLIN, PA.**

Digitized by Google



## ALL STEEL SPRING SEAT



**Rough Riding Made Smooth by Using This Seat.**

In the manufacture of these seats we use only the finest tempered Steel Spiral Springs, heavy, band steel bottom frame, and tinned steel woven wire fabric surface. Our seats have been used in locomotive engines for years, and are endorsed by engineers and firemen in all parts of the country.

Made in any size or shape desired. Usual size, 18 in. wide 24 in. long. When ordering please give your weight.

Price per seat not over 24 inches long, \$2.00. Terms, C. O. D. or cash with order.

**SMITH & HAGGARD COMPANY,**

Cor. Sacramento and Carroll Aves., Chicago, Ill.

We refer by permission to the following users: D. J. Crowley, Engineer S. F. & W. Ry., 16 Jones St., Savannah, Ga.; John Horton, Engineer, Grand Junc., Colo.; Wm. Malloch, Eng. G. T. Ry., Belleville, Ont.

CHAS. MILLER, President

## Galena Oil Works, Limited. FRANKLIN, PA.

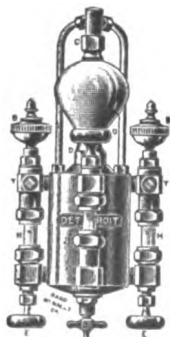
### SAFETY, SPEED, ECONOMY

Are the results of the use of Galena Oils. Scientific and practical tests of the past twenty years have demonstrated the fact that Galena Oils are superior to any other oils in the market.

Galena Oils in winter stand a cold test of from ten to fifteen degrees below zero, and will not freeze in the coldest weather.

The superiority of Galena Oil is demonstrated by their exclusive use upon a large majority of the railways of this country. They are in use upon three continuous lines of railways from Boston and New York to the Pacific coast and on one to the City of Mexico, thus demonstrating their adaptability to all climates and all temperatures.

We also supply our patrons with Sibley's Perfection Valve Oil, which is in exclusive use upon a large majority of the leading railroads of the country.



## "THE DETROIT"

**Lubricators No. 2 and 3 for Cylinders and Air Pumps of  
Locomotives are THE BEST.**

**No Variation of Feed; Oil Cannot Syphon Out.**

**Sight Feed Glasses not WORN AWAY by STEAM or WATER.**

**Always Sure and Reliable. Buy the "DETROIT."**

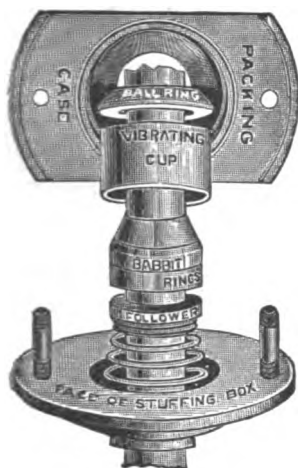
**ADDRESS DETROIT LUBRICATOR CO.,**

**DETROIT, MICHIGAN.**

No. 2 Improved Cylinder Lubricator.

# United States Metallic Packing Co.

PERFECTED METALLIC PACKING



FOR  
LOCOMOTIVES  
AND  
STATIONARY  
ENGINES,  
SAVES LABOR.

In Use on over 300 Railroads in all Parts of the World.  
Send for Catalogue.

435 North Broad St., Philadelphia.

IF YOU RUN AN ENGINE

You want to know about the

HANCOCK  
LOCOMOTIVE  
INSPIRATOR

Adapted to  
STANDARD FITTINGS.



It is the most reliable and efficient apparatus for feeding locomotive boilers that has ever been applied. Reliable under the most exacting conditions, and will work perfectly where others fail.

In use on fifty railroads, giving satisfaction. We shall be glad to send any man interested in locomotive engines, circulars and full information. A postal card secures it.

THE HANCOCK INSPIRATOR CO.,  
BOSTON, MASS.

*William Sellers & Co. Incorp.*

**PHILADELPHIA, PA.**

**Sole Patentees and Makers of**

## **Self Acting-Injector of 1887.**



**NOTE.--**There are many injectors which will work well when the conditions are favorable. This Injector is designed to work well under all conditions and is, therefore, the most reliable.

**IT WILL RE-START ITSELF.**

**IT WILL ADJUST ITSELF.**

**IT WILL LIFT HOT OR COLD WATER.**

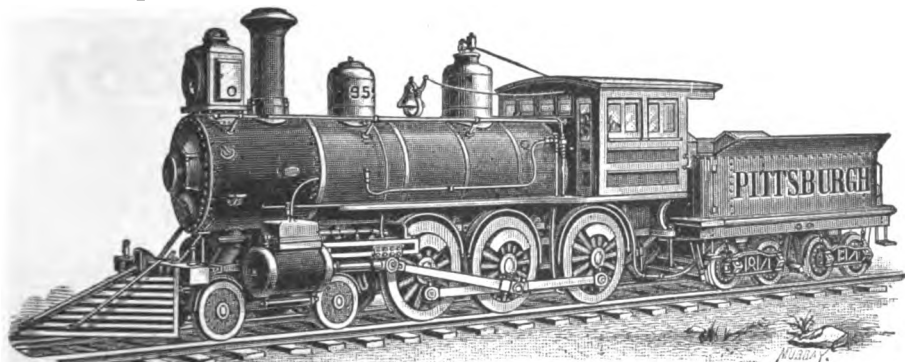
Its range of capacity is over 60 per cent. and it can be regulated, therefore, to work continuously for light or heavy trains. It is operated by a simple lever motion which readily starts and stops its action.





**PHOSPHOR-BRONZE**  
INGOTS, CASTINGS, WIRE, SHEET &C.  
**THE PHOSPHOR BRONZE SMELTING CO. LIMITED**  
2200 WASHINGTON AVE. PHILADELPHIA, PA.  
ORIGINAL MANUFACTURERS OF PHOSPHOR-  
BRONZE IN THE UNITED STATES AND SOLE  
MAKERS OF "ELEPHANT BRAND" PHOSPHOR-BRONZE.

**Pittsburgh Locomotive and Car Works, PITTSBURGH, PA.**  
MANUFACTURERS OF



**LOCOMOTIVE ENGINES FOR BROAD OR NARROW GAUGE ROADS**

From Standard Designs, or according to Specifications, to Suit Purchasers.

**Tanks, Locomotive or Stationary Boilers Furnished at Short Notice. - -**

A. STEWART, Pres.

D. A. WIGHTMAN, Supt.

WILSON MILLER, Sec. and Treas.

**BROOKS LOCOMOTIVE WORKS,**

Dunkirk, N. Y.



Compound  
Locomotives  
For  
Passenger  
And  
Freight  
Service.

Builders of Locomotive Engines for any required service from our own designs or those of purchasers.  
Perfect interchangeability and all work fully guaranteed.

M. L. HINMAN, Pres't and Treas.

R. J. GROSS, Vice Pres't.

T. M. HEQUEMBOURG, Sec'y

DAVID RUSSELL, Sup't.

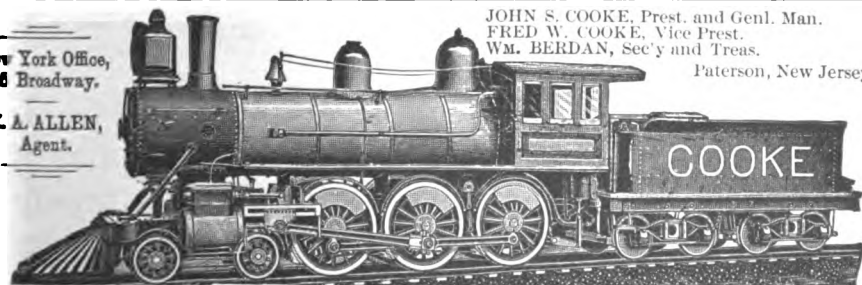
H. TANDY, Ass't Sup't.

New York Office,  
46 Broadway.

E. A. ALLEN,  
Agent.

JOHN S. COOKE, Pres't. and Gen'l. Man.  
FRED W. COOKE, Vice Pres't.  
WM. BERDAN, Sec'y and Treas.

Paterson, New Jersey.



**COOKE LOCOMOTIVE AND MACHINE CO.** (Formerly Danforth Locomotive and Machine Co.)

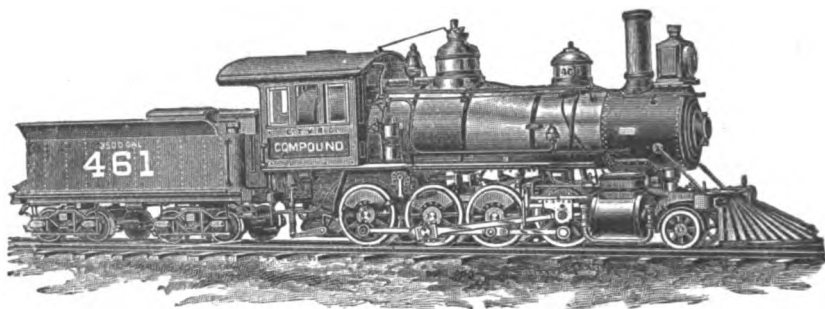
PATERSON, NEW JERSEY.

EDWARD ELLIS, President.  
WM. D. ELLIS, Vice-President and Treasurer.

A. J. PITKIN, Superintendent.  
A. P. STRONG, Secretary.

# Schenectady - Locomotive - Works,

SCHENECTADY, NEW YORK.



Locomotives of Standard Design for all Classes of Service, or from  
Designs Furnished by Railroad Companies.

## COMPOUND - LOCOMOTIVES,

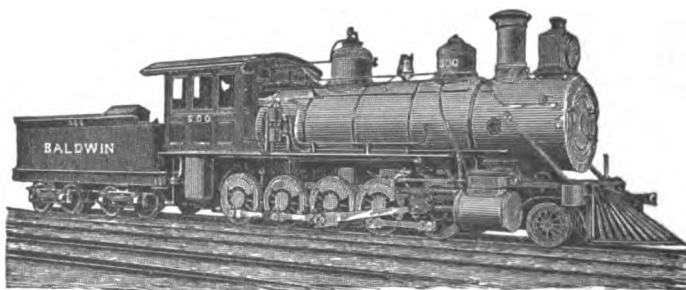
Showing an Economy of 15 to 25 Per Cent. in Fuel and Water.

=====ANNUAL CAPACITY, 400=====

=====ESTABLISHED 1831=====

# Baldwin Locomotive Works.

ANNUAL CAPACITY, 1,000.



## Locomotive Engines

Adapted to every variety of service, and built accurately to standard gauges and templates. Like all parts of different engines of same class, perfectly interchangeable. Broad and Narrow Gauge Locomotives; Mine Locomotives by Steam or Compressed Air; Plantation Locomotives; Noiseless Motors for Street Railways, Furnaces, etc. **Compound Locomotives.**

**Burnham, Williams & Co., Proprietors,**  
**Philadelphia, Pa.**

Digitized by Google

# LOCOMOTIVE FIREMEN'S MAGAZINE.

APRIL, 1894.

## SOCIALISM SCIENTIFICALLY CONSIDERED.

BY JOSÉ GROS.

By the scientific we mean the natural, the precise, the correct. Science is specialized philosophy in concrete forms, applied philosophy, and hence the application of truth to all the forces and forms in nature. Science embraces two grand departments, the physical and the moral. Social science is therefore the culmination of all scientific or philosophic thought, the finality of all knowledge, the ultimatum of all truth in connection with all human activities on the face of the planet, since it must rest on moral perceptions of the highest order; because what are the mere physical or mechanical developments of the universe without intelligent beings able to appreciate them? And intelligent beings are social creatures. Society is indispensable to the full development of the individual endowed with intelligence. Without intercourse with each other men on earth would soon become very stupid. The greater the intelligence, as we know it here below, the greater the intercourse needed, or at least the more intimate the relations, and the more finished the social forms of the whole group.

We are then justified in asserting that if we need a science in physical conditions, we do need it more still in social relations. Also that such a science shall be far more important than any other. Hence it will need, not only the mere mechanical adjustments of any other, but also the moral and ethical adjustments indispensable to the individual and collective joys and duties of the intelligent beings in question.

Social science means then a science of moral and ethical developments conducive to the building up of universal manhood. If it is not that then it is no science at all.

Let us now see if the cardinal conceptions of Socialism and the details by which they are to be realized correspond to moral and

ethical principles. If they don't, Socialism shall stand self condemned as a practical combination, no matter how much credit we may be willing to give to many of our socialistic friends for good intentions and desires in the suppression of our present wrong social system.

The central thought of socialism seems to be as follows; to suppress rent, interest and profits. That would leave nothing but labor earnings, wages, natural wages if you like, in opposition to our past and present slavery or monopoly wages. No socialist can hate our present wage system more deeply than the writer and the men of his school of thought. We are down with all wages ruled or determined by King Monopoly. We are working for natural wages, determined by the whole product of labor. We are one with the socialists on that point anyhow. Only we go a little farther than socialists. We want wages determined also by laws of freedom, by principles of ethics, by each individual worker in fact, without the interference of any boss, private or public, self-elected or elected by the people.

Even if we should grant the possibility of some improvement in wages either directly or indirectly emanating or fixed up by public bosses, even then you have a man between each worker and his wages or earnings, a fallible being, a being subject to temptations because of greater power than many of his fellow beings. We have had experience enough on the subject to see that the law of freedom is apt to suffer from any such process.

Add to the above difficulty the one arising from that equalization of wages, one of the pet ideas of socialism. There we come across with a great injustice. Suppose that young men should leave school at eighteen to commence their industrial life. Why should such chaps earn, for at least five or six years, as much as men who have, in the same occupations, acquired the skill resulting from ten, twenty, thirty years experi-

ence in the same branch of industry, commerce, profession, etc.? We are not in favor of any great inequalities in labor earnings. Beyond a certain point such inequalities involve great injustice. Yet, shall we rush into the other extreme and evolve injustice in another form? Equity repudiates all extremes because they all represent unnatural deviations from grand positive facts embodying some central truth.

What we can call the socialistic wage system is then far from scientific, ethical or natural.

Let us now meditate on the suppression of rent, interest and profit, the grand desideratum of our socialistic friends.

We don't believe in monopolistic rents any more than in monopolistic interest or profits. They all can be suppressed through processes extremely simple, and without having to resort to the complex paraphernalia that Socialism involves. Our readers know our conceptions about rent, so we shall skip that and take the question of interest.

Suppose two workers, Frank and Paul, the former twenty years old, the latter forty years of age. If Frank, in two years' labor, has created \$1,000 surplus value, above his receipts from labor earnings or wages, Paul must have created, at least, say \$12,000 surplus value, because he has worked twenty-two years, and by that much has he advanced the general comfort of the community. Unless we increase our stock of wealth, year after year, we become poorer because of increased population and needs, etc., etc. Socialism would most unjustly equalize the two capitalistic workers in question in the matter of interest, besides that of wages. And please don't forget that while we can and should suppress capitalism, the loafing or scheming capitalist, and so interest in that direction, we neither can, in ethics, nor should, if we could, suppress by force the working capitalist or the interest due to him, interest or profit. Except in gambling operations profit is but a little higher interest than the usual, owing to some peculiar and passing coincidence that may to-day favor John and to-morrow Peter, etc., and such profit is not going to hurt anybody.

The socialistic equalization of interest to which we have referred, or its total suppression if you like, that would be the confiscation of the capital of the working capitalist. Is there any morality or equity in that?

And what about the annihilation of the loafing capitalist by paying him in full for the capital we would take from him? There we have an extremely funny conception. To take away my plough worth \$10 or my factory worth \$10,000,000 and pay me in full for that, is to give me the power to buy an-

other such factory or plough for me to use as I did with the former one. If you don't pay me in that way you don't pay me in full, and socialism could not do that any more than socialists could fly. And is there any equity in paying me for my capital in such a way that I could no longer use similar tools according to my own natural freedom in production and commerce? Of course not. And that is the way that socialism would pay me for my capital. Would that payment be anything but a clear farce?

When there has been any form of robbery anywhere, even if legalized by law, such robbery must be followed by restitution, never by compensation. Compensation means that I had no right to take away the wealth or opportunity in question. Compensation is an emphatic denial of free contract.

Absence of free contract, absence of trade and so the destruction of the legitimate earnings of trade, because of the labor it involves and the impulse it gives to production and the accommodations to all consumers—that aberration of socialism we have now no time to develop in all its great connections to industrial phenomena and must be dropped for a future article. Also the item that the socialistic idea of suppressing rent, the economic one, would evolve a host of inequalities in the social organism, inequalities of the worst type. And that in the midst of a regime which would attempt to establish equality in impossible forms, because mathematical, or in mechanical developments. There is nothing natural, nothing ethical, nothing scientific in such equalities. What we do find in nature and corresponds to ethical order is: "Equality of opportunities for all, healthy development blended with variety in gifts and forms of beauty." And that is the kind of variety we can and should evolve among men. Any other class or form would be useless, monotonous, insipid, unscientific, unjust!

We have now reached the point with which we propose to close this article. Is it right to give to a majority the power to decide everything, or pretty near, as socialism involves? Truth, honesty and moral law seem to be elements in life which not even a majority can change. The whole course of human history proves that majorities are often wrong. Whatever power we are forced to leave to a group of men, it must be left to a majority, because minority rule is despotism, and experience teaches that even the best men degenerate under the temptations of power. To be sure, even majority rule is apt to breed despotism, but there we have greater competition among rulers and that competition is a saving element, provided we limit the power of the majority to a few cardinal elements

with but one aim, viz.: That of enforcing equal rights, leaving all else free to individual initiative and to the natural, normal aspirations of the generic man.

The preceding sentence embraces the science of government because of its extreme simplicity. All science is essentially simple. Is there any simplicity in socialism? The majority with power to do pretty nearly everything! Is not that complication run crazy? And what about the moral order?

Stop only to consider the following thought: If it is wrong for Peter to control John's capital when the latter prefers to control it himself, is it right for 51 Peters to do the same with 49 Johns? Where is the science of any such process? Where is the ethics? And that is but a small portion of the questions our friends must satisfactorily answer before they prove that there is anything ethical or scientific in the socialistic programme.

## THE ECONOMIC BASIS OF SOCIALISM.

BY WILFRED P. BORLAND.

The divergencies of Karl Marx from the orthodox political economy begin at the point where he claims to have discovered not only a relative but an absolute measure of value, and it is upon the correctness of this measure of value that the integrity of the whole theory of modern scientific socialism depends; for Marx repudiates the doctrine of the old metaphysical communists, who would regulate both consumption and production after a fixed rule of their own, and would leave consumption free, as it is to-day, to regulate itself. Consumption would be limited by the labor of each individual, and the value of products would be determined strictly by the average duration of the labor-time expended in their production; and this proposition, that the labor-time expended in production is an absolute measure of the social, or exchange, value of products forms the economic basis of socialism, to show the fallacy of which is to overthrow the entire superstructure built upon it, and leave the Socialists without any guiding principle except that of authoritative communism, which they utterly reject.

Karl Marx states his proposition as follows: "The value of one commodity is to the value of any other as the labor-time necessary to the production of the one is to that necessary for the production of the other. As values, all commodities are only definite masses of congealed labor-time." From this standpoint he proceeds to a logical development of his surplus-value theory, which we will defer consideration of for the present, devoting present

space to an examination of the main thesis.

In the first place, it is necessary to understand something of the distinction between the *utility* of an object and its *value*, or, as it is generally expressed, the difference between "use-value" and "exchange-value." Karl Marx, agreeing with the orthodox economists, admits that all objects the fruit of human labor have two kinds of value; their value in use—utility—which they derive from inherent qualities and the services which can be derived from them, and their value in exchange, by virtue of which objects whose use is different—and for the very reason that their use is different—may enter into equivalence and be exchanged with each other. Here is a coat, a hat, a pair of shoes, a barrel of flour, and a quantity of meat; they are use-values, which are serviceable either as food or clothing, but one article cannot be substituted for the other. Thus, the coat could not be made to do service in the place of the shoes, nor the hat in the place of the flour or meat. Their utilities are different and one of these articles cannot be made to do the service of the other; consequently the use-value of these articles is different. One barrel of flour may have the same use-value as another; but it is impossible for a barrel of flour to have the same use-value as a coat. How is it with exchange-value? Say I have two coats, one of which is useless to me, while my neighbor has two barrels of flour and has use for but one of them. I lack an use-value—a barrel of flour; while my neighbor lacks another use-value—a coat. It is at this point that exchange takes place. I give up my extra coat to my neighbor who has an extra barrel of flour, and he gives me the flour in exchange for it. Both of us gain by the transaction, each having given up something actually useless to himself, and obtained something with which to satisfy an immediate want. Before the exchange took place I had no flour, and my neighbor was suffering for the want of a coat. After the exchange, however, each of us had found what was needed to protect himself from the inclemency of the weather or the pangs of hunger. Now, while the use-values of the flour and the coat are so different that it is utterly impossible to make the one answer the same purpose as the other, their exchange-values may be identical, that is to say, the flour and the coat may possess this quality of exchange-value in such equal quantities that, except for the slight labor of exchange, it would make no difference to the person wanting either the one or the other which one he possessed, as the one, through this social quality possessed alike by both, could be made to answer the same purpose as the other. Whether or not these two products, whose

use-value is so entirely different, *will* possess the quality of exchange-value in such nearly equal degree that the one may be made to exactly answer the purpose of the other is a question that will be determined by many contingent circumstances, but as long as they retain their quality of utility (the assumption always remaining that we are dealing with products of labor), as long as they are able to satisfy some sort of a human want, that is to say, as long as they remain *use-values*, there will always be some sort of a ratio of exchange between them; always some proportion in which the one may be made to serve the purpose of the other, and so of all products.

What is it that determines the relative proportion of exchange-value that each product shall bear, or, what establishes a certain ratio of exchange for commodities? Karl Marx is the only person who ever attempted to answer that question absolutely. The proposition is, as before stated, that it is the labor-time expended in the production of a commodity, that determines the magnitude of its value. The duration of the labor necessary for the production of an utility—and it must not be forgotten that value can only attach itself to utilities—determines its value. Labor-time is an absolute measure of value. That is the basic proposition of the Socialists, and their whole economic structure is built thereon. According to this theory, then, the flour and the coat would change places on exactly equal terms if the labor-time expended in their production was equal. That is to say, if it took ten hours of labor to produce a barrel of flour, and an equal number to produce a coat, the one would be worth the other, no more, no less; but if one of these objects required but five hours of labor for its production, while the other required ten, the one would bear but half as much value as the other. If the ten hours of labor-time was embodied in the coat, and the five hours in the barrel of flour, then the coat would be worth, and would exchange for, two barrels of flour; and it is upon such a basis as this that all values would be regulated and all distribution of products take place in the socialistic state. That is, providing the Socialists were able to harmonize their absolute theory with the *incontestable* facts that are all the time cropping up to give it the lie, which, not being the case at present, is no more likely to be so after socialism had become established. The first thing to be noted in connection with this theory of value is, that its author, at the very outset, admits a qualification into the theory for the purpose of meeting a very obvious objection, which he states himself. After having taken, in a general way, the time consumed in labor as the normal mea-

sure of value, he lays down the distinction between the labor socially necessary for the production of an object and the labor actually expended in its production:

The labor, however, that forms the substance of value, is the homogeneous human labor, expenditure of one uniform labor power. The total labor-power of society, which is embodied in the sum total of the values of all commodities produced by that society, counts here as one homogeneous mass of human labor-power, composed, though it be, of innumerable individual units. Each of these units is the same as any other, so far as it has the character of the average labor-power of society, and takes effect as such; that is, so far as it requires for producing a commodity no more time than is needed on an average, no more than is socially necessary. The labor-time socially necessary, is that required to produce an article under the normal conditions of production, and with the average degree of skill and intensity prevalent at the time. The introduction of power-looms in England probably reduced by one-half the labor required to weave a given quantity of yarn into cloth. The hand-loom weavers, as a matter of fact, continued to require the same time as before; but for all that, the product of one hour of their labor represented after the change only half an hour's social labor, and consequently fell to one-half its former value.

Let no one suppose, then, that the mere pointing out of the individual differences in capacity for labor would lead to a refutation of the socialistic theory of value. A noted French economist, M. Yves Gyot, in his very pretentious work, "Principles of Social Economy," puts himself in a very ludicrous position by criticising the socialistic theory from this erroneous standpoint. With a great flourish of rhetoric and much show of dialectic precision, he points out that if labor is the measure of value, the more one labors the more value he produces, and, if this were true, all that need be done would be to transport oneself from the sunny fields of France to the gloomy and ice-bound shores of Iceland to make oneself immensely wealthy, seeing that the labor required to produce a given article would be so immensely greater in Iceland than in France. But such criticism as this is to be avoided, in the interest of scientific truth, and when met with by those who are endeavoring to arrive at truth in social matters should be cast aside as either ignorant or thoroughly disingenuous. However, with the qualification admitted, the theory is thoroughly unsound, and not to be relied on as a means of arriving at an equitable distribution of wealth, a circumstance which Socialists are, in spite of themselves, forced to admit when they enter into a development of their organic programme. The truth is, that there are many things of which we have actual and continuous experience that are not capable of precise definition, and value is one of them. It, of course, happens that when an object of considerable utility is rare upon the market, and for that reason brings high prices, the productive agents of society are attracted toward those industries concerned in its production, be-

cause of the more than average rewards offered. There is no doubt but this free movement toward a particular form of production brings about a glut in the product, the price of which then lowers and enters into equilibrium with the prices of other products. It follows, as a result, that at the end of a certain time, and with everything the scarcity of which is not a natural necessity, the value of the various objects is brought back into something like proportion with the labor expended in their production. But this is only a consequence. The labor-time expended in production has become proportional to the value, but does not constitute the value. The value remains independent of the labor, and has really no other measure than the usefulness of the article and the greater or lesser demand that is made for it. Let us take a natural object, say, a fruit: We may suppose that it costs nothing to take possession of it, that it presents itself at haphazard to the passer by, who has only to stretch forth his hand and take it without labor. From a socialistic point of view—and Marx is positive on this point—("A use-value, or useful article, has value only because human labor in the abstract has been embodied or materialized in it." "A thing can be a use-value without having value. This is the case whenever its utility to man is not due to labor. Such are air, virgin soil, natural meadows, etc.") This object has no value. Yet, who does not see that the object *will* have a value? and that such value will be dependent on its scarcity, combined with its utility, and on the desire of a large number of persons to possess, or enjoy, its utility. And who can rightly contend that the value of a diamond bears any relation to the social-labor time embodied in it? Suppose there is but one diamond on earth, and that its possessor has secured it without effort, has merely stretched forth his hand and picked it up. There is no labor-time embodied in the diamond, will the Socialists say that in receiving the price of the diamond its possessor is guilty of robbery? They will if they hold to their theory of value; but how, then, shall it be determined to whom the diamond shall belong? If a great many persons desire to possess it there must certainly be found some way to determine to whom it shall go. This determination cannot be made with any reference to the labor-time necessary to produce a diamond, because this diamond represents no expenditure of labor whatever, and no man is able to estimate the amount of labor necessary to produce its counterpart. The means of determining to whom the diamond shall go will be found in the sum of sacrifices which persons will consent to make in exchange for it, the price that persons will

consent to pay in order to procure it for themselves. This price will constitute the value of the gem, and it will be wholly independent of any labor, either social or actual, that may be embodied therein, because our supposition eliminates labor. It will be dependent wholly on the utility of the gem to satisfy a human want, combined with the desire of a large number of persons to possess it. It is entirely opposed to science to say that an object is without value if it has cost no labor to produce it. This holds good if the object is sufficiently general to be at the disposal of all, so that all may consume as much as required without depriving anybody else—we note this with respect to all natural forces; but as soon as the object becomes so scarce as to be no longer at the disposal of all in unlimited quantities, as soon as two or more persons evince a desire to make use of it at the same time, it assumes a value, and that value will be proportioned to its scarcity and utility. The first place in the determination of value must be given to utility; labor enters into the matter only in a subsidiary manner, only in so far as the object to which the value attaches may be reproduced by labor, and, even then, when its utility is destroyed, when it is no longer a use-value, all the labor in the universe might be expended upon it without creating a pin's worth of value. Use-value carries with it the demand for its enjoyment, and creates exchange value. Thus, water, which has no value on the banks of the Mississippi, would become of immense value in certain regions of our western country, where it runs short. There, the traveler might give up to the native "greaser," who knew of the existence of a well, even though it were a natural one, all of his worldly goods for merely guiding him to the spot where he might enjoy the use-value of the water which, in other circumstances, he would be free to enjoy without money or without price. The first question that presents itself to the mind when we contemplate a desirable object relates to its utility—what useful purpose will it serve? If we conceive the object to be of great utility, if to be deprived of it would appear to us as a great hardship, then it has, in our eyes, great value; and, under certain exceptional circumstances, the price we would be willing to pay rather than go without it would be enormous. But with this—what DeQuincy calls "affirmative value"—conception of value, under normal conditions we have nothing to do. It remains dormant, to be called into activity only by unusual and exceptional circumstances, but it is none the less value when it appears; utility is the sole conception which determines its magnitude, and labor enters not into the matter, even as a sec-

ondary consideration. Now, what these exceptional circumstances show us is, not that we have a measure of value in utility, but that utility is the determining cause of the sufficient reason for the existence of value. By a negative process of reasoning we get the same result.

The Raub locomotive is a machine that was heralded a short time ago as one that would surely revolutionize the present practice in locomotive building and convert the machines now in use into back numbers. But it turned out that the inventor of this locomotive did not exactly understand the requirements of the situation, and the two locomotives he caused to be built are now rusting to pieces under a shed down East somewhere, utterly useless and without value for the purpose for which they were intended. The persons who built these machines certainly accomplished a very troublesome labor, but they produced not an atom of value, because the object of their labor was destitute of utility. How, then, is it possible to consider labor as the chief factor in the determination of the magnitude of value? And between these two extremes, between the object which is entirely without utility, though it may be the product of labor, and the object the utility of which is so great that it is impossible for man to deprive himself of it, there exists an infinite series of gradations, and, for that reason, it is utterly impossible to consider all kinds of labor as being equally productive, though they are subject to the sole condition of not being entirely useless. And this is a truth that crops up as a social fact. Not the individual alone, but society as a whole takes cognizance of it. Between the laborer, who uselessly occupies himself with making Raub locomotives, and the laborer who produces something of prime utility to man, there exists a series of workers whose products are of various utility, and, therefore, involving values equally various. And this fact is what plays hob with the socialistic scheme of distribution when they attempt to bring it into harmony with their theory of value. The logic of facts compels the Socialists to recognize the existence of a composite labor which is nothing but a multiple of common labor. They admit that by reason of the fact that certain kinds of labor will be more repugnant than others, they will command a price above the average; and, not having any precise measure of labor, after having taken labor as a measure of value, they are compelled to have recourse to that iniquitous law of supply and demand to determine what that price shall be. This is nothing more than to measure labor by its utility, and, after having made of labor the measure for the value of products, it simply amounts to taking utility as the

measure of value. They launch the bitterest invectives against the bogey, competition, but they are compelled to make use of it in order to determine the value of labor. They would change nothing but words. We may also note this: In attempting to define value—which is not capable of definition—the orthodox economists have been driven to say that “the value of an object is whatever the consumer is willing to pay for it.” Marx contends, and rightly so, that this is a mere tautology, a vicious circle, as if one should say “the value of a thing is what a thing is worth.” He becomes quite sarcastic on this point. But, in falling back on utility as a measure of labor after having taken labor as a measure of value, the Socialists are in a circle fully as vicious as that of the economists when they attempt to define value. After having said that the value of an object is represented by the number of hours work required to produce it, Marx and his disciples are driven, in the attempt to determine what this number is, to say: “The value of labor is what labor is worth.” There have been many attempts on the part of the leaders in the socialistic movement to bring their theory of value into harmony with the facts that oppose it, but, so far as I am aware, these attempts have not yet met with success. It seems to me that the inaccuracy of the theory results from a trope, the unconscious substitution of the term “value” for the term “wealth.” To say that “labor creates all wealth” is but to enunciate a truth that cannot be successfully disputed, but it seems to me that we are dealing with quite another proposition when we say that “labor creates all value.” However, when it is attempted to apply the theory to the economic category of distribution, it produces highly incongruous results, some of which may be presented at another time.

My friend, Mr. Stuart, does me too much honor to pay any attention to my very incomplete remarks on the subject that is “not worth discussing seriously,” especially since he seems to have doubts about my sincerity. Mr. Stuart’s advice to those firemen who never tear the cover from their MAGAZINE is good. I fully indorse it, and I am led to wonder if Mr. Stuart is not in a pretty good position to take some of his advice to himself. Who is in the worse position, the person who reads not at all or the person who reads in so superficial a manner as to not know what he has read? I candidly assure Mr. Stuart, that so far as I can remember, I have never quoted a line, or a word, from Bax’s “Religion of Socialism” in my life. And there is “no religion of socialism.” Well, perhaps not. I will not dispute the assertion; but I want



to call Mr. Stuart's attention to the fact that the word "religion" is a very comprehensive word. The Century Dictionary defines religion as "sense of duty; conscientiousness; sense of obligation." If socialism has none of this, why there is no more to be said, and, of course, we don't want it. However, one of the very ablest of the French commentators on socialism has this to say: "One of the points on which collectivist-socialism is essentially wrong, though the fact is ignored by its devotee—and this, too, in spite of its constant affirmation of materialism—is that it acts practically as a religion." As far as Mr. Bax is concerned, whatever Mr. Stuart may affirm as to the classicism of his various works, he stands well with the whole European school of scientific Socialists, and, when one denies the authority of his words, which I have quoted, he is simply denying the authority of Karl Marx himself. For Mr. Bax has simply reproduced the idea of Marx as expressed in "Das Kapital." His language is original, but his thought is Marx's. Perhaps Mr. Stuart has not fully grasped that idea of Marx's that the religious system of a people always answers to a definite economic category, and that Christianity is the form of religion that answers to the needs of society based on the production of commodities—capitalism. Perhaps he does not grasp the idea that the religious and economic systems are so interwoven, so interdependent, that they must rise or fall together; that one cannot survive upon the ruins of the others? Hence his charge of inconsistency against me for connecting the two ideas in the way I did. I can assure Mr. Stuart that, were I dealing with any other theory than socialism, his charge of inconsistency would be well founded; but socialism is no ordinary theory; you can't have it the way you want it, but must take it the way it is, and it does seem funny for a Socialist to charge inconsistency against an opponent who merely states the theory as it is. Now, to show that the quotation I made was merely Marx's thought clothed in Bax's language, I quote from Marx as follows:

The religious world is but a reflex of the real world. And for a society based upon the production of commodities, into which the producers in general enter in social relations with one another by treating their products as commodities and values, whereby they reduce their individual private labor to the standard of homogeneous human labor—for such a society, Christianity with its *cultus* of abstract man, more especially in its bourgeois developments, Protestantism, deism, etc., is the most fitting form of religion. In the ancient Asiatic and other ancient modes of production, we find that the conversion of products into commodities, and therefore the conversion of men into producers of commodities, holds a subordinate place, which, however, increases in importance as the primitive communities approach nearer and nearer to their dissolution. Trading nations, properly so called, exist in the ancient world only in its interstices, like the gods of Epicurus, in the Internuntia, or like Jews in the pores of Polish

society. These ancient social organisms of production are, as compared with bourgeois society, extremely simple and transparent. But they are founded either on the immature development of man individually, who has not yet severed the umbilical cord that unites him with his fellow men in a primitive tribal community, or upon direct relations of subjection. They can arise and exist only when the development of the productive power of labor has not risen beyond a low stage, and when, therefore, the social relations within the sphere of material life between man and man, and between man and nature, are correspondingly narrow. This narrowness is reflected in the ancient worship of nature, and in the other elements of the popular religions. The religious reflex of the real world can, in any case, only then finally vanish when the practical relations of every-day life offer to man none but perfectly intelligible and reasonable relations with regard to his fellow man and to nature.

So, if Bax is not good authority neither is Marx. As for Mr. Bliss, he may be an authority on Christian socialism, but Mr. Stuart surely knows that the Christian Socialists are not "orthodox." They are schismatics, like the nationalists, and they have no right to present their views as the real simon-pure socialism. Mr. Bliss is no more an authority on socialism than is Edward Bellamy, and when he says that he is a Christian because he is "a believer in Karl Marx" he is simply flying in the face of Marx. The position of Mr. Bliss in the socialistic movement is well known. He is even "damned with faint praise" by the editor of the *Twentieth Century* for continuing to work such a "barren field" as he is in. But, understand me, I do not at all believe in the doctrine of the orthodox Socialists; I only state it as I apprehend it. In my view, the Christian Socialists occupy much the more tenable position on the religious question, but it must be remembered that when we are speaking of "Socialists" we don't mean either "Christian Socialists" or "Nationalists," and I can find nothing in Mr. Stuart's criticism calculated to change my view that those frankly materialistic ones are the only logical Socialists. And it must be understood that society is not likely to accommodate itself wholly to the views of either the Blissers or the Baxes whom may constitute but a small part of it. I am persuaded that there would always be some persons who would fail to see things in the same light as these gentlemen saw them, and there is no evidence to show that they would apprehend matters any differently than they do today. And we are not so slow about engaging in religious persecution whenever it suits our purpose, as Mr. Stuart would have his readers believe. Our treatment of the Mormons is a case in point, and, by the way, this is a case that goes far to support the contention of the Socialists. Their religion was incompatible with the prevailing economic system. As long as they held to the practices of Mormonism they were not "good citizens." That is to say, they were not good commodity producers, there-

fore, they were systematically persecuted and rooted out, even by a government that guarantees religious liberty to every person beneath its flag. The Perfectionists furnish another example. Ostensibly Christians, they were schismatic to an extent that put them out of harmony with the prevailing economic system, they were not good commodity producers, and they were rigorously persecuted until they were brought back into the fold of orthodox capitalism. And Mr. Stuart has but to read the article by Mr. Gray which appears in the *March Magazine*, to satisfy himself that the masses are a long ways from the point where they are competent to subordinate their religious prejudices to the requirements of their material welfare. He has but to take note of a movement even now immensely active in this country to see that the people are by no means weaned of their love for "false gods," and that this is the material out of which we must build the co-operative commonwealth. Perhaps Mr. Stuart has overestimated "the intelligence of his fellow workmen. Who knows?" I assure Mr. Stuart that I have no desire to apply the terrible weapon of "*odium theologium* to socialism." I am merely trying to interpret facts; and socialism must submit to the logic of facts as well as any other theory. The Australians, who have started a socialistic community in Paraguay, refuse to accept persons whose morality is doubtful. A socialistic colony is now being started at Greensburg, Indiana, and its projector advertises that "none but persons of good moral character will be admitted." Now, it seems to me, that that states the whole case for socialism. Its economic principle is not strong enough to hold men together and prevent injustice, so it can only work with those whose moral sense is in the ascendent. But when our moral natures are properly developed that is sufficient by itself, and socialism has no *raison d'être*. Mr. Stuart says: "The majority, providing it is strong enough to enforce its action, can now absolutely prescribe what the people shall eat, drink and wear, and what religion shall prevail." That is a remarkable statement, to say the least, and I assure Mr. Stuart that he is far from right. The power of the majority in this country is now strictly limited by our fundamental law, and if it attempts to do any of the things which Mr. Stuart says it can do, it is exceeding its power under the law. The majority has the power to change that law any time it sees fit; it has the power to establish a new limit to its power or to delegate to itself unlimited power, but it must be remembered that when that occurs the majority has assumed powers which it has not now, and it is the *now* we are concerned with when making com-

parisons with socialism. What the majority *may* do is a contingency; what it *can* do under the existing status is a *fact*, and that is a queer mode of reasoning, indeed, which consists in reckoning on a contingency as if it were a fact. Whatever may be the intention of the Social Democrats with respect to the extension of the power of the majority, the simple fact that private capital will be entirely eliminated would operate to give the majority in the socialistic state a power which it is impossible for it to secure while private capital is allowed to exist.

## RAILROAD MEN AND AMERICAN CITIZENS.

BY GEORGE C. WARD.

Methinks I hear some railroad man exclaim in his wrath, "Listen to that ignorant, intimating that railroad men are not American citizens!" I must hasten to explain. The truth intended to be emphasized in the above caption was that railroad men were not only railroad men, but also American citizens. And now I can in fancy see my critic, as he changes his wrathful glare for a contemptuous grin, and says: "Just as if all railroad men did not know that!" But excuse me, my brother toiler, both the speech and actions of some railroad men would seem to indicate that they had allowed the greater fact of American citizenship to be obscured and hidden by the less important accident of railroad employment.

It is my intention, so far as is possible within the limits of a brief article, to treat of the dual relationship sustained by the American citizen who is also a railroad employe. I also wish to point out wherein railroad employes are prone to merge their citizenship, with its duties, privileges and responsibilities, into their particular and distinctive avocation, with its interests and aspirations.

It is estimated that at this time there are one million men in the employment of the railroad corporations of the United States. Following the common rule of estimating population upon the basis of five to each male voter, these million railroad employes represent five million souls, or one-thirteenth of the total population of the nation. Or, putting it in another form, out of every thirteen men of legal voting age, one is a railroad employe; while of all the women and children one meets, every thirteenth woman is a railroad man's wife or sweetheart, and of every thirty-nine children three claim as father some railroad employe.

Upon these arithmetical facts we may base a proposition which should prove to be as absolutely correct as a problem in mathematics. I would state it thus: While it

is problematical to what extent railroad employees may be able to share by permission, willingly, or by aggressive and united effort, in the good fortune and prosperity of railroad corporations, it is certain that they and theirs will have to bear a one-thirteenth part of any ills inflicted or burdens imposed by railroad corporations upon the people at large or as a whole. May I not go further than this? May I not affirm that, while even the right to labor for a bare subsistence depends upon the whim and caprice of the heartless representative of a soulless corporation, and any concessions, advances or advantages must be won by railroad employees as such, as the result of aggressive warfare and organized effort, yet as an American citizen the railroad employee must meekly and uncomplainingly bear his portion of the burdens contingent upon overcapitalization and the imperative necessity of earning interest and dividends upon an amount equal to double the cost of the railroad system? And yet in the face of these facts we hear of organizations of railroad employees, having as their avowed object such political action as will benefit and advance "railroad interests," such interests being defined and differentiated by the railroad corporations themselves. The organization of these clubs and the personal status not only of the members, but of the organizers thereof, would seem to clearly indicate two facts: First, That corporate "interests" may be advanced or retarded by legislation. Second, That those becoming members of such organizations subordinate their real interests as American citizens to their supposed interests as railroad employees.

Railroad presidents, general managers and boards of directors are not statesmen, and, as a rule, know very little about political economy. The extent of their aspirations and the ultimate of their aims is to increase their gross earnings and reduce their operating expenses so as to realize as large net earnings as possible. Their knowledge of the best means to compass these ends is limited by the adage "Charge all the traffic will bear," and the rule "Buy labor in the cheapest market, at as low rates as possible." Their sphere of politics is bounded by the desire to wipe off the statute books all legislation that stands in their way, and prevent any future adverse legislative action. Their devious modes and ways of attaining these purposes are too generally known to require elaboration, and it will suffice to say that no government agencies from township trustee to the highest legislative and judicial functionaries are exempt from their blandishments and peculiar modes of persuasion.

Now if there were in operation a sliding scale of wages for railroad employees which

worked not at one end only, but at both ends; rising as the gross earnings of railroads increased, and falling as they decreased, employees might, with much more reason than now, assume that their interests were identical with the interests of railroad corporations. But even if such were the case any advantages gained by reason of a rise in wages would be more than offset by the weight of one-thirteenth of the burden laid upon the people in the shape of increased rates of railroad transportation, which burden, being in the nature of indirect taxation, is borne by the consumers of the nation and in a much greater proportion to ability by the poor than by the rich, so that at last it would simply be a case of "robbing Peter to pay Paul."

It is hardly necessary to remind railroad employees that the machine at present in use works perfectly at one end only, and that while reductions in wages are ever cheerfully and willingly accorded, it is only as a result of a stubborn and determined onslaught on the part of organized labor that wages are ever raised.

I have stated that railroad presidents, general managers, &c., were not statesmen, or versed in the science of political economy. I will now further assert that (leaving governmental ownership of railroads out of the question) if they were ripe statesmen and students of social science they would lend their weight and influence in the direction of inducing all railroad employees to earnestly support the principles of labor's advocate, the People's party.

Let us see. Populists favor such measures as, if enacted into law, would reduce the current, prevalent legal rate of interest to two per cent. In the matter of refunding their bonded indebtedness, such reduction in interest rates would save the railroad corporations more than one hundred million dollars a year. The People's party demands such increase in the volume of money in circulation as will double the prices of labor, farm products and all commodities. Under such conditions as these "the traffic will bear" double the present transportation charges, as expressed in terms of money, or dollars, and yet bear no heavier upon the shipping and consuming public than the present rates. But the interest upon railroad bonds is paid in dollars, or money, and cannot be doubled in rate so as to require twice the number of dollars to pay it. One of the results of the enactment into law of Populist financial demands would be that the ability of railroad corporations to meet their interest payments would be doubled, while the people would both more willingly and more easily pay transportation rates expressed in money terms twice as large as at present. It is passing strange that the steady and continuous, though necessary,

reduction in freight rates and the rapid growth in the number of railroad receiverships, has not taught railroad magnates that the limitations in money terms, or dollars of "all the traffic will bear," depends very much upon the volume of money in circulation.

And on general principles railroad corporations should support the Labor-Populist demands. Railroads make their money by hauling the farmers' products to the cities, and the manufactured products of the cities to the farms, while their time of greatest prosperity intervenes when their cars are loaded both ways. But the ability of the farmers to buy manufactured goods is measured by the demand on the part of city laborers for their products and their ability to pay good prices therefor. Railroad corporations should favor high wages, the eight hour day and the abolition of child labor and everything else that will enhance the prosperity of civil labor and increase its purchasing ability. Upon the same principle they should advocate the reduction of interest from the present high rates to two per cent., because every dollar thus saved to either civic or rural labor enhances its ability to buy farm products and manufactured goods, and would result in vastly increasing railroad traffic and very largely augmenting their gross earnings without increasing their operating expenses. The reduction of interest to two per cent. would save to farmers and city labor one hundred and sixty millions of dollars in interest upon farm and home mortgages. So, then, the educated railroad employe will best serve the interests of the ignorant corporation he labors for by voting exactly opposite to the manner he is requested to vote by his masters, who know not what is best for them.

But to return to the railroad employe and his interests as an American citizen. Is interest a curse and a burden? One-thirteenth of its weight of bitterness must be borne by railroad employes. For the year 1894 that one-thirteenth part will amount to \$150,000,000, or \$150 per capita to each railroad employe. I know that many will aver that they pay no interest, but I know better. It is almost certain that out of every thirteen mortgaged homes one belongs to a railroad man. Every railroad man pays his proportion of the interest upon the five billions of railroad indebtedness. Interest enters into the price of everything we eat, wear, use and enjoy. It forms a component part of the price of everything offered for sale or hire. It is omnipresent, and none can escape its withering curse or hide from its extortion. As American citizens railroad employes are as vitally interested in the abolition of interest as is any other class of citizens.

Take the factor rent and the present system of land tenure. Look at the evils of land monopoly and the billions of wealth absorbed by the few as a result of speculation in land. Even railroad men cannot fly or swim. They must live and move and have their being upon land. They pay their pro rata of the tribute paid by the people to the land owners for the privilege of living upon the earth. In 1894 such pro rata probably amounts to \$100,000,000 (including increase in "land values.") This is \$100 per capita. Railroad men should be as anxious to see land made free to all as should any other distinctive class. The single tax and the graduated cumulative land tax should be intelligently studied and discussed by them, and their votes should be cast for "Mollie and the babies." And while casting their ballots the future lot of the babies and the babies' babies, if present conditions and systems continue and remain in force, should furnish a strong incentive for righteous exercise of the right of suffrage.

The condition of labor and its future prospects under the present planless system of industrial anarchy should be prayerfully considered by railroad men, even by such of them as vary the phraseology of the Pharisees' prayer, by saying "I thank thee, Lord, that I am not a common laborer, or a factory hand, or even a 'lower grade' of railroad employe."

When the baby boy grows up he may clean cess pools or pick rags for a living. I have known well educated business mens' boys do worse. It has been said that if you wish to shoot a college graduate, you should aim at a street car driver. Railroadng is not an hereditary disease, and a man should vote as though he was not sure that his boy would be a railroad employe. Consider, then, the prospects of the laboring masses, with the sources and tools of production and the mechanism and means of exchange all in the hands of the chosen few. Think of the "army of the unemployed" constantly being augmented in numbers by the displacement of labor by machinery. Consider the selfish, brutish instincts now being developed in man by the cut-throat, competitive system under which we live. Think of all these and many more momentous, startling facts and truths, and then crawl out of your railroad employes' straight jacket and stand up as an American citizen and a member of the brotherhood of man. Look up to your head, even Christ, and try to be a useful member of His body. Be a man and not a machine. "He who loses himself for My sake shall find it, but he who seeks to save his life shall lose it."

Brother toilers, I have written you a long letter, and must say good bye. In conclusion let me exhort you to prepare for the

battle of Armageddon, which is swiftly approaching. Enroll yourselves under the banner of the chevalier *sans peur et sans reproche*. Eugene V. Debs, and subscribe yourself a member of the American Railway Union, for in that order will be found the compact and invulnerable center of the industrial army now marshaling to do battle with the hosts of capitalism and monopoly. Cloee up the ranks!

### "TRIX."

BY STANLEY LEWIS.

They called her "Trix." That was the only name by which she was known to the little community of rough miners and railroad men; but old Joe Evans, the round-house foreman, would occasionally tell his assembled mates around the "office" stove how big, honest Jack Moreland fairly wept with joy the day they brought him news that a little daughter had come to brighten his home. At such times a mist would creep into the eyes of his listeners; for all remembered well when tender hands had borne home the mangled body of poor Jack, after his engine had gone through a bridge.

The shock of the sudden bereavement was too much for his frail young wife, who did not long survive him, and the dark-eyed baby girl was adopted by kind-hearted Mrs. O'Reilly, who kept the depot lunch-room.

From the time she was able to toddle about the platform she loved to look at and admire the big engines, with their shining brasses and steel-work, and before she had attained the age of six she was the pet and pride of the entire line. Seldom did a rail-roader stop at O'Reilly's without a package of candy or some similar dainty for "Jack's kid," and she was never so happy as when an engineer would take her on his locomotive for a ride. Her good-natured guardian would exclaim, "Shure, them railroad byes will be the death av the child yet!" and object in vain; for Trix had a will of her own, and all her spare time was spent about the "round-house" and depot. The engines possessed for her a peculiar fascination (inherited, perhaps, from her father) and at sixteen, she had developed into a slender, dark-haired slip of a girl, full of mirth and mischief, but underlying all a vein of sound common sense, and that inherent passionate love for locomotives that she never could outgrow. She knew by heart every rod and piece of metal on an engine; and at the age when most girls are reading French novels and chewing gum, she still clung to the favorite work of her childhood days—a battered and dog-eared copy of "Forney's Catechism."

She eschewed companionship almost entirely—with the exception of a poor Irish

lad some years her junior, who was popularly supposed to be "not quite right" and who was accordingly known as "Crazy Bill." Trix had once done some trifling favor for the poor boy, and since that time he had followed her about like a faithful dog. His honest devotion was touching to those who saw it, and to none more so than to Trix herself, so she fed him from her guardian's lunch counter, and the bluff, hardy railroaders accommodated him with a bunk in a warm corner of the round-house office.

One day, however, a marked change came over Trix's life. A new engineer came upon the line from the East, one end of his division being at Drayton, where Mrs. O'Reilly's lunch-room was situated. She was standing by the telegraph office as he went by one evening, and he remarked to himself that he had never seen so pretty a picture as she presented, framed in the dark doorway with the setting sun throwing a halo about her brown curls. Noticing his ardent glance she blushed and turned away, but the impression she had made was not easily erased from his heart. Mrs. O'Reilly, good-naturedly, introduced them the next day, and Trix soon found herself watching for tall, handsome Dick Mason, as his engine went through the "yard." The acquaintance ripened into mutual love, and when Dick explained that they were made for each other, and showed her the advantage of being an engineer's wife and a member of the "Auxiliary," she did not say him "nay." Old Ben, Dick's fireman, who had known Trix from a baby, observed Mason's beaming face next day, but shrewdly divining the cause, said nothing.

One evening in early fall, Trix was perched up in the cab of an engine in the round-house, as was her custom, absorbed in a copy of the "Brotherhood Magazine." The building was deserted, save for the two "wipers" at the opposite end, who looked weird and uncanny as they moved about, the light of their torches casting strange lights and shadows upon their grimy faces and the shining sides of the great engines they were wiping.

Suddenly she heard voices in the gloomy corner on the other side of the "pit" which she recognized as those of two men who had recently been discharged from the road. "Look here, Mike," were the first words she could hear. "It's as easy as falling off a log. The engine goes down that there bank, an' the express car is next to it. There's \$20,000 goin' through to-night, 'cause to-morrow is pay-day. We can bust in the car door if the wreck don't do it for us, grab all we can get, an' skip the country. Then yer can settle that grudge o' yours agin that engineer, an' have enough money to live on the rest of yer life."

"Yes, curse him!" growled the other. "I hate Dick Mason, with his d—n stuck-up ways. He reported me an' got me 'fired' just because I broke a seal an' swiped some stuff out o' a box car. I'd give anything for a chance to kill him!" and the speaker ground his teeth savagely.

"Well, here's yer chance to get square, then," replied the other. "That wooden-headed section foreman forgot to lock up his hand-car to-night, an' we can get down to Floodwood Cut in less 'n no time. Then we can just drop a rock on the track, an' as the express is behind time now, she'll be comin' around that there curve at a pretty good clip, an' the next thing o' the program 'l be a mess of the company's kindlin' wood down in the ravine, and some good money in our pockets."

"Right, yer are, Jim!" was the savage reply. "You get out the car an' I'll shin up a pole an' cut the wires. It won't take us no time ter git down thar, for it's down grade all the way."

The two speakers hurriedly left the round-house, and soon Trix heard the sound of rapidly-rolling wheels as the hand-car flew by on the way to Floodwood Cut—the most dangerous point on the entire line. Trix had listened with bated breath to the fiendish plot, and every word seemed graven on her brain in letters of living fire. For a moment she was overcome by the horror of the situation—the next instant she was once more her strong and courageous self. She must save Dick's life at all hazards, but there were no trains either way till long after the express was due, and the miscreants had already cut the wires and rendered them useless. Suddenly an idea flashed upon her—an idea which if put in practice might save her lover's life. Directly across the round-house stood "No. 46," a big Baldwin, with steam all up. In a moment she was out of the round-house and down the track to the switch box, where the old watchman was nodding in his chair. Seizing a switch key from a nail she unlocked and threw the "house switch," replaced the key and ran back to the engine.

No one saw the slender form swing itself lightly into the cab of the "46." The wipers on the other side of the house supposed that the engine had been sent for, and that a man, instead of a girl, was at the throttle.

An "exhaust" that seemed to raise the roof of the "shed," a cloud of smoke and steam, and the engine, emerging into the open air, moved slowly down the siding. Hastily scribbling a few words upon a fly-leaf torn from her magazine, she wrapped it about a lump of coal and tossed it to Mrs. O'Reilly, who stood in the depot door petrified with astonishment.

A glance across the cab by the dim light

of the gauge lamp showed upon the opposite seat box the sleeping form of her idiot protegee, "Crazy Bill." In response to a vigorous shake he slid to the "deck" and was soon heaving coal into the roaring furnace, while brave little Trix, seating herself on the locker, "hooked up" the reverse lever a few notches, and then commenced the wild ride to Floodwood Cut, twenty miles away.

A clinkety-clash and a bang, and they were over the switches, their myriad lights flashing by like a series of shooting stars. As they sped on, Trix reflected that the villains had by this time nearly reached their destination. The only safe course, then, was to pass the point of danger before they had carried out their dastardly intentions, and to flag the express in time.

On, on, faster and faster, flew the locomotive like a thing of life. Higher and higher crept the little indicating needle on the steam gauge as Bill piled on the coal. Trix sat like a statue on the box, unmindful of the jar and pounding of the mighty engine, her hand resting on the polished throttle lever, occasionally testing the gauge cocks or putting on the "Monitor." It was the wildest ride on record—a race of love against hate.

\* \* \* \* \*

"Are we making up any time, Mason?" inquired the superintendent, as he stood in the cab behind Dick, peering out into the darkness. The big "McQueen" was toiling up the grade with her string of heavily-loaded coaches. Dick turned for a moment, his brown, honest face lit up momentarily by the glare from the fire door.

"I think so, Mr. Badger," he replied, respectfully. "That extra express car with the big safe in it is a little extra load, but we'll make up all our lost time between Floodwood and Drayton. A little more coal, Ben"—thus to the old fireman, who stood leaning on his "scoop," his brow bespangled with drops of perspiration.

Dick "let her out" another notch, and the big stack shot up another pyrotechnical array of sparks into the summer night. Above, the moon shone tranquilly down upon the express with its precious load, slowly laboring up the incline—and a few short miles away its rays lit up a brace of desperadoes, crowbars in hand, climbing the face of the precipice which overhung the track, their hand-car, left to itself, rolling down the track with increasing momentum toward the approaching train.

And close at hand a mighty engine was thundering over the rails, its great headlight flaring, its massive drivers revolving at lightning speed, its bell clanging warning, and the slight girlish form leaning from the window.

Trix had her eyes fixed upon the halo of light from the headlight as "46" swung around the curve at the upper entrance to the cut, and in a moment had descried the villains, high up the steep bank, toiling with desperate energy to hurl a mighty rock down upon the track. They looked up—saw the engine coming, and with a shout of mingled rage and defiance, redoubled their efforts.

Already the boulder was beginning to move—another instant it was rolling down the steep declivity, striking fire at every bound. With a murmured prayer to God for safety, Trix pulled the throttle open to its fullest extent. The old "Baldwin" gave a mighty leap and surge forward—she dimly saw the rock just above the engine—another instant and they had passed the dangerous point, the boulder in its fall cutting away the rear tank-coping like a piece of paper—and they were speeding like lightning down the ringing rails, followed by a howl of baffled rage from the two desperadoes. The next moment, with a practiced hand she had "shut off" as she saw the headlight of her lover's engine a mile away. Then—

Poor "Crazy Bill" told the rest of the story afterward, between sobs. How he was back in the tank breaking up coal, when he felt the "air" go on full and the reverse lever come back, while the wheels ground sand. He sprang into the gangway, but was met by Trix. Clear as a bell her voice rang out above the roar of the engine—  
"Jump, Billy! Quick, for your life!"

He felt her hand on his shoulder as he left the deck; then all was a blank till he found himself crawling, with a broken arm, from under the wreck of old "46," which had crashed into the abandoned hand-car, and was lying in the ditch—a shapeless mass of iron and steel. Next moment the express slowed up and stopped with her pilot almost touching the wreck. The superintendent swung himself down from the engine, followed by old Ben and Dick, who hurried forward and bent over the crushed form of the girl he loved, with a great cry of horror and grief.

A doctor stepped from among the crowd of passengers, and after a brief examination, sadly shook his head and turned away. Inured though, he was to scenes of suffering, he could not bear to witness the grief of the big, strong engineer as he watched the life of the one he loved slowly ebbing away. The gruff superintendent wiped a suspicious moisture from his glasses: Slowly Trix opened her great dark eyes and looked up into the face of her engineer-lover bent so close to her own. She knew she had not long to live; but she had saved her Dick's life, and she was satisfied.

"I—got—there—on—time—Dick." The words came slowly, and with a last effort she threw both arms around his neck. Old Ben was sobbing now, his face buried in his hands. Again came the sweet voice—a trifle lower this time.

"Dick—I'm—going—fast—don't—cry—it's—getting—dark—and—cold—good—bye—kiss—me—Dick."

And with her lover's kiss upon her lips, and his strong arms about her, brave little Trix's soul went to report to the Great Superintendent of all.

\* \* \*

On a great railroad, whose four iron lines connect the lakes with the metropolis, is an engineer who has the reputation of being the best on the road. His associates say he has never been known to smile or laugh, and although not over thirty, his hair has many gray streaks.

And far away on a western mountain side where the trailing arbutus grows in the spring-time, stands a little white headstone, with the simple inscription:

"BEATRIX MORELAND, AGED 16 YEARS."

And below;

"Greater love hath no man than this, that he lay down his life for his friend."

## SOCIAL ORDER.

BY MARIE LOUISE.

The desires of man have a natural and dominant tendency towards order, *i. e.*, towards a condition where things are adjusted into a harmonious combination. This tendency flows from his innate love for the good and the true. In the realm of society, this powerful feeling takes the form of equity and justice. Thus, the love of the good and the true in mental philosophy transforms into the love of equity and justice in social philosophy, and these two expressions of the same attribute embody the great principle of goodness, or God, as many designate it. The reign of God, of which Christ spoke with so much earnestness, alludes to the reign of goodness, of order, of equilibrium in things.

It were impossible for our minds to grasp the idea of goodness unless this principle be made intelligible by that of evil, *i. e.*, confusion, disorder—the destroyer as opposed to the preserver.

Goodness is elicited in our minds by a feeling moral which makes it necessary for us to build our happiness on the happiness of our fellow-men, and evil is elicited by a feeling unmoral that makes it necessary for us to build our happiness on the satisfaction of our own carnal passions. The former is conducive to harmony in society, the latter to disorder.

Unless the desire of establishing in society equity and justice be the main spring of our efforts, we shall look in vain for peace and order in the community or in our immediate surroundings. The notion which so strongly prevails in industry and in politics, that violent, repressive measures are a means, nay! the means of establishing and preserving order, is the greatest of falsehoods invented by man's imbecility and ignorant selfishness. The seeming necessity for violent repression points out a cause of disturbance lodged somewhere and which must be removed before peace and order can be secured. Repression avails nothing. To pretend uprooting evil by destroying or torturing unfortunate human beings whose fate threw to the surface of the disturbance, just as the angry sea throws foam to the surface of the rolling waves, is as fruitless as to endeavor to skim the foam of the roaring waves with a view of calming the sea.

Order reigns not where corpses lie mutilated by the arms of authority. It is not order that reigns over the ruins of a sacked city; it is solitude!—it is the cold and dreary silence of the grave!

Social order, I maintain, is equilibrium in social conditions and not the strangling of one portion of mankind by the other. Equilibrium in social conditions does not mean equality of these conditions. It means equality of opportunities for all human beings to adjust themselves harmoniously to the body social and vested privileges for none. It means discarding as effete and as relics of a barbarous age, theories which enshrine iniquity and scoff at justice—theories which fetter, from their cradles to their graves, millions of human beings as a sacrificial offering to the deity of greed and authority; theories so false, so perfidious that the words of Jesus, "You shall always have the *poor* with you," have been translated: "You shall always have the *serf* with you."

It matters little, however, to what source doctrines so baneful are ascribed; they make the establishment of social order an impossibility. All the wealth on one side and all the want of it on the other cannot balance evenly, and no mental gymnastic in the world can override that mathematical proposition. The only way to get out of the difficulty is not to balance at all; to deny all social relations between the rich and the poor, the wage-worker and the capitalist, the starving and the glutton; do what the French economist, Pierre Joseph Proudhon, demands that it be done with women, viz.: put them out of the society. By so doing, the mathematical difficulty would be removed and order would prevail in the select section called society. But what about the outsiders? Would they long toil for the benefit of those on the other side of

the fence, or would they set to business for themselves and let the select 400 peacefully enjoy their bliss and feed on their own fat?

The laws which regulate society are just as exact as those which regulate the cosmos. Forces either harmonize or conflict, they cannot do both. Harmony means peace and happiness; conflict means war, confusion, misery. Read history. Take the pages where those in authority have come with their swords to put down the rebellions of the oppressed and re-establish order. Come with me to the end of the 10th century and glance on the green plains of Normandy in France. Notice how many mud huts of the peasant-serfs are tenantless and how many are tenanted by one or two human beings distracted with sorrow and sobbing over the loss of their loved ones. Step closer and peep through the small apertures that airs and lights the huts, and inside many of those dingy cabins you shall see mutilated human forms. They breathe, they live, they speak, they are animated human trunks. Their hands and feet have been chopped off by order of Richard II, Duke of Normandy, surnamed the Good!!!

These living trunks were, but a few days since, the hardy and devoted leaders of peasants so crushed by seigniorial oppression that they resolved to refuse tilling the land any longer and be robbed of all its product by their lords. They had not raised in arms; they simply had the temerity to believe that under their tattered rags a human heart was beating, and to protest in open field meetings against being treated like cheap beasts of burden. They had ideas, and held theories at variance with the social arrangement of the time and were, therefore, a menace to the authority of the seigniors and to social order in general. Thus they were attacked and slaughtered, their leaders mutilated and "sent to their homes," says the writer, Guillaume de Jumiège, "in order to deter their like from such enterprises and to make them wiser for fear of worse. After this experience the peasants left off their meetings and returned to their ploughs."

Pass on and follow me. Again we meet the peasant serfs in rebellion. Historical records of the middle age mention no uprising for liberty save those of the peasants. The burghers and the artisans in their cities warred against their feudal lords to wrench from them the privileges and get charters to make them secure, but they never attacked the social and political system itself. The peasants, on the contrary, rose like a hurricane and tried to sweep away the regime that degraded them below the level of the beast of burden.

We reach the year 1358. All the peasants of the north of France are up in arms



against the feudal system. They swarm around the manor houses and attack them. The seigniors, who had been warring among themselves with great fierceness, now join hands and unite to crush the rebellion that threatened their privileges to own the serfs and the products of their hands.

The peasants are defeated and subsequently butchered, thousands upon thousands on a heap. The survivors flee and creep into their mud huts. What matters the burning at their hearts, the despair that crushes them, the desolation that surrounds them? Their misery is consistent with the social regime and nothing can avail. Let them bear or die, for order must be preserved.

Follow me again. We will cross the English Channel and land in London. The year is 1381. The English peasant-serfs have raised the standard of revolt against the feudal regime. They arrive in London to present to the king their grievances, led by their captain, Wat Tyler, and two priests, Jack Straw and John Ball, who religiously love the down-trodden. Their demands are few and modest: "1. Abolition of bondage. 2. Reduction of the rent of land to four pence the acre. 3. The free liberty of buying and selling in all fairs and markets. 4. A general pardon for the past offenses."

The king, a boy of sixteen, seeks to destroy the rebels, but will do so by entrapping them. He accedes to the four demands and promises the peasants great favors. Wat Tyler approaches him in the name of the united serfs and is stabbed in the abdomen and killed by one of the royal squires. The rebels, seeing their chief murdered, put themselves in battle array. But the young monarch rides towards them and with a perfidy inconceivable in a boy of that age, unless he be a king, says in a coaxing voice: "Sirs, what ails you? I will be your leader and captain. Follow me, I am your king; Tyler was but a traitor. Be ye at rest and peace."

He leads them where they are soon surrounded by men at arms and caught in a snare. Then the virtuous young king addresses the poor, betrayed wretches in these words: "Rustics, you have been and are, and in bondage shall you remain, not such as you have heretofore known, but in a condition incomparably more vile."

By order of this young monarch, a general slaughter of the serfs commences, where all those who cannot flee are killed, and on the two shores of the river where the rebel boards had marched order is at last re-established, peace reigns everywhere, save in the breasts of the surviving peasants.

Shall we recross the channel and give a look to Germany? In June, 1525, an immense army of peasant-serfs is defeated and

destroyed, part on the battle field and part subsequently to their surrender. Two important uprisings prior to this resulted in the same disasters. Historians estimate that 150,000 peasants perished in these wars. Crippled and maimed on all points, the miserable serfs lend anew their backs to the yoke and order throughout Germany is restored—that order which unnatural social conditions may procure.

Reader, shall we travel further and look at the downtrodden as they fall under the tomahawk of established tyranny? Let me show you a stand of the wage-workers for the privilege to earn their bread by working. We will stay in Europe, for here we may look at things as they are, unprejudiced by national pride.

We are in Paris. It is the morning of June 22, 1848. From all the suburbs that converge to the center of the capital, streams of men descend and march slowly, mournfully. Note the paleness of their faces, the brightness of their sunken eyes—they are hungry! Their clothes, usually so neat and clean, are tattered. Since three months they have had no work. The government they had just elected promised to organize industry and give them employment. To-day they come and ask the government to redeem their pledges. For answer, the government points to one hundred thousand bayonets and numerous cannons. It is all over; death awaits them, if not by bullet, then by starvation. With their feverish hands they erect barricades. No, not barricades, strongholds, and all the toilers in Paris, men, women and children, fight behind them. The battle has lasted four days; the fire behind the barricade slackens, it ceases, the people have no more ammunition and they surrender. The government orders a general massacre of the conquered insurgents and as many fall as would people a large city. Glance towards the suburbs, the merry abodes of the artisans. All now is still, every home is in mourning for its dead. On the walls of the capital large placards are posted. General Cavaignac, the commander of the government troops, proclaims: "Parisians! the insurrection is vanquished; order is re-established."

Violence cannot produce order; it may subdue disorder, but it never conquers it. In 1892, when 8,000 militiamen in Buffalo put down 800 switchmen, the press on the next morning came out with big headings: "Order reigns in Buffalo." Was it order, or was it the 8,000 bayonets that reigned? And at Homestead, in the same year. The militia re-established order, even though they compelled men to starve in silence in their desolate homes—even though they had to hang by the thumbs one of their own militiamen to smother his protest.

## MONEY AND INTEREST.

BY JAMES MIDDLETON.

There is more or less misconception of the relation of money to interest. Many seem to think that the rate of interest is governed chiefly by the abundance or scarcity of money. This is far from being the fact. The rate of interest is, in the long run, but very little affected by the amount of money in circulation.

This misconception arises from a mistaken view of what interest really is. It arises from a popular definition of interest, "money paid for the use of money." It was this view of interest that led Aristotle to denounce interest. His argument against it was that there is nothing in the nature of money which causes it to increase. This is true. If we plant corn and care for it, there comes an increase, not only over and above the corn planted, but over and above the corn or its equivalent consumed in the labor involved from the beginning to the close of the harvest. But gold dollars have in them no power of re-production and increase.

If money were the only thing borrowed and lent, interest undoubtedly would be unknown. But so far from money being the only thing borrowed and lent, it is only one of the things, and it is chiefly borrowed as a medium to get something else.

I am a farmer. I need seed corn, potatoes and wheat; I have not the money to buy with; my neighbor has the required seed and loans it to me. I agree to pay him back after harvest with an additional amount for services rendered. That additional amount is true interest. If our bargain was a bargain between equals, what I pay him is an equivalent for services rendered. In many cases the loan is actually effected in some such way.

In many cases the one loaning the seed, machine, or fertilizer takes a note for the market value of the commodities measured in money at the time the loan is effected, to be repaid with an increase when the crop is sold in the fall. In such a case the rate of interest will probably be lower than in the first, as the borrower has to do the marketing.

In many cases the borrower goes to some one who has money, borrows that, then goes to the one who has the required commodities and buys for cash. At the end of the season he markets his crop and pays his note with interest.

In each of these cases the increase has come from labor and the productive forces of nature. The interest or payment for services rendered is a part of that increase over and above the original investment. It may or may not be just. That depends upon the moral right of man to the product of his labor, and whether the interest is

the result of a bargain between equals. The fact that he can pay it depends upon the increase which the productive forces of nature give to his labor and capital.

Without such increase there would be no such thing as interest. What then I borrow is capital in the shape of commodities, and when money enters into the transaction it is as a medium to facilitate the borrowing.

Even money made from stock gambling and the like is due to the same law of increase, though they are unjust means of compelling producers to part with a rightful share of their produce. Gambling and interest should not be confounded.

A large part of interest is a premium for risk. We may not know just how much is premium for risk or insurance. The only standard that we can have is the rate of interest paid on the best securities like government bonds. In times of panic the risks increase and the rates go up. As the panic subsides the rates diminish. Sometimes they fall below the usual rate of good times, and then rise to the ordinary rate as business revives.

During the panic, during the lethargy following, and in the subsequent revival, the quantity of legal money may remain stationary and yet the rates vary. During the revival of business the legal money may be greatly increased by coinage, by banks putting out authorized bills, or by government, and yet the rate of interest may rise.

The following passage from David Hume's essay on "Interest" is both interesting and instructive:

Nothing is esteemed a more certain sign of the flourishing condition of any nation than the lowness of interest; and with reason; though I believe the cause is somewhat different from what is commonly apprehended. Lowness of interest is generally ascribed to plenty of money. But money, however plentiful, has no other effect, if fixed, than to raise the price of labor. Silver is more common than gold, and therefore you receive a greater quantity of it for the same commodities. But do you pay less interest for it? Interest in Batavia and Jamaica is at 10 per cent; in Portugal 6; though these places, as we may learn from the prices of everything, abound more in gold and silver than either London or Amsterdam. \* \* \* An effect always holds proportion with its cause. Prices have risen near four times since the discovery of the Indies; and it is probable gold and silver have multiplied much more; but interest has not fallen much above one-half. *The rate of interest, therefore, is not derived from the quantity of the precious metals.*

Hume's conclusion is emphasized if we take into account the fact that the fall of interest was due largely to England's greater stability, and consequent lessening of that part of interest called insurance, or premium for risk, and also that credits were as a result expanded; supplementing to that extent gold and silver.

To show how little the amount of money may have to do with the rate, let us consider the following illustration:

Suppose, first, wheat to be worth one dollar per bushel, and the rate of interest 6 per cent. Then, \$100 will buy 100 bushels of wheat. Six dollars will will be required to pay the interest, or six bushels of wheat. But suppose the currency trebled. Then, to buy the 100 bushels of wheat will require \$300, instead of \$100; so that the demand for money will keep pace with the expansion. My need of wheat will be just as great, so the rate would be the same, 6 per cent. To pay my interest would require six bushels of wheat still, but \$18 in money.

This would be true of debts contracted after the expansion, but debts contracted before the expansion could be paid with two-thirds less wheat. A debt of \$100 contracted when wheat was worth one dollar per bushel would, when currency was trebled, be paid by 33⅓ bushels at three dollars per bushel. It would require one-third of the effort as well to pay the interest. The creditor classes would lose what the debtor classes would gain. Strange to say, this is esteemed dishonest or robbery by the moneyed classes, while it is considered all right if the currency contracts, making the loans more valuable to the creditors at the expense of the debtors. The truth is, both undue inflation and undue contraction are wrong—the one fleecing the creditor and the other the debtor.

If the rate of interest is not governed by the amount of money, by what is it governed?

The first law is the productiveness, or increase given to labor by capital, for it is out of that increase that interest is paid. Whatever increases that product makes it possible to pay greater interest.

It is this law Mr. George had in mind when he claimed that wages and interest rise and fall together; that whatever raises the margin of cultivation diminishing rent, as, for instance, the single tax, would cause both wages and interest to rise; that whatever lowers the margin of cultivation and increases rent, lowers both wages and interest.

Unfortunately, Mr. George failed to take into account other causes. The facts are often against him. For instance, in England for a long period rents and wages rose together, while interest fell.

Says Arnold Toynbee, in "The Industrial Revolution of the 18th Century in England" Humboldt Library, No. 129, page 142:—

"The interest and wages always rise and fall together? As an historical fact they do not. Between 1715 and 1740 while rents (according to Professor Rogers) rose but slowly Arthur Young denies they rose at all, interest fell and wages rose. Between 1790 and 1815 rent doubled, interest doubled, wages fell. Between 1846 and 1882 rents have risen, interest has been stationary, wages have risen. Thus in all these three periods the facts contradict Mr. George's theory. Rent indeed has generally risen, but neither profits

nor wages have steadily fallen, nor have their variations borne any constant relation to each other.

The two leading factors which Mr. George failed to take into account were the element of risk and the law of supply and demand. It is these two laws that are constantly modifying and acting upon the first law to which Mr. George ascribed such undue prominence.

So great an element is risk that there are not wanting acute economists who claim that if risk could be completely eliminated interest would disappear; that risk is all there is to interest. Certainly the rate of interest in the best class of securities shows that it is a very large element.

The law of supply and demand is very important in interest, as well as in rent and wages. When capital is scarce and demand is great the rate of interest will rise. When capital is more abundant than the demand, then interest will fall.

The three laws of interest, briefly stated, are, first, the increase which loanable capital gives to labor; second, risk incurred; and third, supply and demand.

A high rate of interest stimulates saving and an increase of capital. A low rate of interest opens up avenues for labor, making it easier for men to borrow to engage in business. It is probable that a low rate of interest in stimulating industry produces capital more rapidly than the mere stimulus to saving from a high rate. There certainly seems to be no falling of increase in capital in England and America through the fall of interest.

Many attempts have been made to lower the rate of interest by statute enforced by penal laws. Such attempts have been and must be dismal failures. They increase the difficulties of the borrower who must have, and increase the actual rate by increasing the risks of the business. The repeal of usury laws have usually proved beneficial to the borrowers.

If government must regulate the rate of interest it should loan on fixed capital at say two per cent., and open up postal savings banks at one and one-half per cent. The rate of interest would adjust itself naturally and easily to that standard, and the poor and the wage worker would have a savings bank that would be as stable as the government itself. Kellogg, in "Labor and Capital," proposed a scheme of that nature.

In such a scheme loans should be made only on fixed capital, such as improvements attached to the land—as houses, factories, orchards, and the like, that could be in use while serving as the basis of the loan.

Loans on food products and the like, which would have to be stored in warehouses while serving as the basis of the loan, would facilitate the cornering of the necessities of life, and should be avoided.

Loans on land values would promote speculation in land, and should be as emphatically condemned.

If the single tax could be brought into operation the first effect would undoubtedly be to give an increase to wages and interest both from the great increase in the product and the increased demand for labor and capital. Falling rents would intensify the increase. Capital would rapidly accumulate and the law of supply and demand would send down the rate. The greater stability of society would lessen the risk so that we might look to see ordinary market interest as low as that of government securities now. The wage worker would swallow the increase so long as population did not increase to the lowest limit of subsistence.

Granted that the Malthusian doctrine is true, it would be ages before its evil effects could be manifest under the beneficent workings of the single tax wisely carried out.

To conclude, the true remedy for the evils of interest is not an undue expansion of money, but the introduction of the single tax programme. With that may be coupled government loans on fixed capital at 2 per cent., with government savings banks at  $1\frac{1}{2}$  per cent.

## THE COMING CO-OPERATIVE COMMON-WEALTH.

BY W. H. STUART.

That the existing relations between capital and labor—or, to speak more correctly, between capitalists and laborers—cannot much longer continue without some very radical change being effected in our economic and social conditions, is evident to thousands who have no very clear perceptions of the causes or the cure for those conditions. Such people will frankly confess to you that a bloody revolution is inevitable; that no less heroic remedy will put a stop to the encroachments of the "money power," as they vaguely term what they consider the cause of the poverty of the masses.

Yet, to the scientific socialist who has critically and inductively analyzed our present industrial and social system, the cause and the cure are both equally plain. Given an industrial system where the means and instruments of production are the private property of a continually diminishing minority of society, and where the great majority of the workers must compete for the privilege of access to those means of production, and the necessary and inevitable result logically follows that the great majority must be content with a bare subsistence, whilst the small minority are able to

absorb all wealth over the cost of the maintenance and reproduction of the workers.

But the capitalist system of production carries with it the seed of its own destruction. The end and aim of the capitalist is the production of surplus values. Therefore, every device for reducing the cost of labor is eagerly seized upon for that purpose. Labor-saving machinery supplies this want in its most effective form. Machinery does not tire, never gets hungry, has no "complaints," and never "strikes." The motto of the capitalist is to always "replace a man by a machine," and he does not fail to do so. The necessary result is that men are continually being displaced by machinery; skilled labor is becoming more and more unnecessary. First, common labor displaces the skilled; then women, and finally children, displace the common laborer.

But, note the result to the capitalist that follows this displacement of labor. The laborer is a consumer as well as a producer. As the army of the unemployed continually increases owing to the displacement process, he ceases to be a consumer of the capitalist's surplus products and "overproduction" follows, not that there is an actual overproduction of commodities gauged by the wants of the consumers, but there is an actual overproduction in so far as the purchasing power of the consumer is concerned. In old times poverty was the result of famines or plagues, and of inefficient tools of production, making it difficult to accumulate wealth for future consumption. Modern poverty, however, is the result of a glut of wealth. When commodities accumulate, and the capitalist can no longer dispose of his commodities at a profit, he stops the wheels of industry and men are thrown out to idle and starve, and we are in the midst of our oft recurring commercial crises.

Then, when the supply of commodities is reduced by being thrown on the market at a loss, causing widespread bankruptcy, the wheels of industry once more start up, and we go through again the same weary cycle.

But, note again that those crises are becoming more frequent, and also more violent and disastrous in their effects. The cause is, that the continual introduction of labor saving machinery increases the productive capacity of labor, and, oh, irony of fate! makes human labor less necessary, and increases the army of the unemployed and non-consumers until we reach a stage in this labor displacing process where the capitalist, reducing his labor to the minimum, when he can produce commodities at the lowest possible labor cost, is confronted with the startling condition that in getting rid of his laborers he has also got rid of his consumers! And, although he can produce commodities with the minimum of labor,

he has now less consumers to sell his products to! Formerly the capitalist depended on disposing of his surplus products to new colonies or to countries devoted to the production of raw material. But now, nearly every country has its own capitalist system of production, and it is becoming more and more difficult to work off surplus products.

This, then, is the negation of the capitalist system; having displaced human labor in its greed for wealth, it has also destroyed the consumer of its wealth; it has, in fact, been digging its own grave, and in due time will fall in and be buried forever. With a little keener vision we could almost predict the point in time when our economic development will inevitably result in a total collapse of the capitalist system of production, when we will be confronted with the anomaly of millions of idle men and thousands of idle factories—idle, not because there is not use for the wealth the factories could produce, but because they can not be run with profit to the private owners. This is the negation of negation, the *reductio ad absurdum* of the capitalist system of production. The only conceivable alternative will be the elimination of the capitalist and the substitution of collective ownership of the instruments of production—production for use, instead of for profit—in other words, the adoption of socialism, the inauguration of the co-operative commonwealth.

Our present system of private ownership of land and capital is a necessary but passing phase in the economic history of the world. It had its purpose to serve in economic evolution; its midnight hour is near; to give place to a grander, nobler system of fraternal co-operation and human brotherhood. This is why I speak of the "coming co-operative commonwealth." Its coming is inevitable; it is the only solution of the problem of the just and equitable distribution of wealth. The problem that the sphynx presents to the closing years of the nineteenth century, and which not to answer, is to be destroyed.

The change from our present system to the new social system will be, indeed, great, and while no socialist pretends to be able to describe in detail the changes that will be effected, yet certain great changes are inevitable, and I shall devote the rest of this article to a rough outline of the more prominent and salient economic and social features of the new nation.

In the December *Railway Conductor*, Mr. W. P. Borland, in an excellent article under the caption "The Logic of Socialism," says:

It requires considerable mental effort to fully realize the immense changes in the organic structure which socialists propose to bring about; they are so thoroughly fundamental that their full import can only be mastered after a great deal of patient study. Metallic money would be entirely suppressed; it would be replaced by labor notes. \* \* \* Private

production and private ownership of capital would be no more. There would be no capital save the socially managed capital of the entire collectivity, and private interest in the productive processes—that is, in the sense in which we now understand private interests—must entirely cease. The stock exchange and boards of trade must vanish, since there would be no such thing as either stocks or trade. Our present costly and elaborate system of advertising would entirely disappear, and there would be absolutely no further use for the middleman. The drummer, the solicitor of trade, the wholesale and retail dealer, the manufacturer, the entire army of those who now exploit the consumer for private profit, would find their occupation gone; they would be relegated to the ranks of the actual producers of wealth; they would be obliged to perform some socially necessary work in order to procure any of the means of subsistence, and such social necessity would not be determined by the dictates of their private interest but by the collective interests of society as a whole.

The economic functions which this army of persons now perform, and which they undertake from the stimulus of private gain, would then be performed by public functionaries, and public store-houses conveniently situated would take the place of our present wholesale and retail stores. Just imagine for a moment what it would mean to have every able-bodied person transformed into an actual producer of wealth, forced by the very constitution of the society in which they found themselves to perform some sort of labor whose social utility was publicly recognized, in order to obtain for themselves any portion of the means of existence. Imagine what all this would mean to the vast army of those who may truly be said to be unproductive consumers in our present society, and it would appear that the change proposed by the socialists would be a most thorough one. \* \* \* The products in the public store-houses would only be delivered to individuals in return for labor checks, and as there would be no private capital, nor private sources of income, there would remain no way of obtaining those checks except in exchange for some socially recognized useful labor—only in so far as individuals obtained them as the result of free gift from others. Thus, every member of the socialist state would be compelled to labor, except only those who were excused by age or invalidity.

Think of the enormous saving that would be effected over our present planless and wasteful method of carrying on productive processes. In the two items—cost of business advertising and soliciting trade, alone, would be saved a sum that considerably exceeds the cost of the national government as at present administered. No adulterated foods would be permitted. It is estimated that adulteration of food products now costs us five hundred millions annually. Think of the enormous saving that would be effected by abolishing the miles upon miles of retail stores in our large cities, with their armies of employees and substituting instead a large public storehouse in, say each ward. Think of the waste under our present system of our national, state and municipal indebtedness, the cost of our swarm of revenue officials and tax assessors and collectors, the army of people connected with banking, insurance and commission business. Then again, the waste from our irresponsible system of private production, the waste arising from engaging in mistaken undertakings, and from useless competition arising from mutual hostility between those engaged in trade, the waste from our per-

iodical gluts and consequent stoppage of industries, and from idle capital and labor. All these wastes will be entirely stopped under the new social system.

With the abolition of private property in land and capital 90 per cent. of our present laws will become obsolete. For as government under our present system is principally an engine for the enforcing of property rights and privileges in favor of the possessing classes, so nearly all laws are made for the express purpose of guarding those property rights and privileges. Therefore, litigation under the new order will be mostly confined to actions of torts; offenses against the person, so that 95 per cent. of our lawyers and judges and officers of the law generally will be unnecessary, and will be employed in productive labor, as authors, artists, scientists, inventors, or organizers and managers of public industries, or as public functionaries.

Education will be compulsory. No child will be permitted to grow up in ignorance. Every boy and girl will receive a college education, an education that will be thorough and practical, and intended to fit them for taking a useful part in social work. Every one will be allowed to choose the occupation for which they seem best adapted, as it would not pay the state to compel citizens to follow uncongenial occupations.

Those showing special aptitude for literary, artistic or scientific pursuits, will be afforded every opportunity to gratify and cultivate their special tastes or talents.

It will of course be understood that in the new nation the state will be the sole employer. All the citizens, by virtue of their citizenship will become employes of the nation, to be distributed as the needs of industry and the public service require. No citizen will depend for his living on any other citizen, such dependence would be considered degrading and a form of slavery not to be permitted. The same holds equally true in regard to women, who will be paid for their services directly by the state, so that they will not, as now, be dependent on their husbands for their support. They will, for the first time in the history of the world, be economically independent. They will no longer be compelled to sell themselves into legal prostitution for the sake of securing a home. Children will not be dependent on their parents for material support, that also will be provided by the state, as well as their education. Only for love and affection will they be dependent on their parents.

All citizens, both men and women, will receive an equal share in the distribution of the national wealth. Nationalists hold that all men who do their best, do the same, and are entitled to the same reward. A man's abilities, no matter how superior,

merely fix the measure of his duty, and he who falls below the standard of that required by the gifts nature has endowed him with, is less deserving than he who less poorly endowed, does his best. We believe that the spirit of emulation, the desire for the honor, esteem, and gratitude of their fellows, will impel men and women in the new nation to do their best. Even in our own sordid times we have had recently in our international yacht race, an example of pure emulation, totally dissociated from mercenary motives. The college boat races and foot ball games show that mere love of money is, even now, not the only motive that impels men to do their best.

It is sometimes urged that under nationalism there will be no incentive to inventors to invent, the expectation of reaping riches being removed. Those who take this ground should explain why Edison continues at his work, he is now a very rich man. He works because he loves to, and is impelled by an unconquerable desire to keep on experimenting and devising and perfecting new creations of his brain. It is the same with the poet, the artist, the author, the musician. When the fear of want is forever removed, we may expect a noble spirit of emulation, an "enthusiasm of humanity" that will inspire men to higher and nobler exertions in the interest of the race.

It is also objected that socialism aims to prevent the acquisition of private property. This is an error. On the contrary socialists denounce this system as incompatible with the acquisition of property, except to an insignificant minority, while socialism will make the ownership of private property universal. Only private monopoly of the means of production will not be permitted.

Every citizen will dispose of his income in any way his fancy or tastes dictate, but there will be no way in which he can invest it as "capital," *i. e.*, for the purpose of obtaining an income without personal exertion. From their private means, citizens, the same as now, will support the churches, the literary, ethical, social or artistic societies with which they desire to affiliate. In the same way they will support the newspapers or magazines that voice their various views in religion, morals, science, public policy or otherwise. Such publications will be under the editorial control and management of those selected for the purpose by those interested, the mechanical work only will be done by the state upon proper compensation.

Here it may be proper to state that while private production will be replaced by social production, it will not be as the result of any prohibitory laws, but because private production will be impossible as against public, for the reason that cost will be the

limit of price. On such terms no private owner could compete. It is quite possible, however, that private production may continue in a small way, for the purpose of initiating new processes, or for social or literary ventures, but all private production for the mere object of profit would most certainly cease.

The ranks of the various trades, occupations and professions will be recruited by volunteers from the young men and women who have finished their education. The attractiveness of the various trades will be equalized by a difference in the daily hours of labor required in each, *i. e.*, in proportion to the arduousness of the trade the hours constituting a day's labor will be reduced, so that the conditions of labor in all trades shall be equally attractive to persons having natural tastes for them. No child labor will be permitted under any condition. Nor will women be permitted to engage in occupations for which their sex or physical endowments disqualifies them. Their labor will be lighter, their hours shorter, and their vacations more frequent than those of men.

As socialists and nationalists we hold that our present civilization is the result of thousands of years of growth and improvement, to which millions of our ancestors have contributed, so all men are co-heirs and should be the equal beneficiaries of this civilization. No one in the new nation will, therefore, be disqualified as a participant. The sick, the lame, the blind, the physically and mentally impotent will be entitled to their full share of the national wealth, not as a charity, but as a right. They will be treated as tenderly as the wounded soldiers of a victorious army.

One of the most important bureaus of the new nation will be the bureau of statistics, whose function will be the accurate collecting and compilation of statistics of the various products and commodities produced and consumed by the nation. These statistics will enable us to produce commodities in proper proportion to the demand, so as to avoid periodical gluts and crises as under our present planless methods of production. It will be safe to say that the new nation will not waste labor and capital in producing two million bales of cotton when one million bales would be sufficient, or in raising 300 million bushels of wheat more than was needed for home consumption and exportation. There will be bureaus of production and distribution, which will regulate the whole field of productive and constructive industry, with a view to economy of labor. All labor will not of course be required for the production of commodities for consumption, a large contingent will be employed in creating fixed capital, such as

buildings, machinery, engineering works, etc.

I said before that under our present system, government was, to a great extent, merely a machine for the enforcement of the rights of property and privileges in the hands of the possessing classes. Under the new social system class distinctions with reference to property will be entirely obliterated. There will be only one class, whose interests will be identical. Government will lose, therefore, its coercive features and become more and more administrative of the industrial affairs of the nation in the interest of the collectivity. It will be impossible for public officials to prostitute their office for private gain. Entrance into the public service will be through the lowest grade, advancement upwards will be through merit alone, as the result of successful service examinations. Social position will not be due to superior wealth, but to superior ability, or devotion to the public service. They will be the generals of the industrial army whom we shall delight to honor, on whose brow we shall bind the laurel leaf. The desire for such positions, and the honor and gratitude it will bring, will be an incentive as great as that which now spurs on our successful generals under a military régime.

With the adoption of the initiative, referendum, and imperative mandate, and proportional representation, the will of the people on all questions of public policy will be prompt and effective, and insure a thoroughly democratic administration of affairs. The power to recall our representatives or officials by means of the imperative mandate will insure us an honest and efficient administration of the public service.

Such is a brief outline of what the new nation, the coming co-operative commonwealth will be. It may be asked how so great a change is to be brought about. Do we expect to confiscate all existing wealth to the use of the collectivity? No, although John Stuart Mill asserted that as wealth was the product of society, and not of the individuals in whose possession it was, society would be justified in appropriating it, if the general good of society would be subserved. In case the possessing classes resisted the absorption of the means of production by the people we would have the precedent of the southern slave owners to guide us. But if nationalists have their way, our economic revolution will be a peaceable one. They have nothing to fear from us; we are thoroughly familiar with the compulsion under which the capitalist as well as the proletarian, has been forced under the stress of competitive conditions to fight for life. The conditions have forced us "to eat or be eaten." We

would all have been capitalists if we could, all the difference has been merely one of ability and opportunity. When the crisis comes, those whom the capitalists have most to fear from, are the now ignorant and apathetic masses who refuse to think, but go blindly along oblivious of the conditions that are hurrying us on with lightning speed to our destiny. When this class do get aroused and become suddenly conscious of the causes that have ground them into poverty and misery, then let the possessing classes beware of their nemesis!

But assuming the change to be a peaceful one, it might be effected in this manner: We would probably commence by taking over the railroads, telegraph and telephone lines. We could have the government engineers estimate the actual cost of reproducing them, and tender that amount in U. S. bonds bearing two per cent. interest, the interest and one-twentieth of the principal payable yearly. We could raise the wages of all the employes and considerably lower the cost of service, and extinguish the debt in 20 years, without adding one cent to our taxes. If the owners refused to sell on our terms, we would at once commence the construction of railways, telegraph and telephone lines, issuing for the labor and material U. S. greenbacks, a full legal tender for all dues to the government. However, there would be no danger of that occurring, the mere intention on the part of the government to build these lines would squeeze out every drop of water in existing lines within ninety days. We would then proceed to obtain by right of eminent domain coal lands in four or five states, set 5,000 miners to work at 50 per cent. increase over present wages and proceed to mine and deliver coal at actual cost to consumers. The coal barons could not compete with us, and coal lands would be nearly worthless property to private owners. We would then size up Bro. Carnegie's plants, and a few others, and if the price was agreeable to them, we would take charge of the steel rail and iron plate business, and so on, one industry after another, until all industry was nationalized. We would only purchase such plants as we needed, we would be under no obligation to burden ourselves with unnecessary plants. Competition now makes hundreds of them useless, nor would we be obliged to purchase any property not necessary for the public use. Those who owned stores, residences, factories, or land could retain possession until the public needed them, when they would be paid for at their actual value. Finally, we would assume control of the agricultural interests of the nation, starting mammoth farms in different sections of the country, giving our present poverty stricken farmers permanent employment under better condi-

tions and on more remunerative terms than they now enjoy, until finally all production and distribution of the national wealth was controlled by the people themselves, and in their own interests. It would be merely extending into other departments of industry what we are now doing in the postal service, public roads, light houses, the army and navy, public schools, etc.

Then would the co operative commonwealth be realized and the new nation ushered in. I hope I need not apologize to the reader for closing this article by quoting Mr. Edward Bellamy's reply to the query: Why a new nation?

Why a new nation? Why will not the old one do?

These are some of the reasons why it will not do. In the old nation, the system by which the work of life is carried on is a sort of perpetual warfare, a struggle, literally to the death, between men and men. It is a system by which the contestants are forced to waste in fighting more effort than they have left for work. The sordid and bitter nature of the struggle so hardens, for the most part, the relations of men to their fellows that in the domestic circle alone do they find exercise for the better, tenderer and more generous elements of their nature.

In this old nation, a million strong men are even now vainly crying out for work to do, though the world needs so much more work done. Meanwhile, though the fathers and husbands can find no work, there is plenty always for the little children, who flock, in piteous armies, through the chilling mists of winter dawns into the factories.

In this old nation, not only does wealth devour poverty, but wealth devours wealth, and, year by year, the assets of the nation pass more and more swiftly and completely into the hands of a few score individuals out of 65,000,000 people.

In this old nation, year by year, the natural wealth of the land, the heritage of the people, is being wasted by the recklessness of individual greed. The forests are ravaged, the fisheries of river and sea destroyed, the fertility of the soil exhausted.

In this old nation, under a vain form of free political institutions, the inequalities of wealth and the irresistible influence of money upon a people devoured by want, are making nominally republican institutions a machine more convenient even than despotism for the purposes of plutocracy and plunder.

These are a few of the reasons why the old nation will not do, and these, in turn, are a few of the reasons why men are looking and longing for the new nation:

In the new nation, work will not be warfare, but fraternal co-operation toward a store in which all will share alike. Human effort, no longer wasted by futile and cross-purposes, will create an abundance previously impossible.

More important far, the conditions of labor under the plan of fraternal co-operation will tend as strongly to stimulate fraternal sentiments and affectionate relations among the workers as the present conditions tend to repress them. The kindly side of men will no longer be known only to their wives and children.

In the new nation, there will be neither rich nor poor: all will be equal partners in the product of the national industrial organization.

In the new nation, the dependence of one sex upon another for livelihood, which now poisons love and gives lust its opportunity, will be forever at an end. As equal and independent partners in the product of the nation, women will have attained an economical enfranchisement, without which no political device could help them. Prostitution will be a forgotten horror.

In the new nation, there will be no unemployed. All will be enabled and required to do their part according to their gifts, save only those whom age, sickness or infirmity has exempted; and these, no longer as now trodden under foot will be served and guarded as tenderly as are the wounded in battle by their comrades.



In the new nation, the children will be cherished as precious jewels, inestimable pledges of the divine love to men. Though mother and father forsake them, the nation will take them up.

In the new nation, education will be equal and universal, and will cover the entire period of life during which it is now enjoyed by the most favored classes.

In the new nation, the wasting of the people's heritage will cease, the forests will be replanted, the rivers and seas repopulated, and fertility restored to exhausted lands. The natural resources of the country will be cared for and preserved as a common estate, and one to which the living have title only as trustees for the unborn.

In the new nation, the debauching influence of wealth being banished, and the people raised to a real equality by equal education and resources, a true democratic and popular government will become possible as it never was before. For the first time in history the world will behold a true republic, rounded, full orbed, complete—a republic, social, industrial, political.

These will be some of the characteristics of the new nation, to the advancement of which, till it shall have utterly replaced and supplanted the old nation, we nationalists are pledged.

### GAINS FROM REGULAR HABITS.

BY W. A. ENGARDE.

An English scientific philosopher recently made a half-playful, half-serious defence of the routine life of the man of "regular habits."

He insisted that, in this busy, hustling age, when so many duties press upon an active man, and there are so many things which unavoidably call for the exercise of attention, judgment and decision every day, it is part of wisdom—a real conservation of energy and nervous force—to settle as many as possible of the routine matters by a fixed habit of life.

There seems to be sense in the suggestion. Why should a man with anything important to do in the world tax the gray matter of his brain nearly every day to decide what he will eat, drink or wear, what his pleasure shall be and what his recreation, when he shall go to bed and when get up? Having arrived at years of discretion and discrimination, why can he not so order his life as to have these and kindred things come and go in a somewhat settled order?

To eat at regular hours the things he "finds good of," according to Bacon's rule, abstaining from those that disagree with him; to rise, bathe, dress, exercise, work, recreate and sleep after a regular order, is not to make a treadmill of life. It is to lay out a smooth road for journeying with the least possible friction and waste. "To choose time is to save time." A considerable proportion of the worry and waste of life comes from a needless jumbling of work and clashing of duties.

Whatever we may think of the method, the large majority of men who accomplish great things and live to a good old age are men of regular habits. It may be encouraging to know that there is a scientific foundation for their sticking to the ruts.

### CHARACTER, NOT APPEARANCE.

Who shall judge a man from manners?

Who shall know him by his dress?

Paupers may be fit for princes,

Princes fit for something less.

Crumpled shirt and dirty jacket

May beclothe the golden ore  
Of the deepest thoughts and feelings—

Satin vests could do no more.

There are springs of crystal nectar

Ever welling out of stone;

There are purple beds and golden,

Hidden, crushed and overgrown;

God, who counts by soul, not dresses,

Loves and prospers you and me,

While He values thrones the highest

But as pebbles in the sea.

Man upraised above his fellows,

Of forgets his fellows then;

Masters, rulers, lords, remember

That your meanest hind's are men;

Men by labor, men by feeling,

Men by thought and men by fame,

Claiming equal rights to sunshine,

In a man's ennobling name.

There are foam-embroidered oceans,

There are little reed clad rills.

There are feeble inch high saplings,

There are cedars on the hills;

God, who counts by souls, not stations,

Loves and prospers you and me,

For to Him all vain distinctions

Are as pebbles in the sea.

Toiling hands alone are builders

Of a nation's wealth or fame;

Titled laziness is pensioned,

Fed and fattened on the same.

By the sweat of other's foreheads,

Living only to rejoice,

While the poor man's outraged freedom

Vainly lifted up its voice.

Truth and justice are eternal,

Both with loveliness and light;

Secret wrongs shall never prosper

While there is a sunny right!

God, whose world-heard voice is singing

Boundless love to you and me,

Sinks oppression with its titles

As the pebbles in the sea.

THE cheapest tax dodging scheme on record is that of a churchman in Lincoln county, Maine, who has organized a bogus religious and charitable society, has made himself treasurer, and has turned all his personal property over to the treasury of this non-taxable corporation. He defies the assessors, and they don't see how they can get at him.

## MECHANICAL.

Contributors will sign their names to their articles and forward copy so as to reach the editor not later than the first day of each month.

### HORSE POWERS OF LOCOMOTIVES—WATER USED, ETC.

The amount of water made into steam with which to make the energy to develop a horse power of work is one of the most material elements we have to do with.

The cost of the energy is the prime element of the machine with which we do the work for it is constant. It is not like repairs, and does not vary much on the same machine, and it calls for coal, mixed with brains, in order to obtain the best results, and it is not one of the matters that do not show to the credit or discredit of the man who "runs her," so much has been said of late as to the claims of the amount saved, by the new engines, and their enormous savings, that it is well to look into some of the statements in order to see the basis on which such statements rest.

Reading a paper very lately on the fuel account of a recent addition to the rolling stock of a R. R. Co., I looked it over carefully with some "ancient" records and here is what was on the books, the recent addition claimed that thirty pounds of water was pretty good for the locomotive, for a H. P. one hour, but that their new one had given them a clean record of 27+ when she was well loaded, not clear up to the utmost, but at fairly good loading, for a pull, this was with 178 pounds pressure as a rule.

On looking over some old figures, I find the results of some trials made in England nearly forty years ago, on an 18"x24" cylinder with a ratio of 1.45 expansion only 28.00 lbs per H. P. were used, and with an expansion ratio of 2.92 but 19.8 lbs were used, and on an engine in regular service each day, and at the same time it was stated that if the possibility had existed of reducing the back pressure to nothing, and continuing this, to the extent of a vacuum, the result would have been in the first case that less than 24 lbs, and in second case to less than 14 lbs or as compared with a condensing engine the locomotive would at that time have done far better than very many of the engines now in use and called economical.

Here is what is trying to be accomplished with the double expansion engine, better known as the compound, it is to do away with the atmospheric pressure, or counter pressure to the free exhaust of the steam in the air after having done its work in the cylinder, the same thing is also being tried on the Electric Light and Power Companies, by using what is termed a "High Pressure Compound," or a two-cylinder engine with-

out any condenser, some of the arguments used are that such an engine will save "forty per cent.," over the usual high pressure engine most used by such plants, while if we read the circulars of the Independent Condenser makers, we read that they will only guarantee but 25 per cent. saving, by a good vacuum, over the usual exhaust into the open air. Perhaps some of our readers will be able to say where the saving is made, certainly not in theory or practice, as has been proved in so many of the causes which have been tried on the question.

When we have to evaporate 30 pounds of water into steam it takes an amount of heat units readily obtained by reference to any of the Steam Tables, and if we assume for the moment a pressure of 165 pounds by the gauge, or 180 pounds absolute, then we require 850.3 units to evaporate each pound of water from 32° F. to 372.9° F. or in all to make thirty pounds of water into steam at 180 pounds absolute calls for the expenditure of 25509 heat units, then if any improvement that made even 20 per cent. would allow us to do our work on 20407.2 heat units, or on the same basis that is usually accorded the Condensing Engine with a single cylinder, using 20 pounds of water per horse power per hour, while if the assertion is made good that 40 per cent. is gained even on a locomotive that is using 30 pounds of water, at 180 pounds pressure, it would require us to use only, 15306 units of heat, or far less than many of the engines now considered as better than locomotive practice, are doing in regular service.

In all comparisons we must not forget to find the difference in the actual heat used in the making of the steam at different pressures, for at 180 pounds absolute it is 850.3 units, at 140 pounds absolute, 865.1 units, and at 100 pounds absolute, 876 units, so that when we are to investigate such statements it means a great deal more than simply the pounds of water used, for as comparative tests, we are to look on all sides of the matter, for so many who are in the business do not consider that any element enters into the calculations beyond the pounds of water used as a result. The turning of energy into steam from coal is only the conversion of heat from coal into heat in water up to the point where the vaporization of water into steam, at temperature due to pressure occurs, and the amount of heat units called for, as is shown here between different pressures, is often of far greater moment than is supposed to be the case when it is carelessly talked of, and not inquired into.

It is precisely these reckless statements that lead the adoption of so many new things into disrepute or non-adoption, for men who run railroads, are called to account often, when they adopt, some new

machine or apparatus, and if it is done without care, it does not occur many times before the management call for another man.

The difference of quantity of heat called for to evaporate water into steam at different temperatures is not of itself a great amount, but when trifling differences are multiplied by 30,000 in one hour, and that by 20 hours run a day, or 36 to 40 hours for a round trip, very trifling amounts call for money, in such lumps as would make a man happy to get it, or to look very troubled if he had to pay it out for no consideration.

When the question of heat is carefully considered, it is well to consider the density of steam at other pressures, for that is of much account in handling it, for it becomes heavier as well as hotter—so that when we come to analyze statements on the steam use, for efficiency, we must take in all the reasons for economy, as well as all questions of cost, of the steam we are to use, and it is sometimes found that what is an advantage, carries with it also some not desirable quantities, but we must take them into account, in order to get at facts.

For comparison we insert the data of some of the absolute pressures here:

Pounds. sq. Inch.	° F.	Heat in One Pound.	Cubic Feet in One Pound.	Weight of One Cubic Foot.
50	281	917.4	8.414	0.1188 lbs.
80	312	895.6	5.425	0.1843 "
100	328	884.0	4.403	0.2271 "
125	344.13	871.7	3.572	0.2800 "
140	352	865.1	3.212	0.3113 "
150	358	861.2	3.011	0.3321 "
160	363.40	857.4	2.833	0.3530 "
170	368	853.8	2.676	0.3737 "
180	373	850.3	2.535	0.3945 "
190	377	847.0	2.445	0.4153 "
200	382	843.8	2.294	0.4359 "
230	401	829.5	1.854	0.5393 "
300	417.5	817.4	1.534	0.6440 "
325	425	811.9	1.437	0.6960 "
1	102	1043.	334.6	0.00299 "

The difference as shown on table is at the end, where a pressure higher than we are now able to make use of is shown in comparison with a pressure far lower than we need to use, and we find that the weight and density as compared between 325 lbs per square inch, and one pound per square inch is 232.7 times, or the steam at one pound requires 232.7 times as much room as at 325 pounds, and weighs 232.7 times as much at 325 as it does at one pound. The heat required to make the steam at two pressures is not far from thirty per cent. more to make a pound at one pound's pressure than at 325, but the volume of the steam at one pound would not allow of its

use in any sort of comparison, for we could not get an engine large enough to use it, and do any amount of work.

The amount of work done by a pound of steam is another important part of the matter, and is always to be considered, and into this comes the clearance, ratio of expansion, and the pressures with volume, etc., and will be treated of in a separate article, but the heat is of the utmost importance, and in its comparison it will be found that any one who can make even a saving of four per cent. on a recently constructed engine, will be doing what is very valuable indeed, if he or they actually do save in result one-tenth of what is so often claimed in the usual way of statements which are certainly to some extent reckless, or without consideration, if indeed they are based on any actual knowledge at all.

Some interest is now shown in the eastern part of the country in a new Shaw locomotive which is said to be a considerable improvement on the only one of the name or kind ever yet built, and which is remembered as having a peculiar set of side rods, and four cylinders, two on a side, not a compound, the new one is said to do away with the "hammer on the rail," as well as the "counter balance in the wheels," this is the talk now, but whether it will be built or not is not known at this writing.

There has been another attempt to supplant the good old way of building a R. R. in Boston the so called "Boylnton" Bicycle Railway, which is to run on a rail overhead, in such a way as to make it capable of getting over "a hundred miles an hour," there has been some talk of its being built, but none of the old roads have stopped yet.

The interest in the matter of improving the present methods is quite enough to keep us all busy the whole time in '94, and no one need to be out of a job, for there is still lots of work to do, and as the heat increases, it will be time to pull off our coats, and go in soon, and it should be our aim to make a better record this, than last year.

Thomas Pray, Jr.

#### AIR PRESSURE IN BOILERS.

J. M. Bunker wishes to have a dispute settled, and as ours is a mission of peace we will try to explain the question asked and thus restore harmony. The question is: "Suppose a dead engine has to be moved six miles, the first five of which are down grade enough to permit the engine to roll down, and the last mile is up grade. Could air enough be accumulated in the five miles run down hill to run the engine the last mile up hill?"

Under favoring circumstances it might be done, but the chances are against the performance. In order to get air into the empty boiler while the engine is rolling

down grade it would be necessary to put her in reverse gear, with cylinder cocks shut and throttle open. At the first start this action would not have any retarding influence, for there would be nothing opposed to the free entrance of the air to the boiler, but the pumping would soon show its effect and the pressure would run up until the engine would come to a stop. For illustration let us figure on a boiler four feet in diameter and twelve feet long. A boiler of that size would hold about 150 cubic feet of air, but as the fire-box sides, the wagon top and the dome will take more air than is occupied by the flues in the cylinder part of the boiler let us suppose our boiler to contain 210 cubic feet. A cylinder 18 by 24 inches contains about  $3\frac{1}{2}$  cubic feet and as each cylinder would be filled twice to each revolution, we would have four times  $3\frac{1}{2}$  ft., or in theory about 14 cubic ft. of air to each revolution of the wheels. A six ft. wheel would be about 19 ft. in circumference, and would make 15 revolutions in rolling 285 ft. Fifteen revolutions forcing 14 cubic feet of air into the boiler at each revolution, would be just 210 cubic ft. or the estimated cubical capacity of the boiler. In starting with the engine, we assume that it has air in its boiler at the ordinary density, and hence after rolling only 285 ft. we have forced in another lot of air equal in bulk to what was in when we started, and have two atmospheres in the space at first occupied by one. The pressure is thus just double or about 14 pounds on the gauge. Each 285 ft. passed over should add 14 pounds to the pressure till at the end of 2,850 ft. or a little over a half mile we should have 140 lbs. pressure. But with the throttle open, and the accumulated pressure acting on the pistons, the engine would stop long before this pressure was reached. It might be possible, with heavy grades to favor you, to get speed enough by letting the engine run, and thus throwing her in reverse gear and pumping air until her speed was checked, to get over 100 pounds of pressure on the boiler, but toward the last it would be slow work, for her speed would check very quickly with the high pressure acting against the pistons. As before said if the grade was steep enough you might thus get even over 100 lbs. of pressure, but the chances are against getting as much as that.

Again the question of how heavy a grade the mile up hill is has to be taken into the consideration. An empty engine cutting off at six inches ought to run up any ordinary grade and if started with 140 lbs. ought not lose more than 70 lbs. in running a mile, for by cutting off at quarter stroke she should run four times as far in emptying the boiler as she ran to fill it. The answer must then be that under some circumstances it can be done.

Engineers who have got into close quarters, and have reversed their engines and opened the throttle, have noticed an increase of pressure on the gauge, and that the engine would commence to "pop off" almost immediately. This is no doubt caused by the air being forced in against the action of steam, for when an engine is reversed and continues to run on contrary to her valve motions, nothing can leave her boiler but air will in all cases be forced into the boiler with each revolution of the wheel. This action will cease only when the wheels slide, or if she should get to slipping her wheels in obedience to her valve motion while still moving the other way. When a boiler is filled with water up to her water gauges or say more than  $\frac{3}{4}$  full it would leave a space of only about 50 cubic ft. above the water level, and if air were pumped into this space at the rate of 14 cubic feet for each revolution it would take only four revolutions to add 14 lbs. as the smaller air space would be filled so much quicker.

I had a nearly dead engine (she had lots of water and but little steam) to move about 250 feet, place her on a turntable and run her into the roundhouse. I pushed her these 250 feet with another engine and had my helper put the nearly dead one in reverse gear with the throttle open and in shoving her 125 feet she gained 40 pounds, and began to hold back pretty hard. I let him shut the throttle and put her in right gear and after pushing her onto the table we had plenty of pressure to run her into the roundhouse. Air pressure can thus be utilized in more ways than it is yet being done, and compressed air will form no small factor in the future development of mechanics, for air is the most abundant of all God's gifts to man, and on account of its elasticity and ductility forms one of the best mediums to convey power, because it loses so little by friction.

In regard to working an injector by air pressure there is a doubt whether it can be done. In writing books on locomotives theories have been advanced by some writers to account for the action of the injector, while others observe a discreet silence, which is probably as wise a course as any, for when a man ventures to tell about induced currents and vacuums he may be in a fair way of getting drawn into entanglements. One of our latest writers on locomotives says "the injector's action is that of induced currents," and illustrates by the action of wind blowing over water and raising waves and specifies the ordinary exhaust blast, lowers, steam siphons, steam-jets, jet exhausters and argand burners as examples of the principle involved. It is true that they are examples of induced currents but in none of these cases is there any direct counter pressure opposed to the

indirect current like there is in the check valve of the injector with a pressure of say 500 lbs. holding it down. Exhaust blasts, blowers, steam jets, jet exhausters and ar-gand burners do not send their induced currents to meet an equal counter pressure nor indeed for that matter any pressure at all and so they are not fair illustrations of the principle.

My attention has been called to the advantage to be obtained by a running start of a force outside a door overcoming a greater force inside, but while granting this as true I fail to see why the greater force should not be able to gradually check and finally stop this made rush. In further explanation it is stated that it is necessary to create a flow of water through the overflow and then to turn it toward the check. In opposition to this I am using a Mack injector and whenever I choose to I can put it to work so quickly as not to lose any water through the overflow at all; it is therefore not necessary to establish a current and then to divert it to another direction. But this is getting away from the subject matter. As before stated air may be forced into a boiler either by rolling down grade or by being towed but it is taken as a fact that injectors will not work with air pressure, but if I ever get a chance, as I have had, I shall try it by a practical test. If air will not work an injector it would certainly do away with the explanation of "induced currents," because if the pressure is there to induce the current it ought not to make any difference whether it is steam or air pressure.

William Weiler.

#### RECENT TESTS OF COMPOUNDS.

The *Railway Age*, in its issue of Feb. 2d, presents some interesting figures as the result of a test of compound locomotive No. 145, in comparison with simple locomotive No. 138, both built by the Baldwin Locomotive Works for the Long Island Railroad Company. Engine 145 is a Vaucrain four-cylinder compound, and, except for the compounding feature, is an exact counterpart of engine 138. Every precaution was taken to have the conditions of the test as near alike as possible, and the engines were selected as being both in equally good running condition. The tests were conducted over the same course for each engine, with the same train and the same engineer and fireman handled both engines. The compound was tested for three consecutive days; then the simple engine was put through the same course of sprouts, and the results were compared. The comparison developed a surprising economy for the compound and it is really hard for a layman to see how any fault can be found with the figures. The part of the official report setting forth

all the essential facts of the test, and the results obtained, is as follows:

1. A train of twenty loaded cars was set apart for the haul.
2. The section of track between Hempstead Crossing and Ronkonkoma was used; and the train hauled the round trip twice each day, making a total daily run of 113.78 miles.
3. Two cars of Clearfield coal were set apart by the storekeeper as being from the same mine, and were used exclusively on the series of tests.
4. It was decided to run the test train three days with one engine, and three days with the other, making a series of tests of three days with each.
5. All coal was weighed on and off from point of start to return to that point, and the water consumption was measured with Thompson patent water meters attached to the injector or suction pipes.

It will be seen that with the same train over the same course the work on each day was the same. On the first three days the compound engine was used; on the second three days the simple engine. On the first day run with each engine the flue tubes and grates and front end were all perfectly clean, and on all succeeding days all conditions were similar, and the engines were in simple running order.

Each day's run for consumption was reckoned only from the time of starting with the train, and each day was concluded exactly at the point of origin, the fires being brought up to level as at starting, and the water in boiler being brought exactly up to level of stop cock. The same engineer and fireman being retained for the whole series.

All weather conditions were adverse to the compound engine; as one day (Nov. 4th) was exceedingly wet and on the succeeding day the coal was still soaking from the previous one. The resultant economy, it will be seen, is figured up as 37.2 per cent. in coal, and 17.2 per cent. in water, on the simple basis of per car per mile; but making allowance for the increased length of terminal stoppages with the simple engine. I have also entered up the economy per car per mile per hour as 32.1 per cent. in coal and 10.7 per cent. in water, each in favor of the compound engine.

Yours respectfully,

CHARLES M. JACOBS,  
Consulting Engineer.  
J. V. DAVIES,  
Assistant Consulting Engineer.

[Signed.]

It is also stated that the Richmond Locomotive works have furnished the Big Four with a compound of a new design which has developed an economy of between 35 and 40 per cent., as shown upon the regular monthly performance sheets, over simple engines hauling the same trains over the same division. Speaking of this, the *Age* says: "We are not at liberty at this time to publish the figures from which these percentages are deduced, but have been shown what purports to be a copy of the official record, showing for each engine the data upon which such comparisons are usually based. In every instance the comparison was favorable to the compound." The Richmond compound has some features not yet protected by patents and a detailed description of her peculiarities has not yet been published; but, so far as the opinion of several representative locomotive men, unconfirmed by official evidence, can go, the engine is a remarkably economical one. She was given some trials on the Illinois Central that from all accounts are likely to develop some surprising results when official figures relating to them make their appearance.

Wilfred P. Borland.

**TRAVELING ENGINEERS' CIRCULARS.**

The committee of the Traveling Engineers' Association have sent out the following circulars to members of the association:

**EXAMINATION OF FIREMEN FOR PROMOTION.**

Your committee on "A Uniform Form of Examination of Firemen for Promotion and New Men for Employment," desire answers to the following questions:

At our last annual meeting the matter of examination of firemen for promotion was discussed at length, and it was the unanimous opinion that there should be a uniform form, containing the best methods of examining men when employed, and at different times after that, before being promoted to the responsible position of an engineer. As the president said, in his opening address, at our last convention, railroads are operated nowadays on so small a margin of profit that the distance between a dividend and going into the hands of a receiver is measured by the small economies and savings in all departments. The engineer and fireman can be a large factor in saving, and for our companies to get the full benefit they must commence by getting good material. What is needed is good, bright men, that take an interest in their business, and it is our duty to first find the material, then by examinations at stated intervals, know that the men who will be the engineers of to-morrow have not made a mistake in the choice of their profession, or that they are careless and indifferent and are willing to be carried along until time brings promotion.

It is hoped by the committee that each and every member will answer the following questions, and in addition give the benefit of their experience and ideas on the subject:

1. Do you have any system of examination on your road that applies to firemen promoted to switch and road engines, and new men hired as road engineers? If you have, please send form to chairman of committee.
2. Is there any qualification necessary other than stated in examination?
3. Are applicants for position of firemen and engineers obliged to exhibit a specimen of handwriting in any other manner than filling out personal record?
4. What is the limit of minimum and maximum age of men employed as firemen?
5. Do you make any distinction in percentage of questions asked and answered properly by firemen to be promoted to switch or road engines?
6. What per cent. of questions must be answered to enable candidate to pass?
7. Do you have any form of certificate that you give to those who have successfully passed the examination? If so, please furnish the chairman a copy.
8. How is examination conducted—by a board of examiners or one person, and is the one being examined allowed to have one of his associates (one who has passed the examination successfully) present during the examination?
9. In the air-brake examination, is it necessary to explain the action of the air pump, pump governor, engineers' brake and equalizing discharge valve, triple valve, including quick action feature?
10. What means are provided for men to become informed as to the best practical method of engine running and caring for engines, and becoming familiar with air-brakes, other than every day practice?
11. Do you examine applicants for positions of firemen, in physical defects, such as sense of hearing and color?
12. How do you examine regular employees for color defects and hearing?
13. What is the limit of maximum age of employed engineers?
14. Do you require employed engineers to pass a more rigid examination than firemen, when promoted?
15. Do you use a progressive form of examination for firemen? If so, please furnish the chairman a copy.
16. Do you examine a candidate in the office or in the round house with an engine to look at?

17. If the candidate fails to answer correctly any question about a common break-down, or is unable to disconnect and block an engine and if necessary set an eccentric, would that disqualify him?

Address all communications to

M. M. MEHAN, Chairman,  
221 West Ridge st., Marquette, Mich.

M. M. MEHAN, Chairman  
J. A. HILL,  
W. J. ANTHONY,  
J. E. GOODMAN,  
W. T. HAMAR,  
J. W. SHELTON,

Committee

**POOLING, OR DOUBLE CREWING OF ENGINES.**

Your committee on "How Can Traveling Engineers Improve the Service when Engines are Double Crewed or Pooled?" desire answers to the following questions. This question was continued from the last annual meeting, as it was not understood by the majority of the members. It is not for us to say whether it is practicable or economical to double crew or pool engines, but it is our duty to find the best and most economical way when our management conclude to try the experiment. This subject has been before the railroad world and has been tried with more or less success for a number of years and the committee earnestly request that you not only answer the following questions, but give the benefit of your ideas and experience:

1. State if you pool or double crew engines on your road or not.
2. What method do you use to keep up repairs, and by whom are engines cleaned above running board?
3. What system do you use to keep engine properly supplied with tools?
4. By whom are supplies placed on engines?
5. When and by whom are engines inspected?
6. How often are boiler checks and gauge cocks examined and cleaned?
7. Do you clean fires at intermediate stations for firemen. If so, please state number of miles run, also give your opinion as to the waste of fuel in so doing?
8. Who takes care of the head lamp and signal lamps?
9. Are your engine tool boxes locked and the keys left at the office for the engine men to get when they take the engines? (This refers to small tools.)
10. Is the box containing frogs, jacks, saw and axe, sealed as well as locked, and when the seal is broken a record kept of it?
11. Do you have all steam fittings in cab kept tight by other than engineer?
12. Is the packing of driving boxes and engine and tender trucks governed as much as possible by mileage?
13. Are the firebox flues and front end inspected at stated intervals, or do you wait until she don't steam?
14. Are oil cans looked after and kept in proper condition?
15. Are sand boxes and pipes inspected and known to be in proper condition before the engine leaves the terminal?
16. Are rod cups adjusted by shop men and other automatic oilers inspected, so that all engineers are required to do is to fill them?
17. On double crewed engines do you try to place men on opposite turns who are friendly and work in harmony with each other?
18. On double crewed engines do you give each engineer a set of oil cans?
19. Do you think it is practicable or economical to keep an inspector for double crewed engines?

Address all communications to

W. P. SIMPSON, 35 Bennett street,  
Battle Creek, Mich.

W. P. SIMPSON, Chairman  
WM. CONGER,  
C. M. BRINSLEY,  
P. FRAZER,  
J. O. BEADEL,

Committee

## DISCIPLINE WITHOUT PUNISHMENT.

Under the above caption Mr. George R. Brown, general superintendent of the Fall Brook Railway, contributes a superb paper on *Locomotive Engineering*, which should command the careful perusal of every student of the railway problems of the times. Mr. Brown enjoys the enviable and exceptional distinction of having in twelve years experience as an official *never laid off a single man*. Mr. Brown is entitled to the floor and we bespeak for him a hearing on the part of every man who is interested in the relations between railway employers and employees. The full text of Mr. Brown's admirable paper, fraught with advice and suggestions of special value, is as follows:

The usual penalty for a serious violation of rules on American railroads is dismissal from the service. Minor infractions are usually punished by depriving the offender of employment for a fixed time, ten, thirty or sixty days—few roads have adopted the European practice of direct fines. In my estimation, as a rule, these forms of punishment are as unjust and inhuman as they are unnecessary.

It is a well understood principle in jurisprudence that a law without a penalty for its violation partakes more of the nature of advice than of law.

The rules and regulations governing the running of trains on a railroad are laws, and should be so considered, and penalties for their violation are not wanting.

The responsible officer or officers of a railroad must act as judges, try every case, make every decision and punish every violator. It is not only their right, but their duty, to be strict in maintaining discipline. They have no right to excuse one offender and punish another, but must try every case on the calendar.

Penalties are imposed for two purposes: First, to uphold the law and prevent its further violation, and, second, to reform the violator.

Punishment inflicted indirectly benefits thousands who do not violate the law as well as the one who does.

It often occurs that the disgrace and injury occasioned by a strict enforcement of a sentence does more to ruin the guilty than anything else, and a wise provision has been made allowing courts to use their judgment as to carrying out punishments; this is known as "suspending sentence." If the same-time offender does better, and is not guilty of the same or other offenses, the judge conveniently forgets the indictment hanging over him, but should he go on committing one misdemeanor after another, his "record" rises up to condemn him.

I believe in and practice "suspending sentence" with railroad employees.

Officers of railroads differ from judges of the law in that they *make* the law and enforce it, while the judge administers the law as he finds it. If the people are dissatisfied with the laws they change them, but there is no appeal from the decision of the railway official, who performs the functions of judge, jury, executioner.

Railroad officers who hire, discipline and discharges employes cannot be too careful in exercising their authority, and no honest one can afford to decide on a single case without first "putting himself in the other man's place." In other words, treat him as he himself would consider just and honorable if the sentence was to be pronounced on him, and the decision should be made impassionately, impartially, and giving him the benefit of all doubts.

Accidents have happened on railroads since the starting of the "Puffing Billy" until to day, and are likely to happen as long as railroads are operated.

Every wreck, every accident, every mistake, every loss has taught its lesson, and these are of no less value to the railroads and to railroad men than the successes, a practice making every mishap a lesson to every man on the road.

It often happens that an accident or a "close shave" for one is the best kind of a lesson to the man who could be blamed, and, if he is retained in the service, he is a more valuable man than he would otherwise be or who could be hired to take his place.

I am afraid that it would do me no good, and would do me harm, to lay me off for thirty days for any offense, and I am sure I would do no better when reinstated than if I had been allowed to continue in the service. I should feel as if I had been ill-treated, as if my family had been deprived of the necessities and comforts that my earnings afford them, and that they were the innocent victims of an injustice.

In order to make every accident and incident happening on the road a lesson to all the trainmen, I established, ten or twelve years ago, what I call a Miscellaneous Bulletin Board.

On this we post up brief accounts of mishaps and other occurrences on the line, pointing out how such trouble could be avoided, etc. This board is closely scrutinized. We do not mention names, but, of course, the men know "who's who" in most cases. This board has done much to keep the men on their guard, prevented many accidents, and shows them how headquarters look at every case, instead of letting them discuss every accident around the roundhouse and caboose stoves and form their own conclusions—no two of which will be alike.

To show the class of notices posted, I

inclose a few that have appeared. We usually leave a notice up for ten days.

Too much coal is frequently put on locomotives; so much so, that when running along the road more or less of it jars off over the sides of the tank.

Engineers, please correct this in future by not taking so much.

Flags used on locomotives and cabooses in many cases are badly faded. In some cases, the faded green flags look very much like dirty white ones. When flags are dirty or faded, new flags must be procured in their places.

Conductors and engineers, please give this your careful attention, remembering that the safety of employes and trains largely depend upon it.

I am credibly informed that engineers, more particularly passenger, find fault with flagmen on account of being flagged, even when it is absolutely necessary that the train should be stopped.

If engineers have any criticisms to make about when they should or should not be flagged, they will please make them at the office, and not take the matter up with the flagmen personally.

Engines Nos. 6 and 21 collided near the water tank in shop yard; damage, about \$80. No. 21 was going to the shops after coming in on passenger train. When the yard engine first saw No. 21 they were in one of the shop tracks, and should have remained there until No. 21 passed. Instead of doing this, they backed out on the main track, and continued to back until they saw that No. 21 was not liable to stop.

Yard engines must under no circumstances detain road engines going to or from the shops or their trains.

There is little doubt but what engine No. 21 was making too high speed around the curve, and both engineers are more or less to blame, but particularly the engineer on engine No. 6.

Train No. 9 on Decoration Day, May 30, collected twenty nine passes, twenty five of them from Corning; train No. 6, on the same day, collected fifty-seven passes, fifty-five of them from Corning.

These trains were crowded with passengers all day, and many of them were obliged to stand up. The conductors had frequently to call the attention of the persons holding passes to the fact that paying passengers should have seats in preference to dead-heads, and in some cases persons holding passes were quite indignant because the conductor so requested them.

The number of passes given are not re-

stricted as much as they should be and particularly on legal holidays, when, as a rule, our coaches are filled with persons holding tickets.

Investigating, I find that a large number of these passes were given to persons who had no particular business, any more than to have a ride because it would not cost them anything.

Officers will please continue to follow the pass business up very closely, and not grant passes unless you think employes have some business or reasonable excuse for desiring to go. On legal holidays you will restrict them entirely.

A coal train arrived at the "Y" without any man on the rear end. Investigating, we find that the conductor went over to the engine at Angus; a brakeman got off at Angus to close the switch, and he claims the train ran so fast he could not overhaul it; the flagman got off at Earles to close the switch, and he also claims the train was moving so fast he could not overtake it. There was, therefore, no man on the rear end of the train from Earles to the "Y." Had the train been obliged to stop, no flag would have been sent out, and had it broken in two there would have been no one to control it or prevent a wreck.

1st. The conductor had no business that required him to be on the locomotive.

2d. The engineer should not have left Angus for Earles until he got a signal from a man standing on the rear cars and not on the ground. The flagman should have given a signal to stop the train until the brakeman overhauled it at Angus.

Notwithstanding there is a telegraph office at Earles, not one of these men reported this occurrence to Corning office or to the following train, which shows lack of judgment on their part. Fortunately nothing unusual occurred to cause a wreck.

Trains Nos. 21 and 25 were at Lawrenceville. Train No. 25 occupied the track next to the station, and when they left they pulled through the Tioga crossover on to the F. B. main track.

One of the men from train No. 21 was standing on the F. B. main track south of Tioga crossover, and as rear end of train No. 25 passed flagman asked him to close the switch, and he consented to do so, jumping on the rear end of the caboose and riding to F. B. switch, and claimed to know nothing about the Tioga crossover being wrong. When the Tioga train arrived they ran one car off the end of the track.

The conductor and flagman of train No. 25 claim they expected him to close both switches, and the man from No. 21 understood he was only to close the one.

This conclusively shows that it is best



for the men on every train to close their own switches, and will please do so in future.

A south-bound coal train overtook the way freight at Reading Center, and was nearly stopped when the way freight started. After the way freight passed the station the semaphore was raised, and the engineer of the coal train pulled slowly by the depot the engine and several car lengths, and within six or eight rods on the cabooses of the freight.

Two ladies attempted to cross the track after the freight passed, and their horse was scared, and were unable to do so. They were turned around in the street, and a man caught the horse before any damage was done. The engine of the coal train was behind the depot, where the ladies could not see it, and they claim they understood that trains were to run five minutes apart. This is correct, and should have been done. We learn from this.

1st. That the way freight is holding coal trains; which is prohibited.

2d. That trains are following each other too closely; which is prohibited.

3d. That this train passed the semaphore when it was up; which is prohibited.

Under no circumstances must the pilot of a locomotive pass the semaphore pole until the blade is dropped.

A north bound train had some cars derailed at the south end of Level Corners siding about 5:17 A. M. The cars ran up the main track far enough so that trains could have passed through the side track had not the frog been injured. The trainmen reported that it was necessary for a wrecking crew, which we ordered of the Beech Creek Co. Instead of taking their engine and going to the section house near Larry's Creek, getting the sectionmen out and telling them what was required to make the side track ready for passing trains, they remained at the wreck, and the wrecking train had orders to stop and get the sectionmen, where they found them surfacing the track at nearly 8 o'clock in the morning. When they arrived at the wreck they had to go back to the toolhouse for the necessary material and tools to take out the frog and put in a piece of rail—and it was about five hours after the derailment before trains could pass. Had they taken their engine and went immediately for the sectionmen the track could have been made ready in not to exceed one and a half hours, thereby saving delay to all other trains of at least three and a half hours.

Conductors and engineers should always look the situation over carefully and work with a view of getting trains around the

wreck at the earliest possible moment, leaving the wreck to be cleaned up later on.

Train No. 82 whistled for and received the signal at Slate Run and passed on time. The operator fell asleep and neglected to raise it. The conductor of train No. 82 neglected to see whether it was raised or not, and neglected to report this fact at the next telegraph office, as the rules require.

Train No. 66 was the next train to pass there, and did pass without seeing the semaphore blade lowered. Conductor of No. 66 also passed there without seeing it raised or reporting this fact at the next telegraph office. When the dispatcher asked the operator for train No. 66, he did not know whether it had passed or not, as his semaphore had not been raised after train No. 82 passed. The rules require that under no circumstances must a train pass a telegraph office until they know the semaphore has been lowered after they whistled for it, and also required every conductor to see it raised after his train is passed and if not done, to report it from the next telegraph office.

You will doubtless remember that some time ago a similar circumstance occurred at Blackwells, and it came very near causing a head-end collision. Notwithstanding this, these men deliberately violated the rules, and took the chances of their own lives and the lives of their fellow employees. Fortunately, no accident occurred; but these men are each held personally responsible for the violation of rules, and a similar occurrence will cause their prompt and permanent dismissal from the service of the company.

A brakeman was posted to go on train No. 85. Instead of going, he arranged with another who was not an employee of the company to go in his place, without permission from the office. When called in the office to explain, he said he had been here about two years and did not know that he had to get permission under these circumstances.

For the information of all other brakemen, will say that the man who went in his place will not receive any pay for the trip, as he was not employed by the company to perform such service, and the brakeman who was posted has been discharged for this and other offences.

The conductor is not responsible, for he supposed this man was an extra man until going down Pine Creek, he asked him his name, at which time he asked the conductor to put the other man's name on the time-slip and he would get his pay from him, as the other man had been here about two years and was entitled to \$1.75, where

he would receive only \$1.624. The company does not allow this kind of financiering.

If we have any more brakemen who are so ignorant of the rules, and do not know they must receive permission from the office when they desire to lay off or procure a man in their place, it is high time that they do know it, and this notice is posted for their information.

A train derailed a car one and one-half miles north of Tioga. The conductor came to Tioga at 9:40 A. M., and reported he thought he could clear the track in an hour. He went back to the wreck and did not show up again until 12:15, at which time the track was clear. This was one hour and thirty minutes after No. 4's time at Tioga, he holding them there by flag. Had he said at 10:30 that he would hold No. 4, we could have run them through the Coke Works and over the Tioga road, and get them to Corning nearly on time. We finally ran train No. 4 through the Coke Works, making them one hour and thirty minutes late at Corning. No. 1 was also held forty minutes at Lawrenceville before we ran them via Coke Works, and the conductor is responsible for this delay. Some trainmen seem to have the impression that there is no other train on the road but theirs.

A loose wheel derailed a north-bound train taking the side track at Blackwell's. Train No. 1 was detained fifty minutes on account of 4th 70 pulling around the wreck through the short side track just below the station. They stalled in this short side track, and instead of cutting a part of their train off and putting it in the north end of the passing track and then going back and getting the balance of it and letting train No. 1 out about on time, they continued to try to pull the entire train at once, and with the above results.

This is very, very bad judgment on the part of the conductor and engineer.

We don't always give the boys left-handed compliments. Here is a right-handed one from a farmer.

WEDGEWOOD, N. Y., July 31, 1893.

Mr. G. R. Brown, Gen'l Supt., Corning, N. Y.:

DEAR SIR—Yesterday morning, as train No. 85, drawn by engine 56 was approaching this station, your employes on same discovered a portion of a flock of sheep on the track, and instead of dashing in and over them, by which a number of them must have been killed, they slowed down and used all their efforts, and so managed that not a sheep was injured. I mention this, deeming it worthy of your notice, that

the men on engine No. 56 and train No. 85 should receive your commendation as making the extra effort in the interest of your company, even if in the line of duty.

We put up a notice that at the end of the year we will pay a cash premium of \$60 to every freight conductor whose services have been *entirely* satisfactory. It speaks well for the men when our report shows that forty-five out of fifty-six conductors were awarded premiums. The reasons the other eleven failed are given below, which shows that some of them lost it through no fault of their service.

1. Brought car of freight Newberry Junction to Corning as an empty car.
2. Absent on vacation about half a year.
3. Stood in Billsboro side track to switch car in spur, set one brake back of car to be switched. Rear end ran down and collided with car going in spur.
4. Only worked part of year; resigned.
5. High speed Beaver Dams to Watkins, and from Log City to Long Point.
6. Violation of rules. He supposed engineer had sent a flagman.
7. Put two cars off end of side track at Dreden by giving back-up signal without receiving same from the man on rear end of the train. Broke telegraph wires. Did not report it until next day.
8. Ran double-header to Beaver Dams, and only took cars that one engine should haul. (Since discharged for drinking. Now proprietor of saloon in Corning.)
9. Allowed 3d 70 to pass Cooks less than ten minutes behind, the second section overtook them south of Preshto and collided.
10. Left car of horses at Hinrods Junction that were slipped for Watkins. Man in charge told him it was an error on bill. Settled difference in freight, \$4.50, besides losing premium.
11. Engine "John" (pony engine used by officers of company) found train south of Earles; his flagman not out proper distance; conductor in caboose and could see flagman plainly.

We also pay premiums to section foremen for best kept track.

For the trainmen we keep a record-book. This book is never shown to any employe, except that page which is his personal record.

In it I write down a brief statement of every irregularity for which a man is responsible; this record takes the place of the "lay-off," and is dreaded fully as much; the man goes to work at once and no one but himself suffers, and he only in reputation at headquarters.

We are very careful in the selection of our men, promote all our own engineers and conductors, and in a few months or a year or two our record tells us whether they are "adapted for the business" or not.

We have engineers who have been running here more than twenty-five years, without a scratch of the pen against them; while others, who have been running as many months, have quite a page full of irregular "circumstances;" but down near the bottom of such a page can generally be found the word "discharged"—incompetent.

When a man commences to "make a record" (in the book), we call him in and talk with him. He is reminded that, if this gets too long, we shall have to consider him a failure for our service, show him his weakness—if we know it—and give him another chance. But he understands that it will not be entirely for the last offense that he is dismissed—the "suspended sentence" cases are against him.

With this system the good men are retained, developed, benefited and encouraged and the culls are got rid of to the betterment of the service all around.

It is well understood that we do not wish to retain in the service men who deliberately deceive us about mishaps on the road; we want the "straight" of every matter and we want it at first hands. It would be a very lively spotter who could get to my office sooner than some of the men who are responsible for accidents. If it is not serious enough for dismissal the matter is overlooked or made a matter of record, and the man goes out on his regular run. Then the "Miscellaneous Board" has another object lesson on it.

If there is anything that will stimulate a good man, who has become careless enough to make a lapse of duty that "gets him in the book," more than that simple record, I do not know what it is. They beg not to be put on "record," but when the record is made and the victim warned to look out and attend to business in future, and to take his run out in the morning, he goes away with a mental vow not to be caught again—and some of the records are years apart. In some cases one memorandum is made, and never an occasion given for a second one.

Good men who have made some little mistake, are less likely to do so again than men who have not yet tried the responsibilities of running trains and engines, or men who are not familiar with our road or work. If the responsible officer takes such an offender into his office, talks the matter over dispassionately and tells him that he is considered too good a man to be discharged for incompetency, that the accident has cost so much, which the company will stand "this time," but perhaps not the next, and tells him to "go and sin no more," this has a tendency to make better and more successful railroad men of the ones that are naturally adapted to railroad work

—and the "next time" comes only too soon to the man out of his sphere.

There is nothing in this to disgrace him among his fellows, nothing to make him feel revengeful or maltreated; but everything to make him feel as though he was encouraged and helped, and that his final success depended solely upon himself. Can as much be said of the plan that disgraces a man among his fellows, that takes the comforts, and, perhaps, the necessities from his home, that makes him a loafer for thirty or sixty days and puts him in the way of temptations that he would not find at his work, and that leaves him, in many cases, in debt to the dealers who furnish his family supplies?

On many roads there is a great want of cordiality or confidence between the men and the officials immediately over them. In too many cases a suggestion from a trainman to an officer would be resented as an unwarranted interference. It seems to me this is not in the interest of the railroad company, however much it may enhance the dignity of the official—who is himself only "one of the hired hands," with a little more responsibility.

I have found suggestions from the men of vital importance in matters of detail, and every man in the service knows that the rule and motto at headquarters is, "Suggestions are Always in Order."

Train and enginemen see and know things about the road that an operative officer could never find out in his office. At their suggestion, we have frequently made minor changes in time-table, etc., and every change has been an improvement. The humblest man on a section may suggest something that will save the company hundreds of dollars, and besides this encourages men to think and become more interested in their work, and feel at liberty to modestly offer other suggestions.

When a suggestion is made that is considered impractical, the reason that it is so is pointed out, and both the man and the manager have learned something. I am sure this rule makes and keeps up a friendly feeling between the men who plan the work and those who execute it.

Roads that can afford to let one department fight another, who can afford to have hundreds of employes disinterested and dissatisfied with their work, who can afford to the officers "out" with the men, and the men glad to see any hoped-for improvement a failure, are few and far between.

The suggestions set forth in this article may not be practicable everywhere, but on a moderate sized road (Fall Brook has 257 miles all single track, with an average tonnage of about 6,000,000 yearly) where the superintendent knows all the men, or most of them, it has worked so well for years that

I have an abiding faith that it will work anywhere, and in every case in the interest of better service.

#### Points in Brake Handling.

MR. EDITOR:—While in conversation with the air brake inspector in charge of the Westinghouse air brake exhibit at the World's Fair, he explained to us some valuable points in the handling of the air brake, the most important one was the time it takes to charge auxiliary reservoirs and the inspector claims, as this point is not well understood by the majority of engineers handling air, is the chief cause of their running by. It takes two minutes to charge an empty passenger auxiliary reservoir to the maximum pressure, and two and one half minutes to charge a freight auxiliary, and forty auxiliaries could be charged in the same time as one, if the train pipe pressure can be held to seventy pounds during the time of recharging. This time limit of recharging is owing to the size of feed ports in triple valves through which the air must pass to enter the auxiliaries. The area of feed port in passenger triple is one-sixteenth inch, while those of the freight are three-sixty fourths inch. If the feed ports were made larger, with the varying length of freight trains that exists at present, the auxiliaries near the head end of train would charge to a higher pressure than those at rear end and if an application of the brakes was made before a thorough equalization of all auxiliaries, there would be an unequal action of brakes. If we had a standard length for freight trains, the feed ports could be made larger, as in the passenger triple, as there is generally a uniform length of passenger trains, and it is for this reason that the feed ports are larger in the passenger triple than the freight.

The inspector then went on to explain the point more fully by the use of the brakes. He had the brakes connected to represent a passenger train of eight cars, using the old style brake valve with the excess pressure valve, and the governor being connected to the train pipe to also show to us the bad features of the governor thus being connected. After charging the train to seventy pounds he made an application as though he was coming into a station, reducing ten pounds off of train line, which left sixty pounds in train pipe and auxiliaries then lapping the valve while train was stopping, he accumulated a high reservoir pressure, then supposing that he was going to stop short of the mark, he released the brakes, and leaving the handle in release position too long, allowing the high reservoir pressure to equalize with train pipe which raised the latter to ninety pounds. Now before any brake action can be had thirty pounds must be taken out of

train pipe in order to get below the auxiliary pressure, which was sixty pounds after we made the first application. So it can be seen that it was not owing to the want of air to make the stop at the proper point, it is the want of time to get this high pressure out of train pipe in order to get below the auxiliary pressure caused by leaving the valve handle in release position too long. At this test we were shown that it would have taken about eighty seconds to re-charge the reservoir, and as we did not have that much time to leave the handle in release position, we were instructed in order to avoid stopping short, to bring the handle to release position for just a moment then return it immediately to lap to prevent the high charging of train line, and if it is necessary to make the second application, we will get the brake action owing to the fact that the train line pressure will not be much higher than the auxiliary pressure. It was upon this point of brake handling that the Westinghouse Co. made improvements as to the amount of excess pressure to be carried, for the governor is no longer connected to train pipe, but to the main reservoir, and no more air can be stored in the main reservoir than that amount to which the governor is set at. Recent experiments with the new brake valve and governor connected to main reservoir have demonstrated the fact that the limited amount of reservoir pressure has been found to meet the requirements perfectly.

BALTIMORE, MD. *Walter C. Garaghty.*

#### Examination Questions.

MR. EDITOR:—On the back of the Traveling Engineer's examination chart, accompanying the January issue of *Locomotive Engineering*, are 36 important questions pertaining to the locomotive, and it is our object in this letter to answer them to the best of our ability for the benefit of the fireman, especially those that have not received one of the charts.

The first question is what is clearance?

Clearance in a cylinder is the space allowed for the piston to clear the cylinder heads when the engine is on the center.

What is lead?

Lead is the amount of the opening of the steam port at the beginning of the stroke of the piston.

Show position of valve and piston when cutting off at half stroke.

To those having the chart, move the piston to half stroke position, and close the admission port by the valve. Or, in other words, if the piston is moving from front end of cylinder the valve will open the front steam port wide and then close it again when the piston gets 12 inches from front end of cylinder.

How does this make steam work expansively?

By cutting off the steam from the cylinder before the piston has completed the stroke, owing to the valve having lap, and the steam thus enclosed in the cylinder is moving the piston by expansion.

Has this valve inside lap? No.

What is lap, what does it mean?

The lap of a valve is that portion which overlaps the steam ports when the valve is in the center of the seat, or that portion of the valve which is more than necessary to cover the steam ports.

Why is lap given to a valve?

To effect an early cut off by closing the steam port before the piston reaches the end of stroke and work steam expansively.

Where would you place the valve if you had to disconnect for a broken eccentric?

Place the valve in position to cover both steam ports.

Where would you place it if you broke a steam chest?

That depends upon how bad the chest is broken. If you could block the steam passages to the chest it would not be necessary to cover the ports with the valve, as no steam could enter the cylinder.

Where would the valve be when compression commenced on forward stroke?

The valve would be in the position to just close the front port to the exhaust, as compression commences immediately after exhaust closure, and is prolonged until the end of stroke or until the valve opens the port to give the lead.

What is pre-admission?

Pre-admission is the admission of steam to the cylinder just before the piston arrives at end of stroke, or the amount of opening before the motion of piston is reversed. It is more commonly called lead.

Show point of release.

The release or exhaust occurs immediately after expansion ends, so the valve would be in position to just establish communication between the steam port and exhaust.

What is changed about the valve when the reverse lever is hooked up.

The lead is increased, the valve will cut off steam earlier in the stroke, the exhaust will open earlier, and compression commence sooner.

How would you place piston and valve if disconnecting a mogul or ten wheeler, where side rod pin would strike crosshead key if it was blocked in center of guide?

Either remove crosshead key or move piston to front end of cylinder and valve to front end of chest, so the steam pressure could hold piston ahead.

How would you block valve if one of the bridges broke?

Cover all the ports with the valve, fasten it by blocking on each side of the valve or

on top and then bolting cover down on top of blocking, take down valve stem, main rod, and block crosshead.

How if rocker arm broke?

Block valve so as to cover all ports.

What is the reason that the piston is not in the center of the guides when the pin is on the top quarter?

It is the cause of the angularity of the main rod, or the angle the main rod assumes in passing the quarter.

Why does the piston travel unevenly?

Because the wheel runs at an even gait but the angularity of the rod causes the piston to move faster during one-half of its stroke than the other half.

Does this cause the valve to travel the same?

The valves move uniformly as they are driven by eccentrics which are fastened on the axle but their movement must be distorted, so as to cause them to move in the same relation with the piston in order to obtain an equal cut off, which is got by offsetting suspension-stud of link.

What effect has the length of main rod on the piston travel?

The shorter the main rod the greater the angle it assumes and the greater the unevenness of piston travel. A short rod increases the angularity, while a long rod reduces it.

Suppose you were running ahead, shut off, with the reverse lever hooked up close to the center, what would the valve do?

The valve would raise and fall on the seat at the end of stroke, owing to the fact of running shut off with the lever hooked up close, the valve closes the port some time before the piston reaches the end of stroke, which compresses air ahead of the piston, until the pressure is great enough to lift the valve.

Why is the valve placed over the center of ports when engine is disconnected?

To prevent any steam from entering the cylinder.

What could happen that would cause you to disconnect without covering the ports?

A broken steam chest, or any break down where the steam would be blown off of boiler.

When an engine is running 30 miles per hour, at what part of the travel does the piston go the fastest?

The piston travels the fastest when going from the center of cylinder to the front head and return.

Does it stop at each stroke? When?

Yes. When passing the center.

At what part of the piston travel is the greatest pressure exerted on the crank pins?

Immediately after leaving the center, because the leverage on the driving wheel increases as the pin leaves the center, until the pin is at or near the quarter, and then

decreasing until the pin reaches the other center.

In running ahead, why does the top guide wear the most?

The top guide has been found to wear the most with engines in road service, as the crosshead has a tendency to move upward after passing the back center, and the engines having very little running to do in back motion.

What is back pressure?

Back pressure may be stated as pressure which opposes the movement of the piston by the live steam. Too contracted exhaust nozzles will cause back pressure as well as engines with very small eccentric throw, when working close hooked up.

What is the difference between back pressure and compression?

Back pressure takes place while the exhaust port is open; compression occurs later in the stroke, beginning when the exhaust is closed and ending when the admission port is open to give the lead.

Compression is the pressure caused by the closing of exhaust port before the end of stroke, and increased ahead of the piston as it nears the end of stroke.

What is cavity in valve for?

To establish communication or an exit for the steam after it has done its work in the cylinder. After the steam has expanded in the cylinder it is somewhat weaker, and the large opening affords a free escape. It is also for this reason that the exhaust port is made larger than the steam ports.

What is meant when we say cutting off at six inches?

After the piston has moved six inches from the end of cylinder the valve closes the port, thus cutting off the steam from the cylinder, and the steam thus imprisoned is propelling the piston by expansion.

Could you change the lap of valve by changing the eccentric?

No. Lap can only be changed by cutting off part of the valve, and to increase would have to use a longer valve.

When a valve blows where does the steam go?

Through the exhaust port and out the stack.

What is inside clearance? What is it for?

Inside clearance means that the width of the exhaust cavity of the valve is made somewhat wider than the inner edges of the steam ports, so that it does not cover them when the valve stands central on the seat. Or in other words, when the valve in center of seat there is communication between both ends of cylinder and exhaust. It is used to free the exhaust. While inside lap delays the release of steam, inside clearance causes the release to occur earlier.

Could you work steam expansively with a valve without lap? Why?

No. Because the first form of slide valves used were just merely long enough to cover the steam ports, and the slightest movement of the valve opened one port to admit steam to the cylinder and the other to the exhaust and the steam followed the piston the whole length of stroke. By giving the valve lap steam is cut off early in the stroke, and from the time it is cut off until the exhaust is open the steam is expanding in the cylinder, which action is due to the valve having lap.

Suppose this piston was on the forward dead center and you put the reverse lever in full forward gear, where would the valve be? Where would it be if you put the lever in full back gear.

The valve would be in position to have the front steam port opened to the amount of lead, or in other words, would show the amount of lead the engine had in full stroke and by raising the lever from full gear to mid-gear the valve would increase the lead, and then lowering the lever from mid-gear to full back gear position the valve would be moved to its original position, or to the same place it was when the lever was in full forward gear.

MR. EDITOR, as we stated in the beginning of this letter that we answered these questions to the best of our ability, and yet we are mindful of the fact that we can all live and learn every day, and if there is anyone that takes exceptions to any of the answers given we would be pleased to learn of them through the MAGAZINE.

BALTIMORE, MD.

Walter C. Garaghty.

#### A Broken Tire.

MR. EDITOR:—Perhaps the following incident might interest some of the MAGAZINE readers: An engine was run in here one day this winter with a broken tire on main driver, and left on a spur track for a few days of zero weather, after which they tried to run her to the shops; but she slipped so badly that the tire expanded, allowing the wheel to revolve without moving the tire. The tire was cooled and engine started again, but the engineer had a long grade to ascend, and when about one mile away the same thing occurred as before. The engineer waited till the tire cooled, then returned. The bent rod was straightened, both were put on, when she proceeded all right.

BANGOR, MAINE.

Prince Stafford.

THE great Manchester ship canal which has been some six years in building was opened for traffic on Dec. 7. It is 35½ miles long and cost \$75,000,000, or about \$2,100,000 per mile. As an engineering achievement under prodigious difficulties it is a marvel of the age.—*Railway Age*.

## Questions and Answers.

The following questions and answers have been clipped from *Locomotive Engineering*:

R. C., Sedalia, Mo., writes:

There have been some disputes among the men in the shop about the weight of locomotives and their parts. We have decided to refer the thing to you. We want to know: 1. How many engines were there in the World's Fair over one hundred tons weight? A.—None. 2. Where is the heaviest engine ever built, how heavy is she, and who was the builder? A.—Working the Grand Trunk business in the tunnel under the St. Clair river, near Detroit. About one hundred tons. Baldwin Locomotive Works. 3. What is the weight of a boiler with say 230 2-inch flues? A.—From 23,000 to 25,000 pounds.

J. C. B., Memphis, Tenn., writes:

I have often seen mention of steel made by the Coffin process, but no explanation of what the process is. You would favor several readers by explaining the process. A.—The Coffin treatment is a process to which steel is subjected after being made for toughening the material. The piece to be treated is heated uniformly to a cherry red and then it is dipped in cold depending upon the size of the article. It is then taken out of the water for a few seconds, the length of time internal heat of the article is sufficient to bring it back to a low red heat. From this temperature it is permitted to cool gradually. The process is said to cause a molecular change in the steel which makes it exceedingly tough.

S. W., Portland, Me., asks:

1. Will you please tell me what an intercepting valve is for? A.—An intercepting valve is used only on two-cylinder compound locomotives. It is a valve that automatically shuts off live steam from the low-pressure chest and opens it to the exhaust steam from the high-pressure cylinder. 2. What is the best way to cramp a valve-stem where metallic packing is used? A.—You cannot "cramp" the gland on valve-stem of an engine equipped with metallic packing. The Jerome has a set screw through the side, take this out and remove the washer under head and screw it down on to the stem. With the other kinds always carry a piece of sheet metal that can be fastened to one of the studs and reach back to the keyway in the stem, having a slot to match the keyway.

T. E. O., Parsons, Kan., writes:

There has been an argument among the shopmen in regard to the question: Does an engine lose any power when she is on the dead center crowding against her own bearings? A.—The arguments on this question generally relate to the disadvan-

tages of the crank, and some people see in a rotary engine an important advantage since it has no dead center. An engine at rest can exert no power on the side where the crank is on the center, because the force of steam on the piston will merely press the connections against the axle-box. That is not, however, looked upon as loss of power, because the power exerted by a certain length of crank is calculated from the greatest leverage—to the zero of the dead center. The pressure of steam on the piston is productive of two species of strains upon the crank-axle. When the crank is on the center, the turning effect of the power applied to the piston is nothing. When the crank is on the quarter, the rotative tendency is greatest, as the full leverage of the crank can then be exerted. From that position the leverage gradually diminishes until the dead center is reached, when it is nothing. In figuring the rotative power that can be obtained through a crank, the average rotative effect is taken. This is known to be as .6366 is to 1 for an entire revolution. When, in the case of an engine with, say, 24-inch stroke, which is 12-inch of crank, .6366 is multiplied by 12, it gives 7.64 inches as the length of crank receiving constant rotative effort. This gives a basis for figuring the tractive power of a locomotive.

C. A. R., St. Thomas, Ont., says:

What is the use of making the valve of the low-pressure cylinder of a compound so that it will cut off before the end of the stroke? A.—A cut-off is used in the low-pressure cylinder because it results in economy of steam. Many attempts have been made to use the steam in the low-pressure, through the full stroke, but the arrangement never worked satisfactorily. To explain the reputed causes of this would require more space than we can devote to this department.

J. B., Syracuse, N. Y., asks:

Is it possible or likely that a man, who is in good health and has passed a rigid examination for color-blindness, would become so color-blind two years afterwards that the company decided that he was not safe to be on a locomotive? A.—It may be possible for this to happen, but it is very improbable. There is one form of color-blindness, however, which has been fatal to not a few railroad men that may develop in the length of time stated. It is almost certain to be rapidly developed in a man who takes an unduly active interest in labor organizations or makes himself obnoxious to men in authority. We have known a variety of cases where men of this kind suddenly became color-blind and at once lost sight of their jobs. It is surprising how much lack of color a company's

surgeon can see in the eyes of a man who is considered objectionable.

R. Young, Boston, writes :

Suppose a locomotive with a boiler pressure of 140 pounds is pulling a train regularly, and can do most of the work when cutting off at  $\frac{1}{2}$ -stroke and slightly throttled. Would there be any gain by increasing the boiler pressure to 180 pounds? A.—We think there would be loss instead of gain. The engine would have to be throttled more, and there would be loss from slipping, without any gain in steam expansion. The throttled steam would be a little superheated, but that gain would not be enough to offset the losses.

Wm. O. D., Conneaut, O., asks :

What is the exact number of pounds of air we get in brake-cylinder from train line in emergency application, train line and auxiliaries charged to 70 pounds when application was made? A.—It all depends on size of cylinder and travel of piston—in other words, in the *volume* the air has to expand into. The best way to state it would be, the amount of pressure taken out of train-pipe, in an emergency application, by the quick-action valve—we do not know exactly, but it is a very small amount.

And the following have been taken from the *American Machinist* :

R. T., Dorchester, Mass., writes :

Please answer the following questions : What are the names of gases of which air is composed? And in what proportion? Also give similar information relating to water? A.—Air is composed by volume of 21 parts of oxygen and 79 of nitrogen; by weight, 23 of oxygen and 77 of nitrogen. These gases are not chemically united, but are mixed mechanically. Air also contains  $\frac{1}{1000}$  of carbon dioxide, some aqueous vapor, and small varying amounts of ammonia, nitric acid, ozone, and organic matter. Pure water consists of hydrogen and oxygen in the proportion of two volumes of the former to one volume of the latter; or by weight it is composed of two parts hydrogen united with sixteen parts of oxygen.

Y. K. W., Erie, Pa., writes :

Kindly give a solution of the following problem: do not use algebraic forms. The observed performance of a boiler was: Water evaporated per hour, 6.8 pounds; coal consumed, 1 pound per hour; steam pressure by gauge, 68 pounds; temperature of feed water, 176 degrees Fahr. What is the equivalent evaporation from and at 212 degrees? A.—For computations of this kind the absolute steam pressure must be taken, which is equal to  $68 + 14.7 = 82.7$  pounds; for convenience in referring to tables of the properties of saturated steam, say 83 pounds. One pound of steam at 83

pounds absolute pressure contains 1,209.8 units of heat; the temperature of the feed water is 176 degrees; hence  $1,209.8 - 176 = 1,033.8$  units of heat required to raise each pound of steam to the given pressure, but 6.8 pounds of water have been evaporated by 1 pound of coal; hence the total number of heat units given out by 1 pound of coal will be  $1,033.8 \times 6.8 = 7,029.84$ . To evaporate 1 pound of water at and from 212 degrees requires 965.7 units of heat; hence dividing the units of heat given out by 1 pound of coal, as found above, by 965.7, we have  $\frac{7,029.84}{965.7} = 7.27$  pounds of water evaporated

from and at 212 degrees. Subtracting the temperature of the feed water from the units of heat in a pound of steam, as we have done, is not strictly correct, because as the temperature of the water is increased above 176 degrees, the addition of a heat unit will raise its temperature slightly less than one degree, but the decrease is so slight that it need not be considered. For all ordinary purposes we may calculate that if we add one heat unit to a pound of water below 212 degrees it will increase its temperature one degree.

A. F., Philadelphia, Pa., writes :

Kindly inform me as to what determines the size of a boiler? A.—The size of boiler is determined by the amount of water which is to be evaporated in a given time. After this has been established the amount of coal to be burnt can be determined and from this the grate and heating surface are computed as explained in answer to 246 in our issue of June 13, 1889; and also in an article relating to designing small upright boilers in our issue of March 27, 1890. 2. What factor of safety is used? A.—A so called factor of safety of 6 is generally used, that is to say, the stress in the plates due to the steam pressure is not allowed to exceed  $\frac{1}{6}$  of the ultimate tensile strength of the plate. Since the riveted joints are considerably weaker than the solid plate, the real factor of safety is less, and in some cases much less than 6. 3. To what pressure are boilers tested above their working pressure? A.—The test pressure is usually equal to  $1\frac{1}{2}$  times the highest working pressure above the atmospheric pressure. 4. There is an idea among my acquaintances that a pound of water pressure equals a certain number of pounds of steam pressure. I hold that a pound of pressure is a pound whether steam or water is used. We depend on your answer for the settlement of these contentions. A.—You are right, there is no difference between the intensity of steam pressure and water pressure.

A. T. H. P., Cleveland, O., writes :

Kindly state if there ever was a steam engine built without a crank or slides. If so,



state the construction of cylinder and other principles? A.—Rotary engines have no cranks or slides; the construction of cylinders for the different types of these engines varies so much that we have no space for their description. There has been a number of crank engines built without slides, the parallel motion taking the place of the slides; in these the cylinders are of the same construction as in any ordinary engine.

R. L., Auburn, N. Y., writes:

In reading works and articles on the steam engine I frequently find a statement to the effect that it is not economical to expand steam below the pressure that will overcome the friction of the engine; also the loss that comes from making a pump of the engine. I do not understand this. Can you explain? A.—Such statements standing by themselves are misleading and, if true—particularly the first one—are so by accident only. It would be bad practice, generally, to design a non-condensing engine, which, we understand, you refer to, so that steam would, with the regular load, be expanded lower than about five pounds above atmosphere. But this is something, so far as the economical use of steam is concerned, with which the friction of the engine has nothing to do. It might quite as well be said that expansion should not be lower than the pressure required to drive the "big planer," or something of the sort. But it is one thing to design an engine for a definite load, and another thing to operate it under existing conditions as to load, steam pressure available, speed, etc. Suppose it took 20 pounds pressure to overcome the friction of the engine. It would not be good steam economy to stop expansion at 20 pounds above atmosphere, which you would do if you took the first statement literally. The conditions in operating a steam engine are frequently such that it is economical to carry expansion to, or even below, the atmosphere. When expansion in a non-condensing engine is below the atmosphere it is likened by some to a pump, we suppose, because when the exhaust valve is opened the flow will, at first, be into instead of out of the cylinder. If this in-flow was of air of ordinary temperature it would tend to cool the cylinder. But the in-flow is generally through a pipe of considerable length the contents of which are nearly as warm as—perhaps warmer than—the contents of the cylinder, so that under conditions ordinarily obtaining no particular harm results.

SOME French savants recently succeeded in raising a balloon 10 miles above the earth's surface; it carried no persons, but had clock work instruments which recorded temperatures. At  $7\frac{1}{2}$  miles above the earth the temperature was  $60^{\circ}$  F. below zero.

#### A New Car Brake.

The Carter Car Brake company of Minneapolis has recently been experimenting with a new form of car brake for street and steam railway use, which is a departure from the usual form. The device is the invention of Clarence W. Carter, of Minneapolis. In brief, it consists of two brake shoes suspended outside the wheels of a truck by means of hangers which admit of the movement of the shoe in an upward direction, but not downwardly. The shoes are hung considerably below the center of the wheels and are connected each with the other by means of a rod. Each shoe is also attached to the end of a chain which passes over a sheave or pulley and is connected to the brake rod or levers. In applying, one of the shoes is drawn up against its wheel, when the friction between it and the wheel causes it to rise still further, at the same time by means of the connecting rod pulling the other shoe against the wheel. The result is that the friction between each wheel and its shoe, when they are once brought in contact, sets the brake upon the other wheel. The result of tests so far made upon street cars is said to be that a car equipped with this brake can be smoothly stopped in about two-thirds the distance required with ordinary forms of brake gear. Further tests upon freight and passenger cars will soon be made.—*Railway Age*.

THE famous English high-speed locomotive "James Toleman," built by Westwood & Winby of London, and which Mr. Winby, its designer, claims is superior to any English or American engine ever built, is to be put into service shortly upon the Chicago Milwaukee & St. Paul road between Chicago and Milwaukee. It will be run in the fast passenger service between those points. Mr. Winby has been trying for some time to get up a trial of speed between his and some other well-known engine, preferably the New York Central No. 999, the Columbia of the Baldwin Locomotive Works, now in freight service on the Milwaukee road, or the Queen Empress of the London & Northwestern, but apparently on the ground that such a test would really prove nothing, there has been no acceptance to his challenge. Such a test as is now settled upon will be of infinitely greater value to Mr. Winby and the railway public at large than any single test possible could be; and whether it proves what Mr. Winby expects or not, the value of his type of engine will be more definitely determined than in any other way. Certainly no man ever exhibited a more abiding faith in the machine of his design or followed it to a decisive test with greater ardor than has Mr. Winby in the present instance.—*Railway Age*.

**A Severe Indictment of American Railroads.**

The two recent railway bridge accidents in America lend point to an article in the *North American Review*, comparing railway accidents in England and America. The writer, Mr. Prout, is editor of the *Railroad Gazette*, and he gives figures showing that it is between 15 and 16 times as dangerous to travel by rail in the United States as it is in the United Kingdom. "The British railroads cost about \$200,000 a mile; the American cost about \$50,000. Safety is not in direct proportion to cost, but the two are closely allied. The average charge for hauling one ton of freight one mile is .967 cent in the United States, and probably between 2 and 2½ cents in England. Again the average passenger fare in the United States is undoubtedly lower. You cannot eat your cake and have it. If the English standard had been enforced here, half or three-quarters of our railroads could not have been built. We have needed more service in proportion to population, and cheaper service, than the inhabitants of an old and thickly settled country, where the distances are short, and we have got it; but we have to pay for it some way. One of the ways has been with our arms and legs, not to mention vital organs." Then there is the great difference made by the carrying out of the block system in England. Of the 19,288 miles of railroad open for traffic in the United Kingdom in 1891, 11,043 miles, or 57 per cent., was double track; in the United States about 54 per cent. is double track. The absolute block system is used on 17,343 miles, or 90 per cent. of the railroads of the United Kingdom; in the United States the block system, absolute or permissive, is in use on about 5 per cent. In the United Kingdom 94 per cent. of all junctions, crossings, turnouts, and passing and yard switches used by passenger trains are protected by interlocked signals. In the United States there are no records from which it is possible even to estimate the amount of such protection; but while it is considerable absolutely, it is very small relatively. But double tracks, block signals, and interlocked signals, at switches and crossings, will prevent collisions, except in the rare cases when an engineman disregards a signal, or from some defect in apparatus cannot stop his train at a signal; and collisions are about 46 per cent. of all our train accidents." "A change," says Mr. Prout, "has begun with growing density of traffic on the more important railroads, double tracking goes on year after year, and in increasing ratio. Signals of both sorts—that is block signals and interlocked switch signals—are being introduced rapidly on lines of thin as well as heavy traffic, and increasing attention is paid to other means of safety. At the moment when I write, the

Safety Appliance Committee of the American Railway Association is sitting in New York to deliberate on the best means of extending the use of the block system." But he sums up, "We do habitually kill more passengers than the English, and we do so because they have, per unit of railroad line, more than 10 times as much double track, 16 times as much block signalling, very much more interlocking of switches, and considerably better arranged track."—*London Railway Review*.

ENGINEERS and firemen will be interested in knowing that four years ago W. J. Lewis patented an ingenious device for moving the valves of a locomotive, and dispenses entirely with the links and eccentrics. The special advantages consist of great economy in fuel, high speed, as well as ease of manipulation. The motion is conveyed from the crosshead of the engine, and imparts a variable travel to the valve, giving at the opening of the port a very rapid movement and a retarded action while expansion takes place. In addition, it is claimed that the device gives a saving of 20 per cent. in fuel, with 15 per cent. increase in tonnage, and at the same time an increase of about the same per cent. in speed. The Manhattan and other companies here are ordering this device, which it is expected will very materially save in the cost of operation, and at the same time give a much higher speed than has yet been attained by the old link motion.

THE "Columbia" the special fast locomotive built by the Baldwin Locomotive Works is now in freight service upon the C. M. & St. P. road in order to get her into condition before entering the fast passenger service between Chicago and Milwaukee. It has been reported that the engine had been or was to be purchased by the road, but on the authority of general manager Earling it is stated that there is no such present intention. The present arrangement is for testing purposes only.—*Railway Age*.

**Inventing Car Couplers.**

A peculiarity about the invention and patenting of car couplers is that the greatest part of the applications to the Patent Office go from small country towns where there are no railroad shops or establishments engaged in car building. The origin of a great many of the inventions is that a man of an inventive turn hears about the injury and destruction to life that is caused yearly in the work of coupling cars, and he proceeds to design a coupler that he supposes will work automatically. He has not any idea of the real re-

quirements of a car coupler, but he is intent principally upon getting up something which will couple with another of the same form when both come together on a straight line. This is the origin of so many link and pin couplers being patented long after those of the vertical type have been made standard.

The inventors in numerous instances do not know what a vertical plane coupler is. They get the inventing idea into their heads and work it out by examining the couplers of the cars they find standing on side tracks. The link and pin coupler is still in the majority, and the rustic inventor naturally supposes that the majority is the side he ought to keep in with. The consequence is that the Patent Office continues to receive a good revenue every month from the inventors of car couplers of a form that no railroad company will ever apply to a single car.—*Locomotive Engineering*.

An eminent medical authority, in a recent number of the *Boston Surgical and Medical Journal*, maintains that coffee is a real brain food, and has the power of absolutely increasing a man's capacity for brain work. The writer further says: "Opium stimulates the imagination; alcohol lifts a man up for the moment to throw him into confusion and irregularity of action, but caffeine increases his power of reasoning, and absolutely adds to his brain-work capacity for the time."—*National Car and Locomotive Builder*.

The following is given as the performance of an English locomotive, which it is claimed will be hard to beat by an engine in this country:

A tank engine, with cylinders 17 in. diameter, 24 in. stroke, six coupled wheels, 4 ft. 9 in. diameter, weighing 40 tons, hauled twenty-five loaded wagons, weighing 15 tons each = 375 tons, and with the engine a total weight of 415 tons, up a bank of 1 in 90, which is equal to hauling 1,245 tons on a level road.—*American Machinist*.

#### Mine Owners and the Coal Contracts.

Great interest is taken by all classes in South Yorkshire in the result of the half-yearly contracts for the supply of coal to the railway and gas companies, the time for the settlement of which has now arrived. The matter is one of the deepest importance, for upon the issue, says a *Daily News* correspondent, depends the future peace or otherwise of the coal industry. The owners, failing to obtain a reduction of wages, will endeavour to increase the prices to the railway companies, and in the contracts now under consideration they have advanced prices 1s. 6d. per ton upon the old

contracts. The companies returned the tenders with an intimation they were not prepared to pay any increase. The owners, however, are using their organization to secure better prices, and if they continue their present firm attitude it is believed they will be masters of the situation, and that the companies will have to yield. The miners are watching the negotiations with the greatest anxiety, for if the owners are able to secure 1s. 6d. a ton increase on their contracts, they will not, it is understood, attempt again to economize at the expense of the workmen.—*London Railway Review*.

#### Marking Eccentrics.

At a gathering of railroad men not long since, a master mechanic of a prominent road, in discussing the question of keying *vs.* set screws for a locomotive eccentric, said that he once knew of a case in which a new engineer, who came highly recommended, proposed, the first thing, to forestall any possible trouble with slipped eccentrics, and went under his engine with hammer and cold chisel and made a mark at the side of each eccentric extending over onto the strap. He went out on the road, and one of the first things to happen him was to slip an eccentric. He went under to find out by his marks which one it was, and to his surprise found none of the marks agreeing, and supposed all the eccentrics had slipped, he set them all to make the marks agree, and had an example of the most wonderful steam distribution ever known—or would have had if he could have got the engine to move.—*American Machinist*.

It is rather apparent that the immigration laws of this country will soon be made very much more stringent than they are at present, one of the requirements quite probably being that immigrants shall be able to read and write in the language of the country from which they come. The change likely to be made is the result of the unloading here from European countries of a class of emigrants in every way undesirable, and the efforts of many manufacturers to fill their works with "cheap labor."—*American Machinist*.

THE state of Illinois profited largely in its treasury from the world's fair traffic of the Illinois Central. That company pays the state 7 per cent. of its gross earnings, and this tribute for the six months ending October 31 was \$450,176. For the previous six months the payment was \$302,890, making the total tax for the year \$753,067. The Illinois Central nearly if not quite pays the entire expense of the state government—an arrangement which put state railway ownership far into the shade.—*Railway Age*.

## WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER.

Letters for publication should be directed to Mrs. Ida A. Harper, Stanford University, California.

### EDUCATION FOR WOMEN.

There are no backward steps in the movement for the higher education of women, but a steady advance throughout this country and in many parts of Europe. The advantages of the public schools are free alike to both sexes, and we can hardly conceive of their being otherwise. Public sentiment would not tolerate that girls should not have the same privileges of a common school education, paid for out of the public funds, as are granted to boys. And yet when free schools were first established, during the present century, there was no thought of permitting girls to attend them. Finally, as a sort of concession, girls were allowed to enter the lower grades, but, until about forty years ago, they were not admitted to the high schools. All this time women were paying their proportion of the taxes to support these schools. It was only about twenty-five years ago that the various state universities began to open their doors to girls, and yet women were being taxed right along to carry on these institutions.

Does this seem an injustice, in the light of modern times? Let us see. Women are being taxed annually to support the state institutions for the blind, the insane, the deaf and dumb, the feeble minded, etc., and yet there are only a very few States in the Union which will permit women so much as a representation on the boards of trustees, even if there is no salary attached. Women are taxed to the utmost to build state houses and pay the heavy expenses of the legislatures, and yet, up to the present time, only in one state out of the forty-four, has any woman been permitted to sit as a member of these legislatures. Women are taxed in exactly the same ratio as men to pay for our county court houses and for the expensive salaries of all the county officials, and yet only in one state is any woman allowed to serve as a county official. Women are taxed to the last dollar for municipal purposes, and yet only in two states may they serve in any municipal capacity. Not only are they forbidden to fill office themselves, but they are not allowed any voice whatever in selecting the persons who are to serve state, county or city, who are to make the laws they must obey, and levy the taxes they must pay. If a railroad or a street or a sewer is to be built and paid for by taxation, a public vote will be taken. Men who do not own a dollar's worth of

property will vote whether the improvements shall be made, but the women who must put their hand in their pockets and help pay for them, are refused the privilege of a ballot. It is just as well for us to think of these things when we are inclined to condemn our ancestors for their bigotry and injustice and congratulate ourselves upon our broad liberality and great freedom.

But we are making some progress, and this is especially true in regard to matters of education. There are very few of the large universities of the country which still keep their doors absolutely closed to women. Johns Hopkins and Yale grant them very limited privileges. Harvard has maintained an annex for a number of years, which has now been re-christened Radcliffe College, but it will not yet perform the simple act of fairness of granting a regular Harvard degree to a woman who has performed the same work and passed the same examinations as the men who receive the degree. Columbia college gives the full degree but does not guarantee to furnish equivalent instruction to her woman's annex, Barnard college. Michigan University, which ranks among the highest, admits girls on exactly equal terms. The same is true of Cornell university, at Ithaca, N. Y. The two great new institutions, opened within the past three years, Chicago university and Stanford university, make no distinction whatever between the two sexes. There are a large number of excellent colleges in all parts of the country, which offer the same facilities to both sexes. There are also a sufficient number of law, medical, art and technical training schools which admit women, to make it possible for every girl to find the opportunity she may desire. The renowned universities of England, Scotland, Ireland, Germany, France and Switzerland extend their privileges in whole or in part to women.

The statement that women are improving these opportunities and distinguishing themselves by the excellence of their work, receives corroboration at every point. It is the universal testimony of the presidents of co educational colleges that the experiment is an unqualified success. The professors of the different departments testify, almost without exception, that the average class standing and the examinations of the girls are above those of the boys. In matters of discipline no trouble whatever is experienced with the girls. President Harper, of Chicago university, is quoted as saying that when he was placed at the head of that institution he was strongly opposed to co-education, but that he is now ready to declare that the only department which has never made him the slightest trouble

is the young woman's department. Numerous instances are on record of especially noted work that is being done. Notice has heretofore been made of Mrs. Arthur Lowell Davis, who has just entered Johns Hopkins for the post-graduate degree of Doctor of philosophy. She is a graduate of Columbian University where she made a wonderful record in mathematics. She passed a civil service examination in mathematics and astronomy, in which every man who attempted it failed, was marked perfect and given a \$1,200 position in the Nautical Almanac office, in connection with the Navy Department. She has been employed also in the most difficult astronomical observations.

Another American girl, Dorothea Klumpke, of San Francisco, has just passed a most brilliant examination in science and mathematics and received her degree at the famous University of Sarbonne, in Paris, an honor which can hardly be described. She has been given an important position in the Paris observatory. Miss Gertrude Mitchell, of Liverpool, eighteen years of age, has won the first place in all England and Wales in the examinations for the queen's scholarship. She achieved this position over 4,750 competitors.

These cases especially are mentioned because the honors have been gained in the department of mathematics, in which it always has been claimed that women were deficient. Every college could furnish examples to the contrary. The mental equality of women is becoming very fully recognized. In the first twenty-five years in which they ever had an opportunity, women have refuted the arguments that were used to hold them in mental bondage for untold centuries. The way is open, and every girl who possibly can accomplish it should obtain a college education. If she must earn her living, it will enable her to do so in a much easier and more remunerative way. If this is not necessary, then she should secure this education for the pleasure it will afford herself and the great benefit it will be to her in the management of her children and her household.

#### THE NEW YORK CONVENTION.

It is always a question, every month, which subjects of particular interest to women to take up for discussion, since these subjects are so numerous and are forming so large a part of the daily issues that attract our attention. Just at present the progressive women of the United States are especially interested in the battle that is being fought in New York state. Next May this state is to hold a constitutional convention for the purpose of revising its constitution, and a campaign has been organized and is being vigorously carried on to

secure an amendment which shall strike out the word "male" as a qualification for voters. Should such an amendment be secured, it would confer full suffrage upon the women of that state. If this should be done it is almost impossible to predict the extent of the influence it would exert. The political importance of this state is well known. It holds, practically speaking, the balance of power in national elections. Should its women be enfranchised, its influence would be tremendously increased, and the neighboring states would be compelled to extend similar privileges to their women in self-defense. This undoubtedly would be followed by similar action on the part of the remainder of the states, so that it can be seen the matter is one of very great importance.

The best suffrage speakers have been brought into New York, a large amount of literature is being circulated and great interest is being taken in the work. The principal drawback is the lack of money. No fund from any source is available, and the workers must depend wholly upon personal contributions, a very slow way of obtaining money, as every one knows who has tried it for any cause in which he is interested. I wish it were possible for our readers to assist in this work, whose success would mean a great step forward in obtaining the ballot for women everywhere. No matter how small the sum of money, it will help. It can be sent to Miss Susan B. Anthony, Rochester, N. Y., or to the state treasurer, Mrs. Henrietta M. Banker, Elm Cliff, Au Sable Forks, Essex Co., N. Y. There will be no danger of this money's being misapplied. In Colorado, it is said, not one dollar of their limited means went for whiskey or tobacco or for any except purely legitimate purposes. Those of the speakers who can afford to do so, give their services, others serve for very little over their expenses. In all the long forty-five years' struggle to obtain equal rights for women, no one of the leaders has ever made any money out of the work, although many have given time and talent and labor which, expended in other directions, would have brought fame and fortune. This is true of all who engage in reform work. The world will not pay to be reformed, it would rather fight the reformers. After they are dead and the cause they died for has succeeded, the world feels that it has done its duty by pronouncing a fine eulogy and raising a monument.

The workers in New York find much encouragement in the attitude of the press. The *Sun*, the *Herald*, the *Recorder*, the *Press* and others of the metropolitan papers champion the cause, while many of the newspapers of Buffalo, Rochester, Syracuse and other large towns maintain a favorable

and hopeful attitude. There is a very considerable sentiment toward equal suffrage in New York. School suffrage has already been granted to women, and municipal suffrage several times has come within a few votes of passing the legislature. Governors Cleveland, Flower and Hill have shown a friendly feeling toward the question. There should be no partisanship in this matter. Women, when enfranchised, will vote with every political party, but should any one make itself conspicuous in securing for them the exercise of this right, it would deservedly receive the weight of their influence. There is little doubt, however, that a tremendous power in New York City will be brought forward to defeat the granting of suffrage to women. The saloon element and its accessories are bitterly hostile to giving political privileges to women. They have fought it in every state where it has been attempted. This contest in New York is particularly important from the fact that there will not be another constitutional convention in that state for twenty years. We will watch with anxiety to see whether her men will do this simple act of justice to women, give them the right to represent themselves, the very right which is supposed to distinguish an American citizen and constitute a republic. At present, women are taxed without representation and governed without their consent, the two great wrongs which brought on the war of the revolution.

#### THE HEAD OF THE FAMILY.

Very much shocked our good old grandmothers would have been, if, in their day, any one should have dared to raise the question as to who was the head of the family. "He" was the head, of course. "He" might have been an insignificant, inefficient and altogether inferior person, but because he was "he," that made him lord and master. A neighbor of mine, a woman of the old school, with all of the ancient ideas in regard to the absolute submission of wives, always spoke of her husband, and all other husbands, as "Mr." Never "Mr. Smith" or "Mr. Brown," but simply "Mr.," in a tone of the most profound respect. She was much the superior of the two but was terribly tyrannized over by her husband. One day I said to her, "Why don't you stand up for your rights and lay down the law to him?" She looked at me in perfect horror and exclaimed, "Why, what do you suppose 'he' would say?" "Well, I would find out," I replied. She tried it and it scared the man almost to death, and, from that day she never again allowed him to have the mastery over her, although she was always a devoted and conscientious wife.

Tradition has it that the husband is the

head of the family, but under the new dispensation the headship is determined by character and competency. Certain persons, of both sexes, are born to be leaders. The marriage vow cannot transform these characteristics, they will assert themselves. According to the modern idea, there should not be any head to the family, but there should be an equitable division of labor, with a head to each of the two departments. The husband should not assume the role of dictator, nor should the wife. There should be mutual interests, mutual respect, mutual concessions. The husband should no more assert his right to control the person, property and individual will of the wife, than should she make such a claim. Marriage should be a pure democracy, founded upon exact justice and sincere love. Where these exist, there will be no vexing questions of headship and supremacy. This applies to the settlement of all the various matters that come up for discussion in married life.

As regards outward observance, I confess that I like to see the husband deferred to as at least the nominal head of the family, provided always that he is a man who is worthy of respect. There are cases where the wife is so manifestly pre eminent in character, in efficiency, in respectability, that she is universally recognized as the superior member in the matrimonial firm. But in the average family, it seems in good form, certainly, to acknowledge the husband and father as entitled to authority and regard, as the senior partner, so to speak. He is usually the elder, he has the responsibility of maintaining the family, he represents it in the community. For his own household to relegate him to an inferior position lowers him in the estimation of the outside world. Within the privacy of the home life, however, the father should rigidly train the children to think that there is no higher law than the will of the mother; and he should set them the example of thus regarding it himself. We want to get just as far away as possible from the idea of the absolute supremacy of the man, but we do not want to go to just as vicious an extreme by advocating the absolute supremacy of the woman. We simply desire an equalizing of the honors.

#### BY THE WAY.

A delegation, representing the Illinois Federation of Labor, the Chicago Trades Assembly and other labor organizations, has called upon Mrs. Potter Palmer and presented her with an engrossed copy of resolutions, thanking the World's Fair lady managers, and herself in particular, for their efforts in securing the right to grant diplomas to the individual artisan, inventor and mechanic who assisted in creating the

exhibits that received the awards at the fair. Had it not been for this action, the public would have known only that such and such great exhibit received a prize, but no credit would have been granted to the individual workers whose skill gave the value to the exhibit. From the beginning to the end of the exposition Mrs. Palmer lost no opportunity of showing her friendship and appreciation to working women. She is a woman born to the purple, accustomed all her life to the luxurious surroundings of wealth, and yet she gave two years of hard and unceasing work to the cause of women in connection with the great fair, and it is due to her, more than to any one woman, although many labored nobly, that women received the splendid recognition that was accorded them. They made a century of progress in that celebrated year of 1893. Mrs. Palmer has now, through her husband, given \$200,000 for the erection of a woman's building in Chicago, which shall be devoted wholly to the interests of women.

The New York *Sun* continues in its good work for equal suffrage. It says in regard to the recent elections in New Zealand, where the women exercised the full suffrage: "When they voted at the elections held in the colony a few weeks ago, the objections to females suffrage were dispelled. Their demeanor was worthy of their sex, and the demeanor of the male voters toward them was respectful and correct. They gave evidence of their interest in public affairs, of their political independence, mainly by voting against the government, and of the soundness of their judgment in discriminating between the rival candidates. The scenes at the polling booths, as described by the colonial papers, were in every way satisfactory. The arguments against female suffrage will not hereafter be urged by the New Zealanders."

The New York *Press* says: "The working of woman suffrage in New Zealand is developing a new phase of practical politics. At a recent election a feminine committee was appointed to look after babies while their mothers went to the polls to vote. The question as to who will take charge of the children if the women take part in active politics has been made maliciously prominent by the masculine foes of woman suffrage. The women of New Zealand have solved the problem."

And the Boston *Globe* remarks: "A correspondent of the San Francisco *Chronicle* describes the order, decorum and intelligence with which the women of New Zealand went to the polls and voted on Nov. 28, 1893. If they can do that in New Zealand perhaps the legislature of Massachusetts will sometime be ready to let the wo-

men of the old Commonwealth try their hand."

The great thunderer, the London *Times*, says, in commenting upon the New Zealand elections: "The result decisively scatters any fears of a sex vote, and testifies to the discrimination and wholesome division of opinion of the new electorate."

Scores of similar extracts might be made from the leading newspapers of the country, showing that they recognize the change that is taking place in public sentiment upon this question.

\* \* \*  
An American paper, published in the far-away regions of the Caucasian mountains, says: "A short time ago there died in Boston one of the great persons of the United States of America, Mrs. Lucy Stone. We are accustomed to hear and read of 'great men'; but a 'great woman,' to us Orientals—why only to us? even to the Europeans—seems strange. How is it possible that a woman should be great? A woman can and must be 'nice,' 'tender,' 'womanly,' sometimes even 'talented,' but to be great does not belong to her. Greatness is granted only to men." And then it goes on to say that in America a woman may possess all of these womanly attributes and yet be strong and independent also, and it gives an extended account of the life and work of Lucy Stone and the present political status of women in this country. The article has gone the rounds of the Constantinople and other Oriental papers.

\* \* \*  
Rev. M. J. Savage, the leading Unitarian minister of Boston, recently delivered a sermon on "A Man in the Family," in which he uttered the following commendable sentiment: "The wife should have unlimited freedom in regard to her opinions, just as the child should when he is grown,—religious, political, what not. Encourage freedom of thought and diversity. Let the wife lead her own life. Let her study. She has the same right, if she pleases, to belong to a club that a man has, to follow her intellectual and artistic bent that he has, and the same right to lead a full and rounded existence. And, if she be true and there be mutual respect and confidence, the home is made only the richer by this living out of the full life of both the husband and the wife." But how strange that he must say a wife "should" have or do all this. Is it possible there are husbands who refuse these privileges to their wives?

\* \* \*  
A great national convention of Working Girls' Clubs is to be held in Boston, in May, and five thousand delegates are expected. Among the subjects for discussion are, "What stand shall the Working Girls' Clubs take on the labor question, and what effect

are they likely to have upon its solution?" and "What is the effect of working for pin-money upon those who work for a living?" Much is to be hoped for from such organizations as these and, doubtless, some leaders in thought and oratory will be developed, who will prove themselves a power in the great labor battles which are yet to be fought.

The New York *Sunday Press* offered a prize for a sermon to young women. Over one thousand were submitted and the prize was awarded to Mrs. Eliza Archard Conner, who is connected with the American Press Association of New York. The sermon was written under the following heads:

1. Do some useful work and do it with enthusiasm.
2. Lay up some money.
3. Be sincere.
4. Be helpful to others.
5. Be neat.
6. Stand by your own sex.
7. Uphold forevermore the purity, dignity and worth of womanhood.

Before this is read the legislature of Massachusetts probably will have voted upon the granting of municipal suffrage to the women of that state. The new executive, Governor Greenhalge, recommended it in his message, in January. Massachusetts women have had school suffrage for a number of years. At the last school election in Boston sixty-two per cent. of the registered men and ninety per cent. of the registered women voted. For the last five years, in that city, the women have held the balance of political power in the election of school commissioners.

The recent death of the wife of the great novelist, William Makepeace Thackeray, has called attention to the fact that she has been in an insane asylum over forty years. Considerable newspaper sympathy has been expended upon the lonely existence of the novelist during all his life time, but no comment has been made upon the fact that his wife was a strong, healthy girl when she was married, that she bore four living children the first five years of her marriage, and that, with the birth of the last, she went into an insane hospital for life.

#### *Managing the Husband.*

The subject of managing one's husband seems to receive a deal of attention from your correspondents, and some of the recipes given for insuring a happy home are novel, to say the least. The Chicago girl, who blacks her husband's shoes, is certainly entitled to the first prize. I'd like to know what kind of a man her husband is, and what he married her for, anyway? She

seems to have a kind of Pullman porter job.

The remedy suggested in the Texas letter sounds rather severe, although I have known of its being used successfully. I should not dare try it myself except as a last resort, for it is like some of these patent medicines—bound to kill if it does not cure.

Nobody's pet plan will work with all husbands or wives. "Know thyself" is a good motto, but "know your better half" is better, after you are married. A thorough understanding of one another's dispositions and tastes is the only foundation on which you can build a lasting happiness. You are working in the dark until you find that out, and you won't learn it all the first month, either. One of my friends said once that the first two years of her married life were perfect misery. She didn't understand Charley, and he didn't understand her, and each was constantly doing something to please the other that the other misunderstood. After awhile each learned a little, and when I knew them, some years later, they were a thoroughly contented couple.

Before this reaches you I fancy you will have a shower of letters condemning your Texas correspondent's breezy way of recommending separation as a cure for matrimonial disagreement, and I "rise to remark" that in the main I agree with her. Not that I think one ought to apply for a divorce the first time Jim comes home cross, but I do know of cases where a wife is clinging desperately to a husband who has ceased to care anything at all for her. Sometimes it has come about through her fault, sometimes through his; sometimes the marriage was a mistake in the beginning, but when such a state of affairs exist and cannot be altered, it seems to me that a separation is the only remedy. Existence together is a daily aggravation of the trouble.

Thank Heaven, I haven't any grief of that kind, and Joe is only too glad of a chance to stay home evenings, and never asks me what I do with the money; so, let's talk about something else.

I shall be glad to know what you think of higher education for girls. You hint at a belief that the more they know the less their chances of marriage. I should not wonder if statistics would support that opinion, nevertheless, it is not true out here. Living in the shadow of two co educational universities, I have some personal knowledge of the subject, and I can assure you that California girls go on securing the best attainable education and the best attainable husbands at the same time.

Your mention of health and pleasure resorts reminds me that there is one place where I want to spend a whole month some



summer when Joe can spare the time. On the west side of San Francisco Bay, north of the Golden Gate, there is a little inlet where the water is as smooth as glass. It is a sort of land-locked bay, open to the south and east, but protected from the westerly trade winds by the coast range and some islands. Along the shore some houses are built out over the water, and more expensive residences are scattered all over the island of Belvidere, which rises out of the water like a mountain. All around on the water are "arks," i. e., what the English call house-boats. They are boats, inasmuch as they float and have anchors, but they are calculated to be stationary. People fit up the interiors to suit themselves. Of course, they are small, and accommodations are somewhat like those on steamers. Here one can live without noise, heat or dust. The air is perfectly pure and fresh from the ocean. Every "ark" has its row-boat, for communication with land and neighbors. There is enough scenery to interest and amuse without alluring one off on wearisome tramps. To the south, San Francisco's streets climb over Telegraph and Clay street hills. Nearer is Alcatraz, with its fort and light-house. To the east is Angel Island, with its military station. Ferry boats, plying between San Francisco and other towns on the bay, are in sight but beyond hearing, and every vessel that goes through the Golden Gate moves slowly across your line of vision on the south. It is the ideal place for a summer's holiday.

OAKLAND, CAL. *Emily L. Baker.*

#### THE HEART'S SECRET CHAMBER.

(The following lines are dedicated to my friend, Mr. Walter Edwards, Oakland, Cal.)

You say that I am happy now,  
That sorrow lurks not near,  
That life for me hath many charms—  
You speak of friends so dear;  
And yet dark shadows lie around  
My path where'er I tread,  
While ties of friendship, once so dear,  
Are severed now and dead.  
The happy past of years ago,  
Is but a memory now,  
O'er which the longings of the soul  
Have left their imprint on my brow;  
My way through life is filled with gloom,  
Dense as the rayless night,  
Uncheered, I walk life's path alone,  
Where beams no dawning light.

Could you but read between the lines,  
You ne'er would ask again  
If life for me is fraught with joy—  
Is free from care and pain;  
A smile may often wreath the lip,  
And words of joy be said,  
To shield the heart from human gaze,  
When faith and trust are dead.

A nameless sorrow fills my soul—  
Has entered there with stealthy tread,  
While o'er my life dark shadows roll—  
Hope from heart hath fled;  
And yet how much the heart can bear—  
May break, yet give no sign—  
How can my life know aught but pain  
When voiceless grief is mine?

WEST OAKLAND, CAL. *Nellie Bloo*

#### Sponge Out the Headache.

The ordinary nervous headaches will be readily relieved, and in many cases entirely cured, by removing the waist of one's dress, knotting the hair high up on the head, out of the way, and while leaning over a basin, placing a sponge soaked in water as hot as it can be borne on the back of the neck.

Repeat this many times, applying the sponge behind the ears, and the strained muscles and nerves that have caused so much misery will be felt to relax and smooth themselves out deliciously, and very frequently the pain promptly vanishes in consequence.

Every woman knows the aching face and neck generally brought home from a hard day's shopping or from a long round of calls and afternoon teas. She regards with intense dissatisfaction the heavy lines drawn around her eyes and mouth by the long strain on the facial muscles, and when she must carry that worn countenance to some dinner party or evening's amusement, it robs her of all the pleasure to be had in it. Cosmetics are not the cure, nor bromides, nor the many nerve sedates to be had at the drug shop.

Use the sponge and hot water again, bathing the face in the water as hot as it can possibly be borne; apply the sponge over and over again to the temples, throat and behind the ears, where most of the nerves and muscles of the head center, and then bathe the face in cold water running from the faucet. Color and smoothness of outline come back to the face, an astonishing freshness and comfort is the result, and if a nap of ten minutes can follow, every trace of fatigue will vanish.

MAKING SURE. *First Lady* (off for a journey).—I hope we've got the right train.

*Second Lady*.—I asked seventeen trainmen and ninety-three passengers if this train went to Blankville; and they all said yes, so I guess we're all right.—*New York Weekly*.

ON HIS DIGNITY. "Is Mistah Gwaynus in?" asked the sable caller. "He is, sah," replied the dusky functionary at the door, "but he is occupied." "How soon, sah," said the caller, pulling up his shirt collar, "will Mistah Gwaynus be vacant?"—*Chicago Tribune*.

"I ought to study photography," mused the seaside young man who had proposed again. "I really ought. I can develop more negatives in a given time than anybody I know of."

Tom.—Do you believe any man ever did really make a mistake and kiss the wrong girl in the dark? Jack.—No; how can one kiss the wrong girl, anyhow?—*Puck*.

## THE MAGAZINE.

Published by the Brotherhood of Locomotive Firemen on the First Day of each Month, at Terre Haute, Indiana.

**Manuscripts and Exchanges** should be addressed to the editor.

**Remittances, Subscriptions, Changes of Addresses,** and all correspondence relating to the business department, should be directed to the Manager.

**Advertising.** Correspondence relating to advertising should be directed to Wm. N. Gates, Agent, 29 Euclid ave., Cleveland, Ohio.

EUGENE V. DEBS,	- - - - -	Editor.
F. W. ARNOLD,	- - - - -	Manager.
W. N. GATES,	- - - - -	Advertising Agent.

APRIL, 1894.

### ECONOMIC EXPERIENCES.

In the *Forum* for January, 1894, David A. Wells has an important article on "The Teaching of Our Recent Economic Experiences." Mr. Wells is widely known as a gentleman of profound erudition and as eminently qualified to write upon the subject he presents in the *Forum*.

In reviewing his article, we propose little more than the presentation of the figures representing the recent disastrous experiences of the people in the United States and the more salient of the arguments which the writer furnishes, indicating the cause of such experiences.

Reversing the order followed by Mr. Wells, it may be well to give his views of the cause of the nation's recent deplorable experiences, which, unfortunately, are still going forward, and which, in the opinion of the most hopeful, must continue.

"In the first place," says the writer, "the immediate and principal cause was, beyond all question, a *distrust* of the very foundation on which the whole superstructure of the trade and credit of the country rests, namely, *its currency*."

The writer does not state why there was "distrust" of the "currency"—whether there was too much or too little currency, or what cause existed for discrediting the currency. Indeed, there seems to have been, by the writer's own statement, no real cause whatever for such distrust, for he says "the evidence is complete and unassailable that the disastrous economic experiences of the United States during the past year were, as respects origin and characteristic features,

and in a national sense, purely local," and that "it is also equally capable of demonstration that the cause of this same disturbance was mainly *artificial* and *wholly unnecessary* and *unnatural*;"—not a distrust of the currency as it existed at the time the panic began, but "as before pointed out, a distrust on the part of the people of the United States of the *future money of their country*." It was not, therefore, a distrust of the currency when the "artificial and wholly unnecessary" disturbance began, but a "distrust" of the "future money of the country,"—a very marked distinction and difference. During the debates on the money question, it was held that the disturbances and disasters were the result of a "conspiracy" on the part of certain individuals to bring about a panic, that they might secure such legislation as they desired, and if the panic was "mainly artificial and unnecessary," as Mr. Wells declares, it would seem that such a conspiracy did exist, in consequence of which incomputable disasters resulted. What were these disasters? We give Mr. Wells' summary, as follows:

The national treasury, of late years so overflowing with surplus revenues that millions of dollars (\$21,453,718 in 1890 and 1891), were given for the privilege of simply anticipating the payment of debts funded at low rates of interest, now faces the certainty, independent of any change in the methods or rates of taxation, of an annual deficit of necessary revenues of something like \$30,000,000.

A decrease in the gross earnings of the railroads of the country from May to October, inclusive, of at least \$30,000,000; of which \$12,033,000, or, eliminating the World's Fair business of \$20,000,000, accrued in the month of August alone.

The loss occasioned by destruction of property by fires in 1893, in excess of that experienced in the previous year, and undoubtedly in a large degree the result of incendiarism contingent on hard times, is estimated at \$25,000,000.

Between the 4th of May and the 12th of July, deposits to the amount of \$194,000,000 were withdrawn from the national banks alone.

Between the 4th of May and the 3d of October, these withdrawals amounted to \$378,000,000—\$259,000,000 by individuals, and \$79,000,000 by banks and bankers. And if to this sum the withdrawals which occurred in like proportion from savings banks, state banks, trust companies and private banks, be added, the aggregate would undoubtedly exceed \$500,000,000.

To meet this drain, the national banks were compelled to call in loans to the extent of \$318,000,000, and all other banking institutions of the country pursued a similar policy.

This concurrent action constituted the most remarkable feature of the recent remarkable economic experience under consideration. It probably finds no exact parallel in all economic history. It greatly intensified adverse influences which before operated gradually; paralyzed the whole industrial system of the country by annihilating for the time being a great deal of its machinery of exchange and making commercial credit well nigh impossible; and entailed losses of such magnitude that long years, in the case of any other nation, would have been necessary to effect even moderate recuperation.

Between January 1 and October 31 (but mainly in the three months of July, August and September) 154 national banks, 181 state banks, 49 savings banks, 188 private banks and 13 loan and trust companies—or an aggregate of 385 banks or banking institutions—suspended payment, with liabilities of \$169,000,000. But of this aggregate, the suspension of 171 was temporary, and the outcome of an unreasoning insistence that perfectly solvent institutions should liquidate on demand.

During the period above named, over \$1,200,000,000 of the railroad property of the country was placed in the hands of receivers.

During the first six months of 1893, the receipts of revenue by the federal government were greater by more than \$10,000,000 than for the same time in 1892; but during the months of July, August, September and October, 1893, there was a decrease of more than \$27,000,000, as compared with the receipts of the corresponding months of the preceding year.

The number of failures for the year 1893 will exceed 16,000, as compared with 12,000, the largest number ever before reported in any one year. The aggregate of these contingent liabilities will probably exceed \$400,000,000, as compared with a maximum of about \$200,000,000 in any one year since 1857.

The foregoing is the classification of the stupendous losses which have fallen upon the country during eight months of the year 1893. And Mr. Wells adds:

Finally, in order to make this summary complete, there must be added the losses incurred by the owners of shops and factories who were obliged to suspend operations; and, above all, by the thousands of men and women representing every form and grade of labor, who, by reason of widespread limitations of their usual opportunities for employment, were unable for considerable periods to earn wages.

To state specifically in terms of money how great these losses have been in the aggregate, is not possible; but few who have made the matter a subject of investigation will doubt that a *thousand millions of dollars*, or more than one-third of the amount of the national debt at the close of the war, would be an under rather than an over estimate.

David A. Wells, as a writer on economic questions, has a national reputation. His views are accredited important in the most influential monetary and business circles, and it therefore becomes eminently prudent to examine his postulates and con-

clusions to ascertain if, after all, he is not the victim of hallucinations.

He avers (1st) that the panic resulted from "distrust of the very foundation on which the whole superstructure of the trade and credit of the country rests, namely, its currency." (2d) He avers that this "distrust of the people of the United States related to the *future* of the money of their country."

The fact is, that the people of the United States, at the beginning of the panic, or for an indefinite period prior to the panic, entertained no distrust "of the currency of their country." The people, the masses, the great public, were entirely satisfied with their currency, so well satisfied were they that they demanded more of it, and declared that all business interests were suffering for the want of more of this currency. Why then say they distrusted it?

That the people had confidence in the currency is true beyond controversy, testimony is voluminous, and the battle fought in the extra-session of congress, was fought on the one side by currency tinkers and on the other side by those who demanded that the currency should be let alone, that it was good enough for the people.

Again, Mr. Wells utterly defeats the hypothesis of distrust when he says the panic "*was mainly artificial and wholly unnecessary and unnatural.*" It could not have been then unnatural, and wholly unnecessary and artificial, if there had been any distrust on the part of the people of the soundness of the currency. Hence, the theory of *distrust* fails utterly.

Instead of distrust the people had boundless confidence in the currency. They liked the gold, the silver (even the subsidiary silver), the greenbacks and the national bank bills, and accepted without a grimace the nickels and copper coins; a protest was never heard from the people. Hence the panic was created and carried forward by the few conspirators who, striking at silver, struck fatal blows at every industry in the land. They demanded a gold standard and won the fight, and brought incalculable disasters upon the country. The conspirators did create distrust, as Mr. Wells avers,

which was "artificial, unnecessary and unnatural."

Mr. Wells alludes to the silver mining industry of the country as a calamity, depreciates the importance given to silver as a money metal, which indicates conclusively that his *Forum* article was written in the interest of those who fought to enthrone gold and degrade silver, and then takes occasion to point out that the people of the United States are without exception the greatest aggregation of ignoramuses on economic questions to be found on the face of the earth. Referring to those who advocate a financial policy which makes silver and gold equally valuable as currency at a specific ratio, as having been viciously educated, he arraigns the people of the United States for their ignorance and stupidity; he launches forth his anathemas as follows:

But the people have been so educated; and, by reason of such default, the most appalling ignorance prevails in respect to the above (silver theories) and all other economic subjects; and not only among the masses, but among many who are filling important stations as legislators, editors, and educational directors and teachers. And under such a condition of things it is almost hopeless to expect that fundamentally clear and correct ideas, or ideas remedial of specific evils, will ever be embodied in our financial or economic legislation, or that an end will be put to constantly recurring but needless losses to the nation.

It will be observed by the foregoing that Mr. Wells gives it up. In surveying the field, he is unable to discover in the intelligence of the American people any redeeming qualification pointing to a sound financial policy, and all of this dubious foreboding results from the nation's belief in silver as a money metal. Under such circumstances it were sheer folly to recite the dismal forecasts of Mr. Wells. And yet, we are obliged to him for his summary of the disasters that have come upon the nation. Unwittingly, perhaps, but nevertheless certainly, he has declared that there was no necessity for the panic, that it was brought about by artificial means, and necessarily, therefore, by men, who hoped to make money by the wrecks they wrought. So far not a remedial act has been passed by congress, and yet the skies are brightening. The nation is working up out of the darkness into light, and that too with the currency unchanged, absolutely in *statu quo*.

The silver dollar *goes*, as good as gold, the greenback and national bank bill fraternize. There is not a country on the face of the earth that has a better currency, which would indicate after all, Mr. Wells to the contrary notwithstanding, that as a people, we are not so steeped in ignorance as he would have his readers believe. Since Mr. Wells is forced to the conclusion that the panic was artificial, unnecessary and unnatural, our conviction is strengthened that it was the result of a conspiracy, deep laid and cruel, and that it has caused more suffering than any other panic that ever visited this or any other country in all the past, and that it has fallen more disastrously upon working people than upon any other class. We do not doubt that vicious legislation, for which both the old parties are more or less responsible, aided the conspirators, but in all ages of the world there has been treason to truth, to country, to men and to God. Washington's generous treatment of Arnold could not hold him to his fealty to obligation. Christ's love of men could not restrain Judas from accepting the silver coins, nor could the certainty of loss and suffering defeat the purposes of the conspirators who, for gain, brought the panic of 1893 upon the country.

It is going the rounds that Queen Victoria puts in her spare time in plying the crochet needle, and an English journal is authority for the statement that at an exhibition of women's industries lately held at Glasgow, a pair of wristlets in gay stripes and a blue and scarlet hood worked by the Queen were on view. The story is doubted, still it is possible. The Queen has much leisure on her hands, and may deem it advisable to set an example to aristocratic ladies, of industry, since the time may come even in England when they will have to take in sewing. Old things are passing away, and the "mud sills," according to Darwin, may yet be on top.

SAYS the *Ram's Horn*, The devil never asks anybody to go further than the next corner to begin with. The "wheat corner," for instance.

# EX-PRESIDENT HARRISON BEFORE THE PIERCE BUSINESS COL- LEGE, PHILADELPHIA.

Ex-President Harrison is known to be a lawyer of great erudition, a juriconsult, a man whose opinions are weighty and exert a powerful influence upon thoughtful men. In this we do not refer to political partisanship, or to politics in the usual acceptance of the term.

In December last Mr. Harrison delivered an address before the Business College of Philadelphia, designed as advice to young men, but he took occasion to refer to some questions in which the public generally take special interest.

It is a fact worthy of special notice that the most distinguished statesmen of the country, in delivering addresses, either in or out of congress or legislatures, without reference to the subject announced, take occasion to introduce "capital and labor," and invariably represent these factors of progress and prosperity as occupying toward each other attitudes of antagonism, and Mr. Harrison follows the general line of remarks, as for instance, he said:

It is a sad and dangerous fact that capital and labor are organized to fight each other; that the laboring man is taught to regard his employer as an antagonist—too often as an enemy—and that the greedy or vexed and impatient employer, resentful of what he regards as unwarranted interference with his business, is sometimes too ready to treat a workman with a grievance as he would treat a jolting, unbalanced machine—throw it into the scrap pile.

We regard it especially unfortunate that men of high standing do not distinguish between capital and capitalists. Capital is one thing, one and the same thing, always and everywhere. Capital cannot and never did organize to fight labor or anything else. Capitalists, who own and control capital, do organize to antagonize labor—not all of them, possibly not the half of them, not the half of those who employ their capital in industrial pursuits and hire workingmen—hence that form of expression which makes capital an antagonist of labor is not only misleading, but conveys a false impression relating to the position of labor.

Labor never did occupy an attitude of hostility to capital; a moment's reflection discloses the preposterousness of the proposition. In the very nature of things it can

not be true that labor antagonizes capital, and being untrue the assertion has done and is still doing labor incalculable injury, while at the same time capitalists who have antagonized labor have gained immense advantages by asserting that labor always antagonizes capital, while all that labor has done or proposes to do is to antagonize that class of capitalists who "*treat workingmen with a grievance, as they treat a jolting, unbalanced machine—throw it into the scrap pile.*"

Mr. Harrison gets right when he puts arrogant, heartless capitalists instead of capital in antagonism to labor, which explains seventy-five per cent. of all the troubles between labor and capitalists.

Hitherto labor has seldom been consulted about wages. Capitalists have gone forward and perfected their enterprises and then have coldly calculated the profits they could secure upon each man's labor in their employment, and necessarily the lower the wages the larger their profits; and when labor has organized for the avowed purpose of securing fair, living wages, capitalists have set up the howl that labor was antagonizing capital. The press of the country has lent its influence to spread the astounding falsehood and public opinion has adopted the vicious slander. The courts have been debauched by the unfounded indictment and labor has paid the penalty. Mr. Harrison, pursuing the subject of antagonism, said:

Like the armed peace now maintained in Europe, this situation is costly and dangerous. Every benevolent and thoughtful man is anxious and distressed. I suppose a just and perfect peace will not be established until the kingdom of the elder brother is set up throughout the world and the golden rule becomes the law of human life. The right to acquire is more important to the poor man than the rich. Many reforms are weakened by their exclusiveness—the invitation is not wide enough. Men are put on the other side because of their surroundings or the color of their skin, without a chance to make their own choice. It is a most wholesome and saving fact that the working people of the United States so generally reject the teachings of anarchy. The workman is a producer; the anarchist a destroyer, and fellowship is impossible. How shall the poor be helped by the destruction of other men's property, or by assassination or riot? When doors are barred and the streets are full of tumult and men's hearts of fear, is there any harvest for toil?

Labor is armed only with the righteousness of its cause. It creates capital. It makes revenues possible. Strike it down

and an era of universal decay would come as certain as that darkness would prevail if Jehovah were to blow out the sun. Labor can not call out the standing army of the nation nor the militia of the states to protect it when capitalists, as at Homestead, Buffalo, Idaho and Tennessee, were robbing and degrading it. Nor does it avail much or anything to appeal to the courts. They are Dead sea fruit, so often tried that they no longer tempt the eye. We do not suppose "a just and perfect peace" is anticipated in the near future. Perfection is not a possibility until human nature has undergone many radical changes, but labor proposes to fight for the golden rule, and if it can not be established in a government of the people then labor will accept the "kingdom of the elder brother." Labor builds, labor preserves, hence has no sympathy with anarchy; labor is law-abiding; labor provides the food for all and demands enough to supply its wants. It builds all the houses in the world and demands for itself a shelter from the storms. Labor supplies all the clothing used by the human family and objects to being clothed in rags. Labor never did make an unreasonable demand, was never overpaid. It has in the past begged the privilege of living. If the signs of the times impress the public mind with any lesson relating to labor it is that in the future, utterly regardless of the Malthusian idea, there shall be a plate at the table for every worker and for the child of every worker, and the banquetting board shall be abundantly supplied with food. The imploring days of labor are drawing to a close. Streaming rays of golden light are flashing above the horizon and a new era is about to dawn. Ex-President Harrison remarks that "there is only one good thing about these evil times, and it is good will. They give men an opportunity to show their concern for each other. The will of the largest brotherhood is being called, and men see with great wonder how great the family is. How many idle workmen now see that it is not safe to assume that their employers' interests and theirs are wholly antagonistic, or that one umbrella may not shelter both. Is not the conclusion too clear to escape the most sluggish under-

standing: that hard times for the employer can not be good times for the employe? A brisk and regular demand for the products of labor at fair prices is the only safe support of the wage scale, as it is of dividends." In so far as labor is concerned, it never was required that "evil times" should come to convince labor that the interests of employers were their interests. The majestic march of enterprises across the continent demonstrates the fact, and labor submits to sacrifices with a moral courage that challenges admiration when emergencies require them, and complains only when the facts proclaim that sacrifices are too often required that dividends may be declared on investments which represent unblushing fraud. Ex-President Harrison pointed out how trusts and corporations have managed to create distrust, and then says:

The capital error in our legislation has been the failure to limit and supervise corporate securities; to require that the stock shall represent an investment, and that the investment shall be adequate to the enterprise; that creditors may be secured, and that the public may not be tolled or the laborers' wages cut to pay interest or dividends on securities that do not stand for investments.

In this is locked up the one crying evil that has been prolific of the antagonisms between labor and capitalists. Corporate stock and securities do not represent honest investment. It is the fraud that tolls the public and cuts down the wages of laborers that "dividends may be paid on securities that do not stand for investments." A fraud more huge and infamous than that the world has never known. Ex-President Harrison voices his condemnation of the infamy, and labor, which is ceaselessly robbed by the men who perpetrate the fraud, will continue to fight it until it ceases to rob them of their means of support.

---

REPORTS have it that President Mayer, of the B. & O. was once a locomotive fireman—but unfortunately for the purpose of inspiring ambition in the hearts of the Knights of Pick and Shovel who now *Keep-erhot*, Fireman Mayer was animated by a big deal in coal, and selected his own time for promotion which came the day the deal was consummated.

### PROVIDING FOR THE NEEDY.

In the *Forum* for February we find two articles devoted to the relief of the needy—one captioned "Methods of Relief for the Unemployed," by Josephine S. Lowell, and the other, by the Rev. Dr. Lyman Abbott, captioned "The Personal Problem of Charity."

Nothing is more common than to find, in our leading newspapers and magazines, what is designed to pass for profound dissertations on defenseless poverty, that kind of poverty which must be relieved by some sort of charitable effort on the part of individuals, associations, municipal or state governments, and in every instance the learned or reverend panacea makers manage to steer clear of the true cause and remedy for at least 95 per cent. of the poverty which, increasing by regular steps downwards, finally reaches the misery breeding depths from out of which the world hears the moaning cries for help, and to which we propose to make special reference in this article.

We are told that in our great cities, helpless poverty is an "acute disease" while in European centers of population it is "chronic;" that is to say, while the American wretchedness born of poverty, is sharp and severe, it is incidental, while that which afflicts the squalor-cursed people of Europe and appals the nations is deep seated, of long duration and incurable.

Mrs. Lowell, in her article relating to relief for the unemployed, remarks as follows:

What explanation can be given of a condition of chronic "seasonal" distress in any given community?

There are several reasonable causes to be assigned for the phenomenon, each of which is, or may be, responsible for a part of the evil.

It means, if it unskilled labor which suffers year after year for the necessities of life, either that the individuals who suffer are unable to perform labor in sufficient quantity, or of the kind which would bring them in return the means of *civilized living*, or that they are actually in excess—are surplus labor; that is, they are not needed to do the work of that particular community.

If this is not the explanation, if it is not unskilled but the skilled workmen who suffer each year from recurrent distress, then the explanation is to be found either in inadequate wages, which, being paid only during the working part of the year, are insufficient to maintain a family during the whole year, or else in want of thrift on the part of the working people themselves.

Having outlined the causes of what she calls "acute" and "chronic" distress, Mrs. Lowell proceeds to *explain* the causes under three heads, viz., "(1) a surplus of unskilled labor; (2) low wages; (3) improvidence," and having thus stated conditions and causes, the erudite lady remarks that "the usual remedies applied to meet such distress are all directly calculated not only to aggravate it where it exists, but to create it. These remedies are charitable relief, charitable work, and, when the evil becomes so great as to attract public attention, relief by public works."

In the foregoing review of conditions, our attention is called to what is termed "unskilled labor," as if there should be found a remedy for the evil, some method of reducing this "surplus labor."

Our readings lead us to conclude that writers who profess to understand labor questions, regard "unskilled labor" as a dire misfortune, a calamity which an inscrutable God is forever visiting upon the world, when, in fact, what is termed "unskilled labor" is as essential in carrying forward the enterprises of our high civilization as "skilled labor." Mrs. Lowell does not seem to take such a view of the subject, nor is she an exception; she has no conception of the continuity of labor. She sees a stately edifice rising from its foundations and challenging the admiration of all beholders, and thinks only of the "skilled laborer"—the "unskilled" are a mere herd, who, owing to their number, are unable to earn a "civilized living," and must therefore be content with the living of savages. If, however, the "unskilled" laborers were to cease from their tasks, not another building would ever be erected in Massachusetts, the home of Mrs. Lowell, unless the "skilled" laborers came down from their elevation and performed the work of the "unskilled laborers." Neither Mrs. Lowell nor any other writer on labor problems has deemed prudent to demonstrate the fact that but for the "unskilled" workingmen of the country, advancement would cease as if by a decree of Jehovah. "Unskilled labor" is not only the foundation labor of all industrial enterprises, but it is that element of progress which keeps the wheels of

enterprise forever in motion, and the colossal curse of the world, the curse of all lands and of all ages is, that man's greed, man's cupidity, man's cruelty and satanic depravity, has been massed to deprive "unskilled labor" of the means to secure a "civilized living," to reduce what is called "unskilled workingmen" to the lowest depths of degradation and squalor. And not content with the subjugation of the "unskilled," they, on all occasions when an opportunity offers, seek to strike down "skilled labor," and they are making such headway as to create universal alarm, and Mrs. Lowell, without the aid of spectacles, may, as we write, see in Massachusetts men and women, "skilled" and "unskilled," parading the streets, proclaiming that their wages do not enable them to secure a "civilized living."

To state that there is a "surplus of unskilled labor," that is to say, more than can be employed at wages sufficient to secure a "civilized living," is to assume that the labor problem defies solution and is to become yearly a more alarming menace to the peace of society, and to prevent outbreaks, "charitable relief" must grow, must increase indefinitely. If "unskilled labor," or labor of any description, is to be self-sustaining and to enjoy a "civilized living," honest, fair wages must be paid. There is absolutely no other method of solving the problem, and hence Mrs. Lowell could have devoted her paper to that simple proposition, since it is the reduction of wages that denies to multiplied thousands a "civilized living," and drives them to the subsistence often worse than that of savages, and in doing this, Mrs. Lowell could have found abundant data in Massachusetts and elsewhere, as a basis of righteous denunciation of Christless employers who scheme and conspire to reduce wages to a point where neither skilled nor unskilled labor shall have the means of enjoying a "civilized living." Indeed, between low wages and *low* wages, in all of the cities of the country, without an exception, "charitable relief" in many different ways becomes a necessity from which there is no appeal. And this relief, says Mrs. Lowell, is "directly calculated not only to aggravate distress,

but to create it." That is to say, feed a hungry man and hunger pangs become the sharper; clothe the naked and you add to the chances of freezing to death; shelter the exposed to winter storms and you augment their sufferings, and therefore "organized relief" should be discontinued. Mrs. Lowell, who is advertised as being familiar with "sociological problems," and as "one foremost among practical workers in the relief of distress," has panaceas for the cruelties which our Christian civilization inflicts upon labor, that will attract attention, if not for their novelty, at least for their nonsense. She says:

To diminish the surplus of unskilled labor, one plain remedy is to cease to attract more unskilled people to the spot where there is already too many, and to deal with such as come naturally, in a way which, while good for them, will not be agreeable to them.

How we are to cease attracting "unskilled labor" to "spots" where there are already too many, Mrs. Lowell does not state. Unskilled laborers, as matters now stand, go where they please, like other "sovereign" citizens, and take their chances. Mrs. Lowell's plan does not "diminish" the number of "unskilled laborers," but rather scatters them where there are no charities, organized or unorganized, in the rural districts, where there are no soup houses, and where the unemployed can whistle down blizzards and die without disturbing those philanthropists who are learned in sociological and relief problems. But, Mrs. Lowell has ideas about "unskilled people" who go to "spots" where they are too numerous. With such people she would "deal" in a way "which, while good for them, will not be agreeable to them." In what way Mrs. Lowell would deal with "unskilled" unfortunates that would be agreeable or disagreeable to them, she does not state; her plans do not seem to have been matured. But she proceeds with her remedies, as follows:

Another obvious course is to convert unskilled into skilled labor by education and training, and still a third, if the evil is threatening, is to endeavor by migration and emigration to diminish by physical means the overcrowding.

The conversion of unskilled labor into skilled labor means, if it means anything, to ultimately do away with unskilled labor.



The term "unskilled" is used to designate a class of workmen who are not skilled to the extent of those who served regular apprenticeships and are therefore supposed to be first class mechanics. Such men are more frequently designated as "common" laborers rather than "unskilled" laborers—that is to say, they perform a kind of labor which does not require an apprenticeship for its performance, and these people Mrs. Lowell would redeem from common labor to the exalted position of "skilled labor" by "education and training." Or, she would have them "migrate" like wild geese, go on the road *a la* tramp, or "emigrate"—that is to say, get out of the country—anything but settle down in "spots" where they become "surplus labor." Mrs. Lowell's idea is, that, for instance, hod carriers should become bricklayers, that in brick yards mud mixers should become moulders, and so on through all the trades, utterly oblivious of the fact that the work performed by the unskilled is essential to every enterprise and cannot be dispensed with, since if all were "skilled," unskilled labor would have to be performed by the "skilled." Again, says Mrs. Lowell:

The natural remedy for low wages is the formation of the various trades into unions or other labor organizations; and, fortunately, this is a work which will go on with increasing success with the growth of intelligence and energy on the part of the working people themselves, and a *sense of justice on the part of employers.*

We italicise a sentence in the foregoing for the purpose of suggesting that it spoils the only rational remedy for low wages mentioned by the writer. But trade unions do not reduce the number of "unskilled laborers;" on the contrary, numerous trade unions limit the number of apprentices to the various trades, because to accept all who apply would fill the country with "skilled labor" to an extent that "skilled labor" would be as unremunerative as the unskilled, and all would go down together to the degraded level where wages would not secure a "civilized living"—all would sink to savagery; and, as for employers, to any cheering extent, being actuated by a "sense of justice," is to anticipate the day when the ox and the lion will federate for mutual improvement, and with dead-wall

announcements go on the road to lecture employers on the justice of paying honest wages.

As for the "Personal Problem of Charity," discussed by Rev. Dr. Lyman Abbott, a gentleman who has mixed law, divinity and journalism in his life work, little need be said. He sees in every community thousands of persons who are suffering because they "have not the ability to employ themselves." Mr. Abbott seems to have been one of that class of unfortunates. He studied law, and quit it for divinity; as lawyer or divine, somebody had to employ him. Then he quit divinity and obtained a secretaryship of a "commission;" here again he was employed. Then he resigned his secretaryship and accepted employment as an editor, and was then employed by Plymouth church. In all of these changes he did not and could not have employed himself. He had any number of jobs which, we doubt not, paid him all he was worth. But of this we care nothing. He now sees great "public duties," so great as to constitute a "serious" public problem, and yet he vigorously denounces all kinds of public charity and public relief as an outrage upon the law that "Thou shalt love thy neighbor as thyself," and in public relief of the needy he sees no evidence of the law of love, and therefore the giving of soup and the distribution of bread, and all such schemes of "indiscriminate charity," he denounces as "unjust—grossly, wickedly unjust." Such views are not worth criticising, except to say if Mr. Abbott's theories of relief prevailed to-day, there would be commotions in this land such as no prudent man would care to depict.

Impractical cranks and vagarists discuss labor problems and methods of relief for the destitute and the suffering. If a man is hungry, feed him; if he is naked, clothe him; if he is homeless, shelter him; if possible, give him work. Do not stop to inquire about his antecedents, and let him starve because he has been imprudent. A man-eating tiger could not be more cruel. And while doing these things, demand for labor such wages as will secure a "civilized living." If one scheme proves a failure, try another, and keep on trying. Grasp the

underpaid toilers, the unskilled, the men who perform the foundation work of all great enterprises. Champion their cause. Christ set the example, and every man's cheek may mantle with lofty pride who stands forth demanding justice for the weak and defenseless, for with fair wages to them the gloomy clouds which now darken all our skies would disappear, and while workmen are treated justly they will not reappear.

We do not expect aid from employers. They are blinded by self interest, and as we think, are sadly mistaken in their estimates of what is good for them. But we do hope for a solution of the vexed problem—payment of such wages as will enable all toilers to secure a "civilized living." This will come when all classes of toilers unite in their demands, and, this done, the exclamation, *Vox populi! Vox dei!*—the voice of the people is the voice of God—will echo throughout the land.

#### IDLENESS, POVERTY, TRAMPS.

Mr. J. S. Jennings, of Wichita, Kansas, writes to the *National View* as follows:

For the past year there have been thousands of mills, manufactories, mines and furnaces idle, which have thrown 4,000,000 men and 2,000,000 women and children out of employment. The real cause of this has not been mentioned by the monopolistic press during the recent campaign, because it is not to the interest of the money lords to do so. They have been beating around the bush about the tariff question and other false issues in order to throw dust in the eyes of the voters and blind them in regard to the real questions at issue. The fact of the business is, the tariff question starts a great many factories in good times that never ought to be started, and failure from lack of money and demand for that class of goods stops them in hard times. But what makes hard times? Every sensible man or woman, who was born rational, knows that it has always been a lack of money that causes hard times.

Admitting Mr. Jennings' estimate of the number, 6,000,000 men and women, thrown out of employment during the past year, is there anything under heaven more natural than that there should be an immense number of tramps in the country?—honest tramps, seeking for work, despairing tramps, hungry tramps, ragged tramps, and often desperate tramps.

Mr. Jennings estimates the loss in wages to this 6,000,000 idle laborers thrown out of employment at \$1.00 a day, making \$6,000,-

000 a day, or \$1,800,000,000 a year. Such loss brings poverty, squalor, and unnumbered ills. Mr. Jennings says the cause of this untold wretchedness is a lack of money. He should have said a lack of money because bankers and capitalists withdrew their money from circulation, and this they did by a conspiracy designed to establish what is called a "gold standard." They succeeded, and, as a result, the country, from ocean to ocean, from north to south, is in the grasp of the most fearful conditions.

In this connection, we notice in the *Kansas Commoner* the following excerpts:

They are coming. A dispatch from San Francisco says that forty tramps left there Tuesday for Kansas, "attracted by Governor Lewelling's tramp circular. They prefer the warmth of Lewelling's smile to the blue skies and mild climate of California."—*Leavenworth Times*.

TOPEKA, Dec. 10.—Governor Lewelling's circular to police boards of cities of the first class makes Kansas a paradise for tramps. Reports of petty thefts, robbery and assaults and insults to women by roving vagabonds are coming in from all parts of the state. Incoming freight trains are loaded with vagrants. They demand food, clothing and lodging at private residences with brazen effrontery, and when they are arrested police magistrates dismiss them without penalty unless some specific charge other than vagrancy is lodged against them. Seventeen tramps were arrested here in Topeka on Friday night at the request of railroad employees. They had taken possession of box cars and refused to vacate. They were charged with trespassing, but the police judge declined to hold them. The police in all cities under control of the government are powerless, in the face of the governor's order, to drive out objectionable characters. In cities other than of the first class the jails are being rapidly filled with tramps.—*Dispatch to New York World*.

Last night twenty tramps boarded a Missouri Pacific freight train at Fort Scott, and came to Topeka. The train crew was compelled to let them ride. When they arrived here they were arrested and then discharged by the police judge under the governor's order.—*Topeka dispatch to St. Louis Republic*.

The *Commoner* pronounces the declarations of the various newspapers relating to tramps as "infernal lies," and it adds: "If hell were dragged from one end to the other, nothing more debased and villainous could be found than some men who are a curse to Kansas, found in some of her newspaper offices."

The *Commoner* simply desires to show that Kansas is 'not overrun with tramps, that they are not "seizing freight trains," nor playing the devil generally in Kansas—all of which the *Commoner* charges is mere par-

san clap trap and entitled to no consideration.

Aside from conditions in Kansas, of which we know little regarding the number of tramps, it is nevertheless true that the army of tramps in the United States during the past year has been indefinitely increased, and that, too, by conditions resulting as Mr. Cleveland says from "congressional legislation." Such a declaration ought not to be forgotten, because, if "congressional legislation" is responsible for the widespread disasters which have brought upon labor the woes which now afflict it, labor should unify to put an everlasting *finale* to such legislation.

#### ARISTOCRACY AND DEMOCRACY— THE WAY THEY PAY.

England is a very old, a very rich and a very great nation. It don't make a bit of difference to England how her poor manage to live or how they die, the aristocracy never discuss "retrenchment and reform" in so far as those in office are concerned. The work of paying fat salaries goes on forever. The nation pays its Empress and Queen \$1,975,000 a year—which is nearly forty times as much as the United States pays its president. The Prince of Wales is required to get along on \$200,000 a year, but he fails to make both ends meet, and is always head over heels in debt, but if his august mother ever dies, or dies first, the Prince will have a rattling good income. The Duke of Edinburg, brother of the Prince, has been forced to live on \$125,000 a year. How he has managed to keep the wolf from his door is a mystery—but in addition, his pay as a full admiral in the British navy has helped him out in a pinch—and now, being a German Prince, his income will doubtless enable him to have three square meals a day.

England has an established church, in which certain officials put on about as much style as Jehovah permits those who are called to preach, to wear—as for instance, the primate of all England pockets \$75,000 a year and has a palace. He is splendidly fixed. The Archbishop of York gets only \$50,000 a year, the Bishop of London is treated quite as shabbily, but the

shame of the thing appears when it is known that the Bishop of Durham, has to put up with \$35,000 a year—and to show to what depths of parsimoniousness a great nation can descend, the salaries of other bishops range from \$10,000 to only \$25,000 a year. It is difficult to comprehend such destitution. Royalty and religion are dom'd foin things in England—bet yer loif. When it comes to the judiciary, law has a splendid innning. The Lord Chief Justice of England gets \$40,000 a year and the other justices range all the way from \$10,000 to \$30,000 a year. If the Rickses and Tafts of the United States received such salaries, the aristocracy of the judges wouldn't permit a railroad employe to come into their presence, except upon their knees.

The United States, in the way of paying fat salaries, is a long distance in the rear of England. But we can claim the distinction that we pay our congressmen and senators \$5,000 a year, give them private secretaries, and opportunities to speculate a little in a private way, while England requires Englishmen to make laws and repeal laws and *gaup* without pay. England pays her ambassadors princely salaries while those of the United States have to get along on less than half the sum their British cousins receive—and that is the reason our Yankee representatives can't cut a dash in foreign courts on \$17,500 a year. Cleveland tried to overcome the difficulty by appointing Van Alen as Minister to Rome, a Yankee millionaire who had the good sense to decline the mission—though, had he gone to Rome he would have overshadowed the Vatican and painted the ancient capital of the Cæsars a beautiful scarlet. The fates were once, at least, on our side, and saved the country from unnecessary degradation.

Englishmen talk of dis-establishing the church, and being exceedingly distinguished for common sense, they will one of these days permit the people to pay the clergy if they are wanted—and if they are not, request them to enter upon some other branch of business. A religion so excessively aristocratic and expensive ought to no longer burden the poor of England. Men ought to be able to get to heaven at reduced rates.

## FURIOUS FANATICS.

We have been deluged with communications during the past few days in reference to the editorial on the American Protective Association which appeared in the March issue of this MAGAZINE. A peculiar feature of this correspondence is that in every instance where the writer condemns our utterances, he does so anonymously. There is not an exception to the rule. Several of them demand that their communications be published, but in accordance with a well known rule of the MAGAZINE, they have all found their way to the waste basket. The MAGAZINE is avowedly in favor of fair play, and its columns are open to all sides of a question, but it does not under any circumstances publish anonymous communications.

The editorial alluded to contains the opinions of the editor, and he alone is responsible for them. He has no apology to make for such utterances. If the persons who criticise and condemn him have the courage of their convictions and desire a hearing, they can have it, and the MAGAZINE, is open to them; but they cannot be permitted to play the role of sneaks and shoot from ambush. Let them have the manliness to step to the front and give expression to their honest thought, and right or wrong, their course will challenge respect and admiration.

One correspondent who addresses us as "Father Debs," demands retraction, and coupled with the demand there is a covert threat of assassination. An anonymous writer is, as a rule, a sneak, and a sneak is always a coward, and the coward who makes this threat is convincing proof of the truth of the article in question.

We care nothing about the American Protective Association except in so far as it is forced into labor organizations, is made to set brother against another, divide the membership, destroy the strength that unity confers, and reduce the whole mass of workmen to the insufferable level of slaves. And that is what is being done with the A. P. A., and we know it of our own knowledge. We do not speak upon hearsay. We know of scores of lodges, unions and divisions that have perished all

but in name under the blighting curse of such persecution, and if suffered to continue it is only a question of a short time when labor organizations will be exterminated as if by the ravages of a plague and then wages will go down to the starvation point, rights will be cloven down and the sun of American labor will set in universal gloom. It is such calamities that we would avert, and this and this alone prompted us to sound the warning. We do not doubt there is bigotry and fanaticism on the other side. But one wrong does not justify another and it will not do to follow a vicious example.

The A. P. A. naturally enough does not show its hand among the wealthy and influential—the ruling classes. As a matter of course it does not disrupt plutocratic relations nor array corporations against each other—they have too much sense to be divided upon any such proposition. It is left for the poor devils who are already half starved and more than half enslaved to take each other by the throat and in the interest of their masters bring on their self-destruction. And, singular enough, not one in fifty of these insane bigots who are so exceedingly sensitive on the subject of religion could, to save his soul, repeat the ten commandments or the Lord's prayer.

We are not and never have been Catholic. We hate a bigot of one denomination as much as another. We have no choice of fanatics. They are found in all creeds and all denominations, and if they had their way the reign of the wheel and the rack and the thumbscrew would again be inaugurated and the music of groans would fill the land.

Let us have done with persecution because of opinion's sake, and, above all, let us show ourselves possessed of hard sense enough to know that in introducing sectarian war into our labor organizations we are carrying out the designs of our masters to enslave and rob us.

AWAY back in 1771 Thomas Jefferson ordered India cotton stockings from London. at a cost of 10 shillings a pair—about \$2.50. In the march of events a dozen pairs of cotton stockings can be had for \$1.20.

# SETTLING WITH WOUNDED RAILROAD PASSENGERS OUT OF COURT.

The year 1893 will pass into history as one of unparalleled railroad disasters, and the sum total of dead and wounded, when it is given, will shock the country. As a result, the men whose duty it is to find the maimed, when a wreck occurs, and arrange a settlement for damages sustained, have been kept constantly busy. So eager are the railroad corporations to settle with those who are not killed, that it has been said, "that as soon as a victim of a railroad wreck recovers consciousness a claim agent is at his bedside with a compromise offer and a quit claim of further demands for damages, ready for signature," and it is further said that railroad surgeons are also claim agents, who "compromise with the victim while setting a broken limb." Such sayings, while referred to as "American pleasantries," contain many grains of truth, and indicate the readiness of the public to speak of railroad horrors with levity.

A general attorney of a great railroad system, having its headquarters in St. Louis, is credited with saying, that "the profits of the entire World's Fair business of the year had been actually eaten up by the losses through wrecks." The general attorney of this great railroad system, with headquarters in St. Louis, further remarked: "If you see a railroad damage suit in court, put it down that the railroad company believes the claim either excessive or without merit. Every railroad has a claim department. It is a bureau, really, of the general manager's department, and the legal department stands toward it only in an advisory capacity." "There are," said the general attorney, "a great many people employed in the claim department, both in the main office and scattered along over the line. We run over a cow. One of our claim agents goes at once to the owner and ascertains that we are to blame. Our fences are down. Our man offers the farmer the price of the cow and a little more. In an action at law he is entitled to twice the value. Should it develop, however, that the cow in this case is a pioneer of the royal blood, and a queen in her own right, who

has been living incognito in America, and whose death alone has forced her confidential friends to reveal the fact that she has a pedigree larger than an anti-silver repeal speech, and that instead of being the humble muley cow she was supposed by the neighbors to be, and worth about \$60, she is really worth \$1,600 or \$2,000; only then we go to court. As a matter of fact, we no longer run over as much 'blooded stock' as formerly. Time was when the most valuable boars in the world were allowed to forage in the swamps of southeast Missouri; but I think that the Iron Mountain killed all the \$1,500 hogs, and they are now raising the plain razor-back, rarely worth \$20 each."

It is, doubtless, true, that in some localities, where the cattle range is not fenced, only \$20 cows and razor-back hogs are found, but, if we are to believe the records, a good many thoroughbred men and women have disappeared in late railroad wrecks, nor is it to be doubted that when such fatalities occur, the officials of the road, aside from all consideration of damages, experience real heartfelt regrets. The general attorney said that, "when a railroad is so unfortunate as to have a wreck in which passengers are hurt, the first care is to get all the injured as soon as possible to a place where they can get the best surgical and medical aid. No expense is spared. Next, we endeavor to deliver as soon as possible to their destination all those who are not injured so badly as to prevent their traveling. We admit our liability in these cases, of course, and as soon as possible our agents call on those who are merely scratched, and prepare a settlement on a mutually satisfactory basis. Nine out of ten people are anxious to get home, and be bothered no more. Any reasonable demand based upon loss of time and work is promptly met. In many cases the injured come to us with a proposition. Many people never dream of making a claim. More serious cases take longer to dispose of. We generally wait until complete recovery to make settlement. We sometimes negotiate for months at a time. It is safe to say that in ninety-five cases out of a hundred we settle without recourse to the courts, and in the remain-

ing five, three of them will never go to trial."

The claim agent is always courteous, always sympathetic, and being glib-tongued, the victim at once perceives that \$10 cash down is better than fighting a corporation for \$100, is brought around by the claim agent, and consents to settle and sign a compromise agreement, in form as follows:

WHEREAS, On the 29th day of February, A. D. 1899, I, Junius Brutus Brown, a passenger on the Jerkwater Railroad Company, and as such passenger was traveling on the Bungtown District, Arizona Division, of said railroad; and

WHEREAS, I, the said Junius Brutus Brown, received certain injuries, to-wit: A broken collar bone;

And WHEREAS, I, the said Junius Brutus Brown, believe that my said injuries are the direct result of the negligence of said railroad company, its officers, agents and employees;

And WHEREAS, the said railroad company denies any and all negligence on the part of itself, its officers, agents and employees, and denies any and all liability for damages for the injuries so, as aforesaid, by me sustained; but, by reason of an offer of compromise made by me, the said Junius Brutus Brown, for the purpose of avoiding litigation, to receive and accept the sum of fifty dollars, in full accord and satisfaction for all claims for damages which I may or might have, either at common law or by virtue of any legislative enactment of the state of Arizona, for the injuries aforesaid, has paid to me the said sum of fifty dollars.

Now, therefore, in consideration of the premises, and of the payment to me of the aforesaid sum of \$50, the receipt whereof I do hereby acknowledge, I do hereby remiss, release, quitclaim and forever discharge the said The Jerkwater Railroad Company, its leased and operated lines, of and from all actions, suits, claims, reckonings and demands for, on account of, or arising from the injuries so, as aforesaid, received, and any, every and all results hereafter flowing therefrom.

Witness my hand and seal, this 29th day of February, A. D. 1899.

JUNIOUS BRUTUS BROWN. [Seal.]

Signed sealed and delivered in the presence of Russell Sage, George Gould.

Manifestly, the corporation is not to be blamed for driving the best possible bargain with men and women who are injured but not killed in railroad wrecks, but the great public, forced, as it is, to travel by rail, is asking with ever increasing emphasis if it is not possible to reduce the number of wrecks? They ask, do corporations place their trains in the hands of competent men? They ask if it is not true that incompetent men are employed because they can be had at a reduced rate of wages? The question is asked, if men, in charge of

trains, are not required to go without sufficient sleep to insure safety? In view of the fact of the enormous cost of train wrecks, it would seem that railroad managers would secure the most competent men, and that they would pay such wages as would silence all complaints relating to incompetency, and admitting a fact easily verified, continuous service without sleep is dangerous, they would see to it that men should never be placed in charge of a train who had not had sufficient rest and sleep. If all the facts were known where trains had been wrecked because train men had been without sufficient sleep, the country would be startled by the revelations. Enough is known, however, to prove that wrecks are constantly occurring because of the cupidity of managers in employing incompetent men, and because even competent men are overworked. Certain it is that engineers, firemen, conductors, brakemen, telegraphers and switchmen ought not to be on duty more than eight hours. Since it matters not how conscientious men may be, the inexorable laws governing mind and body cannot be abrogated, and the danger point is reached when the time of drowsiness is reached. We know of no more important questions directly relating to the safety of railroad travel and transportation.

STANLEY, in Central Africa, found a tribe of dwarfs who poisoned their arrows, but now comes the *British Medical Journal* with the announcement that filthy finger nails are far more dangerous, the dirt having been analyzed was found to contain thirty-six kinds of micrococci, eighteen bacilli, three sarcinae and other things equally dangerous. In such cases a fight with finger nails is as dangerous as if knives or pistols were used. Death in hideous forms lurks under finger nails, and a scratch is about equal to a snake bite.

THE demand is to crack the cracker trust which has a capital \$10,000,000. Put the whole thing in the soup.

THE United States has 3,000,000 bread winning women and girls, working outside of their homes.

# **MOURNING, FASHION AND FUNERALS.**

Now and then some one with the courage of conviction takes the stand for the purpose of impressing on the public mind the folly, to use no harsher term, of exhibitions of costume mourning. Fashion, the fickle, heartless goddess, invades the chamber of death and demands that the corpse shall be tricked out in "store clothes," cut, trimmed and made by a fashionable mantuamaker or tailor, with as scrupulous regard to details as if the cadaver were to attend a ball or picnic, and then this divinity of folly as rank as ever contaminated the social atmosphere, squats like a toad at the ear of the bereaved and maps out a programme of spectacular mourning, and insists that it shall be carried out to the letter, and warning the victim of bereavement that any departure from the letter of the decree will set the tongues of all the gossiping crew to wagging for the purpose of showing that the living were totally destitute of regard for the dead, because there is a deficiency of fashionable mourning goods in their attire.

Of all the incongruities of daily life, says the *Chicago Herald*, "the woman with the happy, smiling face, and gown heavily trimmed with crape is the most noticeable. Every day one sees on the street, in the theatre and sometimes in a ballroom people who wear the habiliments of woe and whose actions are entirely out of keeping with their attire. The wearing of mourning is, of course, a matter of custom, and to the sensitive woman such attire affords a protection from many remarks that would otherwise wound most deeply; to such it would mean a real sacrilege to wear the bright colors that were once typical of their own bright feelings," but, says another contemporary, "many others, simply because they are slaves to a custom, will shroud themselves in crape and bombazine and have not the slightest change in their feelings. It is no fancy picture when we tell of gay little parties attended by those wearing deep mourning, who are perfectly willing to enter into every form of enjoyment if the matter is only kept quiet. Hypocrites abound in this world, but there are many

more clothed in sable garments than of any other type." The revolting significance of this fashionable mourning business is found among other things, in the fact that according to the programme, the mourner's grief is mapped and measured by the costumer, regardless of expense and all ideas of the sacredness of sorrow. Fashion demanding first, the deepest black, then a lighter shade and still lighter, as the months go by, until fashion being satisfied, the mourner is relieved of all badges and resumes the old time costume. "Mourning," says a contemporary dictated by fashion, "is very expensive, and often costs a family more than they can well afford," and if fashionable mourning costumes are considered together with fashionable funerals, the regulation number of carriages, sham rosewood coffins and silver washed cast iron trimmings, the quiet, sensible looker on is ready to exclaim that the vulgar "pomp of death" is far more terrible than death itself, and that in such exhibitions "the black made the woe" and the hearse and the carriages the attractions, hence—

"Why is the hearse with 'scutcheons blazoned round,  
And with the nodding plumes of ostrich crowned?  
No; the dead know it not, nor profit gain,  
It only serves to prove the living vain."

All outward insignia of mourning has become by the people of common sense a tribute which real and sham mourning alike pay to fashion, than which there is nothing more false and frivolous in human affairs. It is essentially pagan, symbolizing superstitions blended with ostentatious pride and vanity fit only for ridicule; but when considered from the standpoint of expense, the whole artillery of economics should be leveled against it.

It has come to be at last in these days when the very air is burdened with the theories of men who labor to solve economic problems, that death is about the most expensive item in living. This is seen at a glance when all the items are grouped and the sum total is arrived at. The fashionable mourning outfit, the fashionable coffin and plumed hearse, the fashionable number of carriages, the cemetery lot and the fashionable headstone, monument, crypt or mausoleum, with many other

things which have crept in, go to make up a sum total of money expenditures which for all practical worth might as well be thrown into the fire. No good, no benefit to living or dead comes of all this aggregation of sham, but to the living, in a vast number of cases, it means sacrifices which are a standing advertisement that in the chamber of death, at the funeral and the bone yard fashion rules her votaries with a sway as despotic as at an uppertendom ball or wedding.

To the rich, fashionable and expensive funerals may be indulged regardless of cost, to the poor who ape the folly, a fashionable and expensive funeral is well calculated to force the conclusion that education so far has accomplished little in the way of giving common sense the victory over vulgar folly and superstition.

In the first place, fashion, playing upon ignorance, demands that the corpse shall be arrayed in purple and fine linen for decomposition and a banquet for worms; that the unsightly thing shall be placed in a coffin of rosewood made of common poplar boards stained to imitate the most costly woods of the forest, worth, perhaps, from \$2.50 to \$5.00, but palmed off on the unsuspecting at from \$25.00 to \$75.00. Then a hearse, with nodding plumes, instead of common wagons is provided at, say \$5.00 or \$10.00, when \$1.00 would have been ample pay for the services performed, and then there must be provided a number of carriages for those who free want a ride to the cemetery and back at a cost of \$25.00 to \$50.00.

And all of this and much more in the same line to impress upon the gaping crowd, that there is a deal of mourning for the dead, and often after the huge farce is performed the last dollar and dime of the bereaved has disappeared and survivors are required to go in debt for the next day's subsistence.

Why not regulate funerals upon a common sense basis? Why this irrational and superstitious exhibition of paganism, when one pays the debt of nature? why throw away hard earned dollars upon the dead which derive no benefit from such expenditures? why bury money with the dead?

why this senseless ostentation? Why should the poor in the matter of funerals be everlastingly trying to imitate the rich? From \$10 to \$20 is an ample expenditure to bury a dead person, from King to peasant. Why permit fashion and folly to swell the extras to \$100 or \$1,000? It is estimated that wage workers, annually, expend \$100,000,000 to bury their dead, \$90,000,000 of which is thrown away, as a tribute to Fashion, that the world may say, "see how these people mourn." But the world says nothing in that line— but rather an ostentatious funeral becomes the subject of ridicule.

#### GEORGE WILLIAM CHILDS.

Leigh Hunt made Abou Ben Adhem immortal by simply writing of him as one who loved his fellow men. True, there is the glamour of poetic fancy thrown over Abou's case, but the fact stands that Abou's name, of all the list of those who sought the favor of the Lord, stood at the head; and the splendid moral of the story is that those who love their fellow men love the Lord, and the better they love their fellow men the better they love the Lord.

George William Childs was the Abou Ben Adhem of his time. He loved his fellow men steadily, ceaselessly, munificently, and in such a practical way that his investments of good will in money and in kind words must have yielded him enormous dividends of joy and happiness.

George William Childs was best known as the proprietor of the *Philadelphia Public Ledger*, peculiarly a home publication, which he controlled for thirty years. This publication gave employment to a large number of persons, all of whom, without an exception, now rise up and with one voice bless his name. There is not one discordant note. In the orchestra of labor every instrument is attuned to the praise of George William Childs, and on the lower planes to which misfortune dooms its helpless and sorrowing victims, the remembrance of the tears he has dried, and the moans he has silenced, will be cherished in a thousand humble homes, and if prayers can purchase a soul's exaltation in the "Land o' the leal," the immortal spirit of



George William Childs will enjoy infinite blessedness.

At the age of 65 years G. W. Childs received the summons of promotion, and was ready. He had a large fortune, not a dollar of which was obtained by miry methods; free from dirt and duplicity, there was no stain upon his wealth. He loved to make money and he loved to give it away. His money making methods were practical and the same was true of his benevolences. He began life poor, standing upon the ground floor, and though he advanced rapidly, the more he received the more he gave. Many of his gifts are known—necessarily so, for they were public in character; but the bulk of them are known only to those who received them, prompted by the love he bore towards his fellow men in need and who could repay only in gratitude.

George W. Childs believed in labor organizations, and union printers were employed on his *Ledger*. He paid high wages, and he paid pensions, and he introduced, under some other name, perhaps, what amounted to profit sharing, besides, positions on his paper were practically permanent.

It was said of George W. Childs that he had two homes, one in the city and one in the country, but in fact, the philanthropist had built a thousand homes in the hearts of those who had been the recipients of his liberality, and in these homes gratitude, more enduring than granite or bronze, will preserve his memory in perennial fragrance as the days speed on to join the vanishing years.

THE city of New York, which has more foreign born residents than native born—is out Irelanding Ireland, by its evictions. Landlordism in New York wears no gloves upon its claws. When rent is due the tenant goes into the street if the money is not forthcoming. Great cities are poor places for the poor. God! where is a good place for the poor?

A NEW YORK Philanthropist furnishes coal to the poor at cost—by the scuttleful or in larger quantities.

## BOSTON'S HUNGRY UNEMPLOYED WORKINGMEN.

The term "unemployed" has terrible significance when the unemployed have no money or means of obtaining food, but by work—and when no work can be had, the situation becomes more alarming, the deeper hunger fastens its fangs in the vitals of the victims of idleness. On February 20, according to the Associated Press reports, "five thousand men, hungry, ragged and ugly, crowded into the state house and the adjoining grounds and very fiercely demanded immediate aid in their distress."

Back of these five thousand men, "hungry, ragged and ugly," there were at least fifteen thousand "hungry and ragged" wives and children. The picture is simply harrowing—background, foreground, perspective and coloring appals the beholder. "The Governor of Massachusetts, says the report," addressed the mob, but did not satisfy the men, and then an effort was made to get a petition before the legislature then in session, but as the rules were against such a proceeding, and things began to look serious, and when the men were told that the legislature had refused to accept their petition, yells of derision and contempt were of startling significance, and threats were made to "clean out the state house." Things looked equally, but the legislature yielded, accepted the petition of the men and appointed a committee to meet with the representatives of the unemployed. A strong force of police cleared the state house and the grounds, and the men slowly and sullenly retired.

Such things are premonitions. Men hungry, ragged, cold and ugly, become desperate at short notice. It was recently said in congress, "Hunger knows no law," Under such conditions it is folly to call men "anarchists" and "socialists" or apply other epithets. Better far use milder terms, better far be gentle and kind. Men out of employment by no fault of their own, are not likely to be patient when "hungry, ragged and cold," and this fact the legislature of Massachusetts appreciated—and by yielding to the demands of hungry men acted wisely.

While reading of such escapes from violence as threaten the peace of Boston, the fact that the number of the unemployed is increasing, creates new alarms.

Here and there, we hear of the revival of industries, but in the great centers of population, there comes no evidences of improvement—and in the railroad industry, matters go steadily from bad to worse, men are not only thrust into idleness but those who are retained are subjected to a reduction of wages.

It was hoped that some relief might come from congressional legislation, but

instead congress wrangles until in the hall of the house of representatives, a man of national renown, pleading for the coinage of silver dollars as one means of relief, thrills the country by his denunciations of congress as a mob, and the representatives of the people as anarchists and as infamous as bomb throwers.

Under such circumstances, the "hungry and ragged" have a poor show for immediate relief from national legislation.

### THE NEW YORK SUN ON RAILROAD WRECKS AND WRECKERS.

The New York *Sun*, which dares tell the truth, in a recent issue, refers to certain western railroads as presenting "the most disastrous and discouraging spectacle in our commercial history—as for instance, the wreckage of the Northern Pacific, the Atchison, the Union Pacific and other vast railroad properties." The ruin of these roads says the *Sun* "has been achieved by steady gradations at a time when the development of the surrounding country had not been retarded, when the population had been rapidly increasing, and when every condition conducive to prosperity existed in abundance. It was not caused by the shrinkage in silver, the abandonment of mines, or the money panic. These events gave it emphasis, and precipitated results that had long been inevitable." The *Sun* gives its readers to understand that the disasters which have overtaken the railroads, were brought on by a class of men in control of the roads, and therefore boldly asserts that "not the least discouraging aspect of the whole situation is that the courts have resolved in almost every instance to appoint as receivers for these bankrupted properties the very men under whose management their misfortunes had been created!" The men who, by their incapacity or dishonesty, have dragged down great and powerful organizations, seem by those very qualifications to have commended themselves to the courts. They have been made the receivers. Their personal emoluments are greater than the salaries they had before. Their control is more absolute, and they perpetuate with insolence and defiance the vices that disgraced their previous administration." It is seen that "the courts" are responsible for the appointment of men as receivers who wrecked the roads, and the result is as the *Sun* puts it, that "never was the management of the lines affected more cutthroat and depraved, than it is at the present moment." In this cutthroat and depravity management, the courts federate with the cutthroats, and to make good the losses occasioned by rascality the receivers and the courts seek to rob and degrade the employees, and the remedy for these outrages

the *Sun* believes is to "impeach the judges," who seem to be in alliance with the "cutthroat and depraved management."

It is most gratifying to note that a paper of the standing and influence of the New York *Sun* dares to tell the country wholesome truths about courts and cutthroats who wreck railroads and then seek to get even by robbing employees.

THERE is a steady and an ever increasing tide of humanity flowing from the country, the rural districts, to towns and cities, which accounts for a larger per cent. of the poverty, crime and degradation of which complaint is made. To show the extent of this drift of population to cities the 11th U. S. Census shows number of people living in places of 8,000 or more inhabitants at each of the census years, and the proportion this number bears to the total population of the country are here given:

	Population in cities.	Per cent. of total population.
1790 . . . . .	131,472	3.35
1800 . . . . .	210,873	3.97
1810 . . . . .	356,920	4.33
1820 . . . . .	475,135	4.93
1830 . . . . .	864,509	6.32
1840 . . . . .	1,433,994	8.52
1850 . . . . .	2,897,586	12.49
1860 . . . . .	5,072,236	16.13
1870 . . . . .	8,071,875	20.33
1880 . . . . .	11,318,547	22.57
1890 . . . . .	18,235,670	29.12

Deplore this tendency as we may, there is no remedy. The great industrial enterprises of the age, as a general proposition, are located in cities and of necessity, thither go those who work for wages—wages often so meager as to make life a ceaseless battle in which thousands and tens of thousands go to the Potter's field, with as little ceremony as beasts are disposed of.

Swing inward, O, gates of the future.  
Swing outward, ye doors of the past.  
For the soul of the people is moving.  
And rising from slumber at last:  
The black forms of night are retreating.  
The white peaks have signaled the day.  
And freedom her long roll is beating.  
And calling her sons to the fray.

It so happens that a man cannot tell what will happen to-morrow. Fortunate, we think, that we cannot, but he can sow good seed to-day and wait for the harvest. He can to-day speak kind words, brave words, perform good deeds, brave deeds. He can equip himself to-day for the battle to-morrow, or, when it comes. He can set a noble example of patience and fortitude and courage—and if workmen will do that, then the gates will swing outward or inward as he shall decree. There is no time for croaking, misgiving, despondency, no time for railing against fate. What is wanted is courage that will do and dare, and having done all things will stand—stand by the right, though the stars fall.

## ONLY SIXTEEN CENTS.

In the city of New York, as also in Philadelphia, there has been established a "Legal Protection Society," designed to protect the weak against the piracies of a set of scoundrels, who avail themselves of every opportunity to swindle those whom they believe are defenceless. As an instance of this sort of depravity, the Philadelphia *Ledger* recites a case which occurred in New York as follows:

Elizabeth Lawrence was engaged to make babies' coachet sacques at her home. Before permitting her to carry away the material necessary for the work her employer required her to make a deposit of \$2 as security. The price agreed upon for making the sacques was \$2 per dozen. She returned fourteen garments, expecting to be paid at the stipulated price, but was told that the wool returned was two ounces short and that 16 cents would be deducted from the amount due. Complainant assured her employer that she returned all the material, and could not afford to lose 16 cents. She protested in vain. He was obdurate, and insolently told her she would have to take what he offered her or go without. The plaintiff told her story at the rooms of the institution, and steps were taken to compel the gentleman to pay the sum due. He professed great surprise that any society should condescend to defend a woman in so small a matter; but when informed that the case would be placed before the court forthwith, he paid the amount due, threatening at the same time to "show up" such an interfering body; that he claimed the right to make any terms he pleased with his work-women without being dictated to, etc. The sum in dispute seems small, but when we consider that a woman receives only \$2 per dozen for the garments, and with close application cannot finish more than three sacques in two days, \$2 is a large sum to her. It also meant considerable money to the proprietor if he is in the habit of settling with his work people in this way, especially if he employs a number of workers.

In the foregoing we have brought to public notice an instance of attempted robbery of a type of which there are multiplied thousands in our great cities. The robbery of the poor and defenceless is a national curse, and the robbers who steal small fractions of dollars from women are undoubtedly the most depraved villains that befoul the atmosphere. To hear of the existence of a "Legal Protection Society," whose mission it is to check the scoundrels in their nefarious work, has a redeeming sound and helps our faith in Christian civilization. The society should have its branches everywhere. It is an immensely good thing to have in any community.

When a man from the ranks of labor ventures upon business enterprises it is always with more or less misgiving for the reason that his training and experience have not been such as to fit him for commercial pursuits, but now and then in spite of such disadvantages a man sheds his overalls and animated by a spirit of self-reliance boldly plunges in and achieves success. Such a man is John J. McGrane, the manufacturing jeweler of New York City, who until within a comparatively short time was a locomotive engineer and is still a member of the Brotherhood of Lo-

comotive Engineers. Mr. McGrane has the courage of success. He has faith in himself and faith in the world and with consummate skill, tact and perseverance he has hewn out the pathway to an independence in the commercial world that challenges admiration. John Hill of *Locomotive Engineering* says of John McGrane the Jeweler: "John J. McGrane, the well-known railroad jeweler of this city, made a neat stroke of business in getting complete control of the sale of the U. S. Waltham Co.'s new fine watch, named 'The President.' This movement is the latest, and has every known improvement up to date. It has been thoroughly tested, and the makers offer with it a written guarantee for its time-keeping qualities. It takes some nerve to guarantee the sale of a large number of fine movements per month to hold a monopoly on a brand of goods, but John has sand and knows the watch will bear out all that can be said for it." McGrane is in all regards self-made. He has pride and pluck in about equal proportions, is painstaking, conscientious and animated by a laudable ambition to extend his patronage to continental proportions. Special attention is called to the advertisement in this issue of this enterprising and fair dealing jeweler.

In addressing the railway employees of Kansas in reference to his recent candidacy for railroad commissioner for Kansas, Mr. Allen H. Chapman said: "I thank you for your endorsement of my candidacy for the office of railroad commissioner of Kansas and wish to say to you as friends and brothers that the executive council of our state feel most kindly toward us as railway employees and workmen. They fully appreciate your request for representation as evidenced by the following which appeared in a late issue of the *Topeka Press*: At a meeting of the executive council yesterday John Hall was unanimously elected to fill the position of state railroad commissioner for the next three years. Mr. Hall has already served as commissioner for one year, and therefore succeeds himself. A. H. Chapman, who was also a candidate for the place and who represented all the railroad organizations, made a very favorable impression on the members of the council and would have received the appointment had it not been for the fact that Mr. Hall had had the short term and had made such a creditable record that it was felt he was entitled to the first consideration." It is because a precedent had to be observed that my appointment was not made, and appreciating this fact I cheerfully submit to the inevitable and again return thanks and the assurance of my gratitude for your fidelity and support.

## THE AMERICAN FEDERATIONIST.

Volume I, Number 1, official magazine of the American Federation of Labor, Samuel Gompers, editor, is on our table. In his salutatory Editor Gompers says: "We shall stand as the mouthpiece, defender and advocate of the toilers in all their struggles for right and justice—in their efforts to receive the full results of their toil. While we shall not step too far in advance, neither will we be found lagging in the rear of the column of the hosts of labor whose onward triumphant march is the goal of human justice, the glory of the Son of Man." These are noble words, bravely spoken, and worthy of all commendation. The initial issue is full to overflowing with live issues ably discussed by such well known writers as John Swinton, John B. Lennon, George E. McNeil, Chris Evans, Henry D. Lloyd, Frank K. Foster, Sam L. Leffingwell, Thos. J. Morgan, Henry Weisman, J. W. Sullivan, Henry White and others. The subscription price is but 50 cents per year, a mere trifle, which every toiler, however poorly paid, can afford to pay for a periodical of such excellence as the *Federationist*. Most cordially do we welcome this new candidate for favor to our sanctum, wishing Editor Gompers and his staff all hoped for success in the field of journalism.

SAM JONES writes that "dirt, debt and the devil are the three enemies of social life." He thinks that "society is as much a divine institution as the church itself." He declares that "social life has gone to seed in the extremes, illustrated in the character of the dude and the life of the bum. The difference between the brainless, aimless, worthless dude and the red-nosed bum is illustrated more by their outstinks than their instincts; the one imports his perfume, the other deals in domestic goods. The one is a butterfly, and the other a dirt-dauber. I prefer the vagabond to the dude. Vagabonds may be reformed, the dude never. Neither can have any real place in social life, and neither can contribute anything to the betterment of humanity, or the good of the world." Generally speaking, Sam is correct—dirt, debt and the devil are fit companions, but the alliteration leaves the impression that the devil is only associated with dirt and debt, while in fact the devil shows his forked tail where there is an abundance of soap, clean linen and a plutocratic purse; and he is found in church, congress and courts, with cash, credits and checks, profligate of prayer and passes, bribes and benedictions, and is an expert in so blending religion and rascality that only an expert can tell "tother from which." Still, it is well to avoid "dirt, debt and the devil.

Locomotive firemen can read the following relating to firing on an ocean steamer, and decide whether or not they would like to be a steamship fireman. Writing of firing on an ocean grayhound, a contemporary says:

On the City of Paris there are sixty firemen, who feed the fiery maws of fifty-four furnaces, that create steam in nine boilers. Fifty coal passers shovel the fuel from the bunkers to the furnace door, and the firemen toss it in. There is something more than mere shoveling in firing. The stoker must know how to put the coals on so that they will not burn too quickly nor deaden the fire. He must know how to stir or poke the fire so as to get all, or nearly all, the heat out of the coal. Service in the fire room is divided into six watches of four hours each. The fireman works and sleeps alternate four hours. After the first day from port two out of every six furnaces are raked out to the bare bars during the first hour of each watch. Thus, in a voyage, all the furnaces are cleaned once in twenty-four hours. The steam goes down a bit in the hour while the cleaning is going on. The stokers shovel into the furnaces 15 tons of coal every hour, or 300 tons a day. The ship usually takes in 2,000 tons at Liverpool or New York, and has between 500 and 800 tons left when she arrives at the other side. The engineers' department is entirely distinct and separate from the firemen's. In the City of Paris there are twenty-six engineers, including hydraulic and electrical. They are educated in engine shops on shore, and a certain number of them go on ships every year. They are all machinists, so whenever the machinery breaks down they know how to repair the damage. In case the chief engineer should be disabled, any assistant could take his place.

It will be observed that in firing an ocean steamer there is no "righthand side" for the fireman. Engineers are not taken from the ranks, they are taught the business on shore. All things considered, the locomotive fireman, we think, has by far the best job.

## THE NEW STANDARD DICTIONARY.

The first volume of Funk & Wagnall's new Standard Dictionary has made its appearance, and it is a superb work in every detail. The Standard involves years of patient, painstaking labor by the best lexicographers of the times, besides necessitating an outlay of money, the sum total of which is astounding. The *Liverpool Daily Post*, in referring to this latest and greatest triumph in lexicography, says: "It may be averred that the great lexicographer would have scorned to use the word 'mammoth' to describe a dictionary, and a hundred and fifty years ago it would have been inexcusable. No other epithet suggests itself, however, as being so directly applicable to the Standard Dictionary, the first volume of which, printed in New York, has just been issued by the Funk & Wagnalls company, of that city. A simple catalogue of the words used by the well-nigh one hundred millions of the English-speaking peoples would be comprehensive in the widest sense. But when to the catalogue are added the definition and illustration of the words by quotations, according to the prolific plan of the Standard editors, at the head of whom

is Mr. Isaac K. Funk, the bounds of mere comprehensiveness are broken, and a more expressive of greater dimensions is required. The sub-title states that the dictionary is constructed 'upon original plans, designed in the light of the most recent advances in knowledge,' and there is plentiful evidence of the modern spirit both in the highly organized scheme adopted and in the results as they appear in the volume itself. Dr. Johnson toiled on day after day in his Grub street garret during the seven years following 1747, with the aid of very few copyists. In this case the work has been done by a small army, comprising an editor-in-chief, a consulting editor, a managing editor, three associate editors, and more than two hundred assistant editors, specialists, and other scholars.

"In an interesting introduction the plan of action is explained. Working in the belief that the chief function of a dictionary is to 'record usage, not, except in a limited degree, to seek to create it,' the editors tabulated a list of about 300,000 words and phrases taken from the existing dictionaries. These were classified and, when necessary, given to specialists to define, great care being exercised in the treatment of words peculiar to localities, as those used in Anglo-Indian or Anglo-African communities. A feature has been made of technical trade and industrial words, examples of which are the 'ell-pump' and 'putty-joint,' spoken of by the plumber during his labors in the cause of suffering domesticity; and the 'clapper' of the house-builder. Thus the wants of clamorous labor which, it is said, 'is knocking for admission as never before with its hundred hands at almost every door,' are specially provided for. That the recent developments in science have been taken advantage of is shown by the fact that over 4,000 terms referring to electricity have been collected. The style of spelling adopted is American, all the reforms introduced being in the direction of phonetics. With regard to quotations it has been, says the editor-in-chief, 'a Herculean task to select, locate, and verify exactly all the quotations used. Practically all English literature has been ransacked for this purpose, scores of thousands of volumes having been read, hundreds of readers in different parts of the world participating in the labor.' Stock dictionary quotations have been avoided in favor of those of modern authors, which are to serve the purpose 'as well or better.' 'This,' says Mr. Funk, 'is a distinct gain.' As some of the 'best writing in English to-day is to be found in the high class newspapers,' quotations have been taken from that source. Such, then, is the scope and aim of the Standard Dictionary. It is an implement that will be of vast service to

those who cultivate the literary arts on either side of the Atlantic. It is a monument to American industry, no less than the great White City by Lake Michigan. In view of the originality of the first part of the dictionary, the second will be expected with interest."

It is expected that the work will be completed by June 1st, and we do not hesitate to predict that the Standard will at once take its place by common consent at the head of the lexicons now in use. The work is fully up with the times. It is a marvel of accuracy and no detail, however unimportant, is omitted. That the Standard is the work of master minds will not be doubted for an instant. It is exhaustive and combines the best features of all other dictionaries, and it is not too much to say that it stands unrivalled in excellence and merit.

The work is well named. It is and will be the Standard, and the publishers are to be congratulated upon their great triumph which will endure as a monument to their fidelity to a noble purpose which amounts to a benefaction.

TEN thousand brotherhood men and more throughout the country will rejoice to hear of the appointment of Bro. R. V. (Dick) Dodge to the office of Postmaster of San Diego, Cal. Dick and his brother Jack are deservedly two of the most popular members the order ever had. Way back in the early days, when it required sand and sacrifice to be a brotherhood man, the Dodge boys enlisted, and from that time to this they have been valiant followers of the flag; when there was fighting to do they were in the thickest of it, nor was either of them ever guilty of despondency, no matter how fierce the ordeal through which fate or fortune decreed they should pass in their fight for the triumph of the right. They first raised the standard of the brotherhood in Southern California, and have manfully stood by it through good and evil report. And so we rejoice to know that "Dick" has been honored with the post-mastership, and we do not hesitate to predict that his administration will be clean and spotless, and that the people of San Diego will have faithful and efficient service to a degree that will challenge comparison.

THE Mason Regulator Co., Boston, Mass., have just published a new book on "What an Engineer should know about Electricity," price 50 cents. It is in pocket edition, very convenient and serviceable and of incalculable value to all who have to do with electrical engineering. The same enterprising firm has also gotten up a "chief engineer's log book," price 75 cents and an "engineer's log book," price 50 cents, practicable and useful for purposes of reference and otherwise.

**THE O'DOWDS AND THEIR NEIGHBORS.**

Mrs. Mabel O'Dowd had her friends t'other night

At a party by dozens and scores:

And each one felt the throb of superior delight,

Just as he or she entered her doors.

'Twas "the hit of the season" for wealthy display,

And her guests were decidedly proud,

But a few, like myself, who were not in the play,

Now feel bitter towards Mrs. O'Dowd.

About ten years ago the dear madame was poor,

But her husband and she gathered swill.

They raised pigs, that had always the run of the floor,

(Growing fat, until ready to kill).

With the land at high tide, and good markets for pork.

Dollars grew in their socks pretty fast,

Which enabled them soon to lay off from such work,

And veneer with their riches the past.

With a cunning known only to jealousy, I

In disguise entered there with the crowd,

And the cobwebs I kept from the sight of each eye,

As I scrutinized Madame O'Dowd:

I had also a chance to catch on to each guest,

And observe with what elegant grace,

Every one tried to do his or her level best

To be king or queen bee of the place.

On the list of their friends was a grand place to get,

One was sure of both fustling and sport;

And I took in the sights and the sayings, you bet,

(Of that modern *bon ton* resort.

Mid the blare of the band both the hostess and host

Led the march, and up close in their wake

Came some couples of upstarts, deserving this roast,

Which I hope in good nature they'll take.

Billy Everson, vender in chemical soap,

And a kin of O'Dowd's by the hogs;

Charley Edwards, whose grandsire met death by the

rope

And their wives, just as graceful as frogs;

Bill Devine, that drove mules on the "raging canal,"

And his wife that was cook on the scow;

Then she went by the title of "Starvation Sal"—

She's a full blown aristocrat now.

Biddy Deegan, that shook off the worthy old name

Her old father and forefathers wore;

She is now Celia Darling, and brazen the claim

That she's the heiress to ducats galore;

Jennie Stanhope, the only genteel person there,

And her mother, once queen of the class,

In the cobble-stone school, where we kids in despair

Often knelt to the beautiful lass.

Ellen Raymond, head waitress in Farley's hotel,

Ere she collared big Larry O'Neill;

Andy Malcolm, that always could cut such a swell,

With his stockings low down at the heel;

Johnny Fraser and wife, that are dunned every day

For the numerous debts which they owe,

To the roll of the music kept dancing away,

At this glittering parvenu blow.

When the music had ceased and the supper was served,

Table etiquette there was unknown;

There was ignorance dense in the manner they carved,

And the way that they gnawed at a bone;

But their dollars were mighty, they blinded their eyes

To their actions distasteful and loud;

Many pigs that would grunt at the gang in surprise,

Off were killed by Patricius O'Dowd.

Now, my moral is this: We must speed and get wealth

If we wish to be somebody here.

There are those who'd approve were it gotten by

stealth,

And the theft would not cost them a tear.

We can then blossom forth in the bloom of our pride,

And our neighbors with envy can kill.

Like the wealthy O'Dowds, who now swim with the

tide,

Since they made all their riches on swill.

*Shanty Maguire.*

**The Hosts of Labor are Enslaved.**

MR. EDITOR:—We are the victims of monstrous misrepresentations, bound in slavery by our adherence to doctrines taught us from the primer class in our school rooms up and on to the bible class in our Sunday schools. We have been duped—mised; and yet we cannot charge conspiracy on the part of our parents or ancestors, but rather may say in their defense that they, like us, have been the victims of their own ignorance.

When I meet men who labor sixteen hours or less every day in the year, and who, with all their labor, are doomed to suffer the tortures of the damned; who are as familiar with the pangs of hunger, the lack of sufficient raiment and shelter, as they are with the seasons of the year, then do I covet the power of a monarch to command a halt! Then do I wish for absolute power, that I may strike from the limbs of this laborer the chains of labor and pauperism that have shackled him from his birth! We, who are enrolled in the army of labor, in our daily struggle and toil for our cur-like existence, are compelled to suffer and mutely bear pain, fatigue and misery, unknown, unexperienced, and unconsidered by that regiment of labor tyrants composed of sharks and dictators, the majority of whom have gained their crowns through the success of their ancestors in the nefarious deeds of bygone days. We are dependent upon their wealth for the maintenance of our existence. But, why so? Is not our labor sufficient? And are they, who have paralyzed the natural resources of this country to riot in luxury on the fruits of our labor forever, while we meekly starve in the cold shadows of a social edifice constructed on the ruins of our manhood and conceived for our degradation? No! Perish the thought that it should be so! It is time that we, the life producing element of our country's population, should demand recognition and fair dealing from our masters, and the character of our demand must be such as not to be mistaken. Our organizations must, in the eyes of our laws, be placed in a position of equality with the organizations of our masters; must command the same respect and consideration in the courts as the organizations of capitalists. They must be relieved from the influence of that factitious public opinion which, parrot like, assails the hosts of labor with the sophistries manufactured for its use, which contemptuously demands an answer to such questions as: "Who are you? Of what consequence are your various trade unions and brotherhoods? Are they not akin to the mafia or the bandits of the Mexican border? Do you not congregate in your numerous halls and lodge rooms and plot and connive to wreck some

trust, deliver some railway corporation into the hands of the receivers, or pauperize some millionaire captain of industry?" Too long have laboring men withheld an explanation of their interests and convictions; too long have they been meek and modest in facing the world; too long have they refrained from making a clean breast of actual facts and necessities, accompanied by a firm and resolute demand for their rights. The gracious public is only asked to be honest and admit that God placed all men equally upon the earth; why not, then, accord to all an equal chance in the battle of life? And why not all laboring men be bound together by the same ties and identified in the same societies? I am not a commissioned advocate of socialism, neither am I an anarchist; I am only one of the many unwilling slaves whose heart shudders and whose hands rebel against certain infringements of the self-evident laws of nature. I am actuated only by that social and patriotic principle destined as a part of human nature, and, therefore, inherited at birth. Alas! think of the helpless millions who are forced to forsake their manhood and abandon the gospel truths that God and nature ordained they should possess and enjoy. Should the man who is born in possession of and reared upon a fortune of millions rule as high king over the unfortunate one who is born in the bare field of labor, and reared as an ox in the yoke? Should he be permitted to apply the lash and wring from the brow of the human ox a drop of sweat for every drop of sparkling liquor quaffed by him, the natural born lord and monarch? No, never! "Of all the good things God hath given" excess is a sin. Excessive riches, excessive poverty, alike with happiness and wretchedness. But to the question, what are the benefits of brotherhoods and unions? Labor organizations have quelled many an uprising rebellion, made a wise and industrious people, and to them is due the credit for the few paltry dollars yet in circulation and thus prevented from being hoarded up by some tyrannical syndicate. I do not charge all syndicates and corporations, millionaires and magnates as guilty, but in conceding that a man is innocent of robbery until proved a thief, most of us can cast our mind's eye on the thieves. And how they cater to our childish ignorance with the glamour of their military trappings! Have a care, you bright, ambitious youths! Steer clear of the "home guard" militia, and spend not the morning hours of your manhood in these sham military schools! We need none of such. The fact has long been demonstrated that in times of war we able bodied, hard-working, and, in a military sense, ignorant men, are the pilots, the wheelers, and the very life of the battle,

while the educated military man is reserved for the rear. Organizations, whether civil, social or religious, are the keystones of civilization. The law of admission to any of these is to prove to the world that you are a "golden rule" man; that you recognize your duty to become a helpmate, fraternally, intellectually, morally and socially, to your fellow man, and if you can donate from five to five hundred dollars per annum for the common benefit you can become a member of most any organization or society. The dues and assessments of such organizations are disbursed and distributed among the unfortunate, the widows and orphans, thus relieving the state and certain landlords of an ever increasing drain on their beloved treasure. When a question of importance arises none but wise and discreet council is exercised or considered. Too many distrust our integrity and prevail on others to regard us as enemies to God and human nature. There exists to-day two classes of workingmen—the employed and the unemployed. The latter have, heretofore, been supported by the former, but now, owing to legislation in direct opposition to labor's interests, and the repudiation by employers of certain agreements existing between them and their employes, the last chord of fraternal obligation existing between them is severed. As an instance, one of the recent repudiations of mutual agreement is the refusal to recognize traveling cards, a rule that has been in operation for years with mutual benefit to employers and employes. This serves as the last day of grace between peace and war. This is one of the most unjust, unscrupulous and tyrannical acts ever perpetrated on human nature. Those who have experienced the benefits of traveling cards well know that the recognition of cards is but an act of mutual friendship and courtesy. And when a card is called into service its holder is seldom drawing favors in advance of deposit. Perhaps his act of generosity or heroism was displayed months or even years previous; perhaps property to the amount of thousands of dollars, and human lives were involved and dependent on his care and judgment. Now, if these fraternal obligations be discontinued in the future what can we expect but discord, contempt, disrespect and indifference to take their place? Our well earned experience and ingenuity has been given gratis to the world; we have used cuts, diagrams and directions for the purpose of enhancing our neighbor's knowledge, and this is our reward. Experience is a sad but honest teacher. Many a man who but yesterday instructed a student is to-day in idleness while the student has his bench in life and is unwilling to share even one meal of victuals with his former teacher. Take

heed and avoid exposing those points you tabored so long to learn, and shy away from those various, numerous and even damnable "question box queries." There is no law as yet to compel a man to divulge his scientific knowledge.

The poor, the clamoring poor! inoculated with poverty, ignorance and misery. Slavery on the one hand, idleness on the other. What shall be done with them? Laboring people have supported paupers, reared their families and built not a few millionaires in this country and the time is now here when we should deliver over the paupers to their rightful makers—the millionaires. Let the millionaires, their rightful makers and owners, care a short time for the poor, and perhaps they will be enlightened and awake to a realization of the best interests of America and her people. They may then discover that Americans can protect and support America but not the globe. They may then advocate free coinage and free men, high tariff and home manufactures, exclusion laws and American people, brotherhoods, unions and happy homes. Oh, Lord! have our government such, and take from our direct care and supervision the poor, the honest and deserving poor, and permit them to earn and enjoy an honest living with honest wages and the most vigilant protection. The toilers of this country have presented a flag of truce time after time to the various corporations and syndicates, and what has been done with them? The corporations have seized our flags and braided them into a hangman's noose with which they would gleefully dangle us in the air while they replace us with imported, inexperienced and incompetent men, confined with the few rats, scabs and human vultures they have produced within the last few years.

Brothers, let us be martyrs to the cause of humanity! Deny not our name, nation, identity or ballot, and one consoling thought will remain to us: The low wage ferret, the lackeys of the labor tyrants, the human vultures, the traitors of manhood, together with the iron monarchs who run their mills at reduced wages these winter months for sweet charity's sake (?) will be relegated to the rear. How can one weak and miserable human being amass his countless millions, hire numerous assassins, and be always doing something for sweet charity's sake? Charity! The word is a mockery. It is but a part of the booty stolen from the toilers at various times. Is it charitable to demonetize wages and coin, and compel the poor to live on adulterated food? The Carnegie iron mills yielded rich profits at the former rates of wages, what will be the returns for the coming months at greatly reduced wages? Did the merchants make reductions in the prices of the laborer's

provisions to correspond with the reductions in wages?

To those who are suffering: Let your actions be your prayers, and your prayers be deliver us from the surplus, the vast surplus of tradesmen. Place yourselves upon an equality with your fellow workmen's interests and support the flag of emancipation. Let us all pray in union.

LA JUNTA, COL.

*Ira D. Mayhull.*

#### **Railway Employees and the Ballot.**

MR. EDITOR:—When we see by late statistics that one man out of every fifteen in the United States is a railway employe, we are forcibly reminded of how small a figure they cut in the government of the country. Why is this? I will endeavor to answer my own query in the light of facts of which I am cognizant.

I meet a railroad friend, and after the usual amount of conversation on what is aptly termed "shop," the Ricks and Jenkins outrages are referred to. I make a suggestion that our only redress lies in the ballot. My friend retorts:

"That's all bosh! the railroad companies will buy up any man that we can elect."

I become interested. Here is a railroad man who follows up politics some. "What ward do you live in, Jim?"

What's the matter? Jim scratches his head and looks uncomfortable. Well, I'll be merciful; he's only a railroad man, and after all, what does he care what ward he lives in?

"Who is your congressman, Jim?" Jim becomes desperate.

"Well, to tell you the truth, Mac, I didn't vote at the last election, and haven't followed the reports."

"Did you register, Jim?"

"Yes, but I didn't feel very well on election day, and I knew that my vote wouldn't make any difference one way or the other."

"What kind of a time do you have at your primaries, Jim?"

"Primaries! I never attended a primary election in my life. What's the use? The politicians fix all that."

Now, brothers, how many of you does the above apply to? From my observation, a goodly per centage, I'll warrant. If we persist in neglecting our great privilege, our bounden duty as citizens of this great republic that has taught the whole world a salutary lesson, and leave the nominating power entirely with the "pot house politicians" and "ward heelers," what can we expect? Take the great state of Illinois for example. Sixty thousand railroad men earning a living—but, hold; I will qualify that—endeavoring to earn a living within its boundaries. A few years ago a commit-



tee representing this magnificent army petition the governor to appoint one of their number on the railroad commission, and how does he answer them? By arrogantly and impudently appointing a stock yards politician, who could not tell whether vacuum were weighed or measured, to the position. Would you secure the recognition your numbers and intelligence entitle you to? Yes. Well, then, get together and organize as Eugene V. Debs would organize you, in a body, without regard to what position you fill or what pay you receive. Get together and select a man who has the honesty and ability to legislate in your interests. Go to the primary election in your district; vote for him and nominate him. And after you have nominated him, work for his election, and throttle every fraud you detect among the "heelers." Keep aloof from them; let none of them pollute your mind with their corrupt methods; keep clean, even if it costs you a few votes to do it. It will pay you later.

The above may seem like a good deal of effort, and may interfere with some little personal comfort, but you will find it the best paying investment you ever made. One often hears the proposition that any man, and especially a poor man, is corruptible. Conceding that there may be more truth in that proposition than an optimist would like to admit, wherein lies the remedy? Elect men pledged to the enactment of such laws as the following:

Making the offering of a political bribe a capital offense.

Making the acceptance of a political bribe punishable by life imprisonment.

The above may sound chimerical, but do you think that any man would have the temerity to offer or receive a bribe with such laws staring him in the face? I think not.

CHICAGO, ILL.

F. A. McLaughlin.

#### Mr. Gray and the Anarchists.

MR. EDITOR—Everything in this world has its uses, even the louse and the rattlesnake, if we only knew what those uses were. So have such things as Mr. W. H. Gray their uses. They, too, play their part in the mysterious phenomena of natural economy. They are to the social, or body politic, what the louse is to the individual body—a sure sign that it is filthy and needs cleansing. They show us the rottenness of our institutions and laws, and the foul vermin that they breed. Mr. Gray shows us something more—the tremendous task on hand to overcome the opposition of that prejudice and superstition which holds in slavery the minds, and so the bodies, of those whom they are trying to lift out of their degradation and make free. For he

is a true type of a class whose ignorance and bigotry forces them to prefer rotting in their slime to coming out of their dirty pool into the clean fields of reason and common sense, to proclaim their manhood and take their liberty.

This miserable wretch turns upon the men who are sacrificing themselves in the battle for human freedom; giving all their great talents, courage, character and energies to the great cause of liberty. Turns upon them as a maddened brute, driven to desperation by cruel treatment, would turn upon those who were endeavoring to relieve it of its agonies. No man who ever wrote a line could paint the character of his mind more accurately than he does himself; and it is not such a one as intelligent men would be proud of.

In his muddy article, "Pardon of the Anarchists," in the January MAGAZINE, he says to the editor: "You do not arouse my anger," and a little further on proceeds to give the lie to this statement by calling Mr. Debs "Eugene Vindictive Debs," and Governor Altgeld "John Pardon Altgeld." He is too ignorant, however, to perceive that he has stepped on himself.

"Why is it," he asks, addressing Mr. Debs, "that you alone indorse the Governor's action, with the exception of the Anarchists themselves?" Here, again, he exposes his ignorance of the sentiment of the reform and labor press of the country, as all of this press that has come under the notice of the present writer—who is somewhat acquainted with it—has, almost without exception, endorsed the Governor's action.

"Are you (Debs) of the opinion that John Pardon Altgeld and Eugene Vindictive Debs are the only able-minded men our country has produced?" Mr. Debs has led too busy a life, and had too many other things to think about, to find time to think much on his own greatness; and there is not the least doubt but he is entirely ignorant of how really great he is. But, whatever he may think on this point, and great and talented as he and Governor Altgeld really are, they are not the only great ones that "our country has produced;" nor even do they stand pre-eminently alone in their greatness; for though they are in the front ranks, there are thousands by their side and thousands more close behind them.

"What a pity, that out of sixty millions of people only two seem to know the law." It would, indeed, be a pity were it true; but, fortunately for the enslaved millions, it is not true; for if each of them were a thousand times greater than he is, the country must still go down despite of all that they could do to save it. But, thanks to their efforts, and those of hundreds of others who, like them, have educated

thousands to a knowledge of the "law"—the law of freedom, justice and humanity—they do not monopolize the knowledge of that subject.

"The same crowd you (Debs) were to address on the lake front were mostly of the type mentioned, as it is clearly demonstrated by their attempt to raid one of the big department stores down town." What is the cause of which this "crowd" is the effect? Is it not our class laws and corrupt judges? Is not this "crowd" the fruit of unjust laws and slimy ermine? and is it not to such crowds, robbed of their rights and turned into hungry wild beasts, that Debs, and others like him, *must* preach the gospel of truth, that they may show them what their rights are and how to get them?

Mr. Gray reminds Mr. Debs that "our fair-minded Judge Gary is to sit on the bench again." It is impossible to understand how a man can become so wholly lost to all sense of self-respect, so morally degraded and so incomparably stupid and ignorant as to expose himself to the ridicule, pity, or contempt, as they may happen to see it, of all intelligent people, as Mr. Gray has here done. If Judge Gary is a fair-minded judge, then so was the judge who sentenced Robert Emmet to death for the crime of being a patriot, a lover of his country and of liberty, and a man of unflinching courage and unswerving purpose; who said to the judge in his famous speech from the dock: "My lord; you are a man and I am a man; by a revolution of power we might change places, but we never could change characters." The Anarchists of Chicago might have said the same, with equal truth, to the "fair-minded Judge Gary." If he is a fair-minded judge, then so are the Russian judges, who merely do the Czar's bidding, and sentence men to death or exile without even the formality of a trial. As to Gary's re-election, it was necessary to the accomplishment of the purpose of the "citizens' club," spoken of by Mr. Deegan, in the January MAGAZINE, and their pals in iniquity, so as to make it appear that his conduct was approved by those who must suffer the most from it; and they were bound to procure it at any cost, which they did. What his election did cost them will, of course, never be known, but as for the workingmen (slaves) who voted for him, they deserve all the misery that their masters inflict upon them. They prove to the enlightened world that they have prostituted themselves to the last degree; that they are wholly devoid of feelings of self-respect or manhood; ignorant slaves, in head, heart, body and soul, as completely as if they were branded with their master's initials, and they do not deserve to be free. He does not deserve to be

free who will not inform himself as to that in which his freedom consists. And these men do not know in what their freedom consists. Mr. Gray has his uses; he is doing more to disseminate the truth about the Anarchist trial, through the MAGAZINE, that reaches so many people all over this broad country, than the most ardent friend of the Anarchists and their cause could do. The more he stirs up his "fair-minded Judge Gary" the more he stinks—and he is rotten enough to stink a whole nation if he is only stirred up enough—while the more he rubs Debs and Altgeld the brighter they shine and the more useful they become.

He says that Governor Altgeld committed political suicide. This may be true from the standpoint of the politician for revenue only, but he will be alive in history and illuminating its pages with dazzling brilliancy, sharing honors with Debs, when the Garys, the Grays, and the many other slimy things which now curse this earth with their foul presence will be as forgotten, dead, damned, and delivered in the bottomless ocean of oblivion as if they had never been in existence.

GRAND JUNCTION, COL. P. W. Monahan.

#### Free Transportation.

MR EDITOR:—The old question of transportation is revived by the attempt of some of the roads to substitute rates for passes among their employees. Passes should be given as a matter of course to any person traveling on business for the company. On any other occasion rates seem, to my mind at least, fairer to both parties. Merchants make a practice of selling goods to their clerks at wholesale prices; why should not railroad men be satisfied if furnished transportation at wholesale prices?

Several brotherhood men with whom I have spoken on the subject say they would rather buy a ticket at a reasonable price than to go through the red tape necessary to secure a pass. Besides, a pass seems like a favor, and a ticket a right.

On many Pacific roads the terminal point of a division is often an insignificant cluster of houses about a round house, twenty miles or more from the chief town of the district. If an engineman desires to do his trading in town, and the usual rule of one pass a year is enforced, he goes to town once on a pass and the rest of the year he pays full fare or "beats his way"—generally the latter. At a rate of one cent, or one-half cent a mile he and his family would make the trip two or three times a month, to the benefit of themselves, the business of the town and the railroad company. However, though many employees would be satisfied with rates, nobody doubts that the passes denied to trainmen will still be given once

a year and a great many times a year to people who are amply able to pay fare.

Grant that employees are not entitled to passes except when traveling on company's business. Then, in justice, why should an official more than an ordinary employe be allowed passes when traveling on his own business or for pleasure? And yet, who ever heard of a railroad officeholder of any description paying fare? Even the friends, relatives, business associates, and servants of an officer of the company commonly enjoy privileges denied the men who actually handle the trains.

Is it fair? That question comes up in my mind every time I find a fellow traveler with a handful of passes kindly furnished by friends in the office. One young lady I met had passes over two routes from Chicago to the Pacific coast. She preferred a third route and paid full fare. I thought rather bitterly of the rule, "Employees are forbidden to ask for favors beyond the limits of their own line," and how dreadfully short some lines are.

By the way, speaking of officials, in all the talk about "reduction of expenses made necessary by hard times," has anybody heard of a reduction in the big salaries of the general offices? Is not economy there as necessary as on the road? Surely, a man of independent fortune, who is paid from \$5 to \$25 a day, can stand a 10 per cent. reduction better than the man who earns from \$1 to \$5. Furthermore, the saving in one such salary would outweigh ten times the pitiful sum shaved off from mere wages. It is a strange sort of logic that can prove a company at once rich enough to continue paying high salaries in the office and too poor to pay its section men their usual wages. There is something about it suggestive of the old saying of throwing out with a shovel what has been saved with a spoon. How absurdly insolent for gentlemen with pockets full of passes, and salaries untouched by "hard times," to demand that workmen shall pay fare on their few excursions and take fifty cents a day less for a day's hard work.

Restriction in the matter of passes and cuts in pay will be more enthusiastically received by that army of sufferers, the working force of the road, if it is understood that the restriction touches officers as well as men, and that the cut affects the top as well as the bottom of the list.

Any imposition suffered by employees reacts inevitably on the company in poor service, and, *vice versa*, fair treatment results in good work. As a matter of business it does not pay to be mean, and strikes will go out of fashion when all the sacrifices are not required from the tin pail brigade.

Pay your way and we will pay ours.

OAKLAND, CALIF.

Emely L. Baker.

EX-GOVERNOR JOHN H. GEAR, of Iowa, who is a candidate for United States Senator in that state, got his nickname of "Old Business" from a celebrated notice which he served on the officials of a railroad during the winter of 1879. At that time the northern part of Iowa was visited by a severe blizzard, which snowed under the line of the St. Paul railroad, and the company taking no steps to clear the tracks, great hardship was suffered by the settlers, who ran short of fuel and other necessities. The situation was explained to Governor Gear, and becoming satisfied that greater hardship would result if the road was not opened, he sent the following dispatch:—"To the officials of the Chicago, Milwaukee & St. Paul railroad: If you don't open up the Milwaukee road to Emmetsburg, I will. John H. Gear, Governor." The road was opened after the receipt of this telegram.—*Evening Post*.

### Wonders of the Human Heart.

The workings of the human heart have been computed by a celebrated physiologist, and he has demonstrated that it is equal to the lifting of 120 tons in twenty-four hours! Presuming that the blood is thrown out of the heart at each pulsation in the proportion of sixty-nine strokes per minute, and at the assumed force of nine feet, the mileage of the blood through the body might be taken at 207 yards per minute, seven miles per hour, 168 miles per day, 61,320 miles per year, or 5,150,880 miles in a life time of 84 years. In the same period of time the heart must beat 2,869,776,000 times.

A PARIS dispatch of Jan. 8 says "A man whose name has not been ascertained was robbed and murdered on a railway train between Balvigny and St. Gothard last night. The body was thrown from the train and the murderers escaped." Incidents of this kind on European railways are almost as common as train robberies in the United States. On the whole, we would much rather be robbed in company than robbed in solitude and murdered besides. The American car still has advantages over the compartment carriage.—*Railway Age*.

THE value of saving something from wages is very well illustrated in France just now. In the universal business stagnation in Europe the French workman suffers less than any other, because, and especially if he is a married man, it is almost certain that he has something laid by from the wages he received in times of good trade.—*American Machinist*.

*Little Clarence*.—Pa, if a man from Portugal is a Portuguese, is his little boy a Portugosling?

## GRAND LODGE.



## Quarterly Dues Notice.

OFFICE OF THE GRAND LODGE, B. OF L. F., }  
TERRE HAUTE, IND., April 1, 1894. }

*To Members of Subordinate Lodges:*

SIRS AND BROTHERS:—Pursuant to Section 129 of the Constitution, you are hereby notified that the dues for the quarter ending July 31, 1894, (such an amount as may be determined by the several lodges, provided in no case it shall be less than five (\$5.00) dollars), are now payable, and must be paid to the Collector of your lodge on or before May 1, 1894. This amount will be in full payment of all subordinate dues and beneficiary assessments levied by the Grand Lodge for said quarter, as provided in Section 132 of the Constitution. All beneficiary members now enrolled and all those admitted prior to June 1, 1894, are liable for the full amount of quarterly dues for said quarter. All members initiated during the months of June and July are exempt from payment of quarterly dues for said quarter, as provided in Section 129 of the Constitution. Any member failing to make payment as above provided will be expelled from the order, as per Section 130 of the Constitution, said expulsion taking effect May 2, 1894, and the Secretary is required to make due report thereof to the Grand Lodge.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.

## Notice to Receivers.

OFFICE OF THE GRAND LODGE, B. OF L. F., }  
TERRE HAUTE, IND., April 1, 1894. }

*To Receivers of Subordinate Lodges:*

SIRS AND BROTHERS:—You are hereby notified, as provided in Section 54 of the Constitution, that no beneficiary assessment is required for the month of April, 1894, and that therefore none has been levied for said month.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.

## Special Assessment Notice.

OFFICE OF THE GRAND LODGE, B. OF L. F., }  
TERRE HAUTE, IND., March 1, 1894. }

SPECIAL ASSESSMENT NO. 2, \$0.75.

*To all Subordinate Lodges:*

DEAR SIRS AND BROTHERS:—You are hereby notified that Special Assessment No. 2, amounting to seventy-five cents (\$0.75), has this day been levied by the grand lodge for the Protective Fund to be used in paying the striking firemen on the Lehigh Valley Railroad who engaged in a strike, beginning November 18th, 1893, and ending December 6th, 1893, under the laws of our order. A majority of the lodges belonging to the Brotherhood of Locomotive Firemen have voted to levy this special assessment, and the will of the majority becoming the law, this levy is made. (See Section 41, Page 16, of Constitution.) This assessment is payable by all members whose names appear on the rolls of membership on March 1st, 1894, and must be paid to the Collector on or before April 1st, 1894. Any member failing to pay the foregoing assessment within the time specified will stand expelled as provided by the laws of the order.

Collectors are required to deliver the foregoing assessment to the Receivers of their respective lodges on or before April 2nd, and Receivers are required to forward the same so as to reach the grand lodge on or before April 10th, 1894.

Collectors and Receivers are required to make collection and returns of the above assessment in all things as provided by law for the collection and returns of assessments for the beneficiary department.

Collectors will receipt for this assessment on the usual form, as no special slips have been issued.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.

## Notice to Secretaries.

OFFICE OF THE GRAND LODGE, B. OF L. F., }  
TERRE HAUTE, IND., April 1, 1894. }

*To Secretaries of Subordinate Lodges:*

SIRS AND BROTHERS:—Pursuant to Section 130 of the Constitution, you are required to report to the Grand Lodge as expelled all members who fail to make payment of their quarterly dues for the quarter ending July 31, 1894. The names of said members must be reported to you by the Collector of your lodge not later than May 2d, and by you reported to the Grand Lodge, in the prescribed form, immediately thereafter. Failing to report the names of expelled members as herein provided, the Grand Lodge will hold subordinate lodges liable for their assessments, as per Section 63 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.

## Address Wanted.

R. B. PERRY. Left Savannah, Ga., November 24d, 1893, in search of employment and has not since been heard from. Any information regarding him will be thankfully received by Mrs. J. C. Boyce, 25 Margaret street, Savannah, Ga.

OFFICE OF GRAND SECRETARY AND TREASURER,  
TERRE HAUTE, IND., March 1, 1894.

**INS AND BROTHERS:**—The following is a statement of the Beneficiary fund for the month of February,

## RECEIPTS—Continued.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
427	868	442	870	457	848	472	854	487	884	502	856	517	863	532	869
428	54	443	78	458	60	473	84	488	40	503	54	518	50	533	56
429	68	444	138	459	56	474	50	489	44	504	24	519	48	534	57
430	66	445	48	460	84	475	118	490	58	505	52	520	52	535	58
431	40	446	122	461	52	476	44	491	54	506	54	521	32	536	59
432	122	447	74	462	120	477	32	492	64	507	32	522	64	537	60
433	76	448	112	463	8	478	88	493	58	508	86	523	86	538	61
434	176	449	98	464	38	479	66	494	62	509	26	524	90	539	62
435	46	450	76	465	150	480	36	495	54	510	90	525	90	540	63
436	45	451	28	466	134	481	80	496	54	511	34	526	94	541	64
437	42	452	68	467	58	482	38	497	42	512	20	527	94	542	65
438	44	453	64	468	46	483	58	498	34	513	38	528	98	543	66
439	72	454	114	469	40	484		499	26						
440	86	455	40	470	72	485	200	500	50	514	68				
441	70	456	70	471	80	486	54	501	64						

Balance on hand February 1, 1894 . . . . .	\$16,693 75
Received during month . . . . .	55,136 00

Total	\$71,829.75
-------	-------------

### DISBURSEMENTS.

By claims 1206, 1207, 1208, 1209, 1210, 1211,  
1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219,  
1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227,  
1228, 1229, 1230, 1231, 1232 . . . . . \$40,500 00

Balance on hand March 1, 1894 . . . . .	\$31.32 75
---	------------

Respectfully submitted,

F. W. ARNOLD, G. S. AND T.

S. H. MOORE & Co., publishers of "Ladies' World," appear again in our advertising pages with another splendid premium offer. It will surely pay our lady readers to read it, as it affords an opportunity to get 200 varieties of flower seeds free with a three months subscription. We have dealt with this firm for several years, and know them to be reliable.

CHUMLEY—"How the mischief did you come to marry that old widow? Why didn't you marry the daughter?"

Benedict:—I thought over the matter carefully. If I had married the daughter, I'd have had the mother on my hands, anyhow. Then I'd have had both on my hands, but as it is, now that her mother is provided for, very likely somebody else will marry the daughter, and then I'll only have one of them to provide for."—*Texas Siftings*.

CHARLIE—"Oh, I'm dreadfully hungry! I believe I could eat my own head."

Clara—"If you're so hungry, I should think you would want something substantial."—*Truth.*

EDITOR—"We can't print these jokes. They've every one of them appeared in Punch." Wagg—"Well, what of that? Do you realize what a financial success Punch has turned out to be?"

"POOR Bostone is dead." "So I've heard." "I've been asked to write a line for his gravestone." "Going to do it?" "Yes. How do you like this: 'He never used the word pants.'"

TEACHER.—Now, Tommy, tell me who first discovered the whalebone.

Tommy.—Jonah.—*Harper's Young People.*

FRIEND—"Well, Tommy, now that you've started to school, what do you like best?"

Tommy—"Recess."

"WORTH A GUINEA A BOX."

**BEECHAM'S  
PILLS**

The Favourite of  
**All Railroad Men.**

*A Standard Remedy the World over  
FOR ALL*

**BILIOUS AND NERVOUS  
DISORDERS,**

Such as Sick Headache,

Weak Stomach,

Impaired Digestion,

Liver Complaint,

**Constipation,**

and all Similar Ailments.

Covered with a Tasteless and Soluble Coating.  
Of all druggists. Price, 25 cents a box.

New York Depot, B. F. Allen Co.,  
365 Canal St.

Send postal for our valuable book, "Constipation."

**An Educator!**

**"Simple Lessons in  
Drawing for the Shop."**

**By ORVILLE R. REYNOLDS.**

*(Chief Draftsman Northern Pacific Ry.)*

**PRICE, 50 CENTS.**

ADDRESS

**DEBS PUBLISHING Co.**

**TERRE HAUTE, IND.**

**A Scalded Engineer,  
A Bruised Fireman,  
A Sore-Handed Conductor,  
A Chap-Handed Brakeman,  
A Bleeding Switchman,**

Will find a comforter and healer in a cleansing  
and refreshing wash with

**Glenn's - - -  
Sulphur Soap.**

It is not a fancy toilet soap, but a plain, every day  
remedy for the mechanic, the busy housewife, and  
the children. No household should be without it.  
Ask your druggist for it; he keeps it.

**MODEL**

**OF LINK**

**VALVE**

**MOTION,**

**Neatly Made  
of Brass.**

**PRICE, \$4.00.**

A great help in the study of Valve Mo-  
tion. Just what is required for the Lodge-  
room. Perfect in Design and Works  
Smoothly in all its parts. A great object  
lesson. Address

**WM. WEILER,**

**Box 25. Port Morris, N. J.**

# Firemen and Engineers!

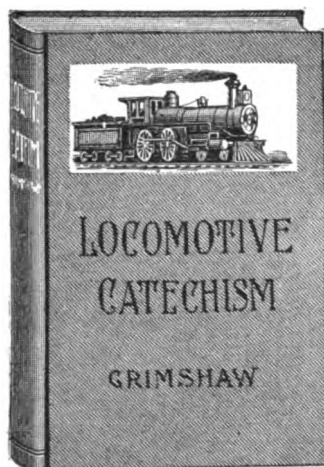
YOU WANT THIS BOOK.

## *Grimshaw's Locomotive Catechism.*

NEW AND  
COMPLETE.

**SIMPLE.  
PLAIN.  
PRACTICAL.**

It  
Contains  
1300 Questions  
With  
Their  
Answers.



Tells all  
About  
Repairing and  
Running, all  
Kinds of  
Locomotives.

362 PAGES, NEARLY 200 ILLUSTRATIONS AND 9 FOLDING PLATES.

HANDSOMELY BOUND IN CLOTH, Price, \$2.00.

Prepaid to Any Address.

No book on the Locomotive has been indorsed as highly as Grimshaw's "Locomotive Catechism." Both the *Locomotive Firemen's Magazine* and *Journal of the Brotherhood of Locomotive Engineers* have endorsed the work very highly, and said it was the best work ever published on the subject. We have besides hundreds of testimonials from Engineers and Firemen, stating that the work is the simplest and best ever published.

**AGENTS WANTED EVERYWHERE.**

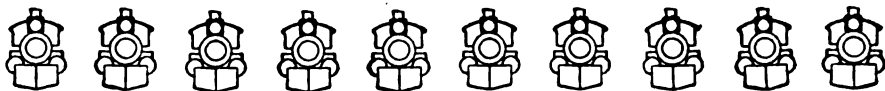
Send Now for a Copy to the Publishers . . . .

## Norman W. Henley & Co.

132 NASSAU STREET,

"Vanderbilt Building,"

NEW YORK.



Do You Want a Picture of the

## FAMOUS "999" LOCOMOTIVE?

We've had hundreds of letters asking for a picture—now we have it. Something better than a photograph. A **transparent**, copper-plate engraving of the famous flyer; you can see everything **outside** and **inside**. Every part is numbered and named. Fit for a gold frame in a palace. Printed on satin gloss paper, 14x28, and mailed in a tube (without folding) for 50 cents (stamps are good, but we would rather have postal notes or money orders). This is an educational device, up to date, unique, beautiful and correct. Once seen, no other picture of this beautiful locomotive will satisfy you at all. Send cash with order. **LOCOMOTIVE ENGINEERING, 5 Beekman St., New York City.**

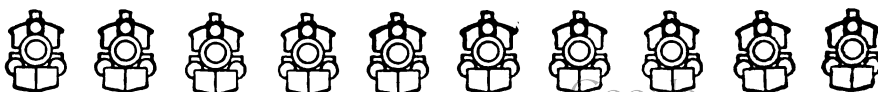


If you are a subscriber, for 1894, to our paper, **Locomotive Engineering**, you get the above picture and our other little school masters, the **Traveling Engineer's Examination Chart** and the **Working Model of the Triple Valve**,

**FREE.**

The paper has over 40 large pages and is the best illustrated and "**most interesting railroad paper published.**" Practical, instructive, interesting! No engineer, fireman or shop man can afford to be without it. Sent to any address in the world for \$2.00. Angus Sinclair and John A. Hill, Editors. Specimen Copy, free. Address

**LOCOMOTIVE ENGINEERING,**  
**5 Beekman Street, NEW YORK CITY.**





# Engineers and Firemen!

## STANDARD LITERATURE.

**These Books Will Help You to Master Your Calling and Get "On Top."**

**"Locomotive Catechism,"** by ROBERT GRIMSHAW. Nearly 400 pages. Full of cuts and illustrations. Fresh from the press and fully up to the times; **Price, \$2.00.**

**"New Catechism of the Locomotive,"** by M. N. FORNEY. More than 700 pages and more than 500 engravings. Greatest book published. **Price, \$3.50.**

**"Compound Locomotives,"** by ARTHUR T. WOODS. The only book on the subject. Should be in the hands of every student of the locomotive. **Price, \$1.**

**"Air Brake Practice,"** by J. E. PHELAN, of the Northern Pacific R. R. An exhaustive treatise on the Air Brake; explains in simplest language how to operate it under all conditions. **Price, \$1.00.**

**"Progressive Examinations of Locomotive Engineers and Firemen,"** by JOHN A. HILL. A capital little book for new beginners. An excellent pocket companion. **Price, 50 Cents.**

**"Alexander's Ready Reference,"** by S. A. ALEXANDER, for engineers and firemen. This book contains more valuable information in fewer words, and is easier understood by railroad men than any other book now in print. **Price, \$1.50.**

**"Twenty Years with the Indicator,"** by THOS. PRAY, JR., M. E. Copiously illustrated and containing many rules as to the best way to run any steam engine to get the best results. **Price, \$2.50.**

**"Simple Lessons in Drawing,"** by ORVILLE H. REYNOLDS (Chief Draftsman, Northern Pacific Railway). A splendid book. Every student of locomotive engineering and every explorer in the field of mechanics should have it. **Price 50 cents.**

**"Roper's Hand Book of the Locomotive,"** by STEPHEN ROPER. One of the most valuable treatises ever written on the subject. It is fully illustrated, and contains a description of the most approved locomotives in use. **Price, \$2.50.**

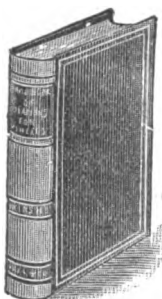
**"Locomotive Running Repairs,"** by L. C. HITCHCOCK. A splendid little book for locomotive men. **Price, 50 cents.**

**SEND ORDERS TO**

**DEBS PUBLISHING CO.,**

**TERRE HAUTE, INDIANA.**

# IMPORTANT.



In view of the present uncertainty of business, we have decided to offer the two works of Professor N. Hawkins upon easy and liberal terms of payment to the patrons of the FIREMEN'S MAGAZINE and others, who will furnish a reference as to reliability, i. e., part of the cost with the order when the books will be sent, and balance monthly.

It is a proverb that "he stands strongest who stands on his head"—this has been well illustrated in the case of the owner of these two books. In the numerous changes which have taken place in the past half year, and which are still going on, the practical knowledge which has been acquired from the Hawkins works has enabled many of their possessors to hold over in good positions where others have been forced to resign.

The "Hand-book of Calculations" (now selling in its seventh thousand), and the "Maxims and Instructions for the Boiler Room" (now selling in its third thousand), are educational works of the rarest value, and have already, in scores and hundreds of instances, proved the stepping-stone for permanent advancement (Firemen to be Engineers, Engineers to be Superintendents, etc.).

The "Calculations" teaches first, the principles on which steam-engineering is founded, i. e., mechanical philosophy, and beginning with the figure one, proceeds with rules, examples, and plain directions to the most essential problems relating to steam-engineering.

The "Maxims and Instructions" teaches how to "fire" with all kinds of fuels and the different varieties of boilers; gives details of construction and dimensions of boilers. It deals with the details and management of pipes and piping, steam-pumps, injectors, tanks, steam-heating, plumbing, etc. The book has hundreds of definitions and illustrations of appliances used in and about the boiler room.

These books are each provided with a ready reference index, which renders their hundreds of practical suggestions instantly available; hence they are works of both instruction and reference.

These two books are each strongly and handsomely bound in green cloth, with gold titles; they weigh over five pounds for the pair and are almost a library in themselves. The price is \$5.00 for the two, and \$2.50 for a single volume, post or express prepaid to any part of the world.

Parties wishing them on "part payments" will be informed of the terms upon application. Club rates also given on application. Correspondence solicited. We furnish a descriptive catalogue free.

**Theo. Audel & Co.,**  
PUBLISHERS.

Office 3. 91 Liberty St., N. Y.

P. S.—Very many Master Mechanics of railroads have bought the pair of these "noble books" and found them exactly adapted to their department of railroad service.

## LOCOMOTIVE CATECHISM

—BY—

**ROBT. CRIMSHAW**

**1300 Questions and Answers**  
**360 Pages.**

**ALL ABOUT REPAIRING AND RUNNING THE  
VARIOUS KINDS OF LOCOMOTIVES.**

**NEW AND COMPLETE.**

**FULLY - UP - WITH - THE - TIMES.**

**Diagrams and Illustrations Galore.**

**PRICE, \$2.00.**

**Address Orders to**

**DEBS PUBLISHING CO.,**

**TERRE HAUTE, INDIANA.**

## Helpful Books for Ambitious Men.

**Locomotive Engine Running**, by ANGUS SINCLAIR. Price, \$2.00.

**Progressive Examinations for Engineers and Firemen**, by JOHN A. HILL. Price, 50 cents.

**Air Brake Practice**, by J. E. PHELAN. Price, \$1.00.

**Block Signalling**. Explains how the different forms of block signals are worked. Price, \$2.00.

**Catechism of the Locomotive**, by M. N. FORNEY. Price, \$3.50.

**Hand-Book of Instructions for Engineers and Firemen**, by N. HAWKINS, M. E. Illustrated. Price, \$2.50.


**How to become a Successful Engineer**, by B. STUART. Price, 50 cents.

These books are well known stand-bys, and the man who buys one of them, will never regret his investment.

**CATALOGUE FREE.**

## ENGINEERING LITERATURE CO.,

East Orange, New Jersey.



**A BARREL OF MONEY**

CAN BE MADE BY EVERY RAILROAD MAN

WHO SENDS FOR THE GOLD NUGGET FREE AND ACTS UPON ITS SUGGESTIONS.

Send for By-Laws, specimens of ore, etc., etc., to the ORPHAN BOY EXTENSION M&M CO. No. 30 KITTREDGE BLDG. DENVER, COLO.

A Sure and Safe Life Insurance offered by a small investment in our dividend-paying gold mining stocks.

OUR NEW 1894 FLOWER SEED OFFER.

# A Magnificent Collection of FLOWER SEEDS

## 200 Varieties, FREE!



An Unparalleled Offer by an Old and Reliable Publishing House! THE LADIES' WORLD is a large 20-page, 80-column illustrated Magazine for ladies and the family circle. It is devoted to stories, poems, ladies' fancy work, home decoration, house-keeping, fashions, hygiene, juvenile reading, etiquette, etc. To introduce this charming ladies' paper into 100,000 homes where it is not already taken, we now make the following *valuable offer*: Upon receipt of only **12 Cents** in silver or stamps, we will send **The Ladies' World** for **Three Months** and to each subscriber we will also send **Choice Flower Seeds**, 200 varieties, including Pansies, Verbenas, Chrysanthemums, Aspers, Phlox Drummondii, Balsam, Cypress Vine, Stocks, Digitalis, Double Zinnia, Pinks, etc., etc. Remember twelve cents pays for the magazine three months and this entire magnificent Collection of Choice Flower Seeds, put up by a first-class Seed House and warranted fresh and reliable. No lady can afford to miss this wonderful opportunity. We guarantee every subscriber many times the value of money sent, and will refund your money and make you a present of both seeds and Magazine if you are not satisfied. Do not confound this offer with the catchpenny schemes of unscrupulous persons.

**SPECIAL OFFER!** To any lady who writes to-day, Don't put it off! Six subscriptions and six Seed Collections sent for 60 cents. To any lady sending us 12 cents for above offer, and naming the paper in which she saw this advertisement, we will send free, in addition to all the above, one packet of the celebrated **Marguerite Carnation** (half dwarf variety), the only Carnation that will bloom from seed the first season. It produces in great abundance, large, exquisitely fragrant flowers of the most brilliant hues, in the various shades of white, red, pink and variegated, fully 80 per cent. being double. Plants begin to bloom in four months after planting, and continue in great profusion until frost comes. This packet of seeds is alone worth the price charged for the entire combination.

**ANOTHER GREAT OFFER!** Upon receipt of Thirty-five Cents (five Cents four regular subscription price) we will send **The Ladies' World** for **One Year**, together with our magnificent Collection of **Choice Flower Seeds** above described, likewise one packet of the extensively advertised and popular **Marguerite Carnation**. Address: **S. H. MOORE & CO., 27 Park Place, New York.**

# D\*E\*L\*A\*V\*A\*U\*S

## Whooping Cough

## Croup

## Violent Coughs

Tested over 40 Years.  
EFFECTUAL AND HARMLESS.  
50c. per bot. at druggists, or expressed from 6th and Wood Sts., Philadelphia, to any address 60c.

# R\*E\*M\*E\*D\*Y

**MRS. WINSLOW'S SOOTHING SYRUP**  
FOR CHILDREN TEETHING  
For sale by all Druggists. 25 Cents a bottle.

# DRUNKENNESS

Thoroughly and permanently cured by a vegetable preparation. Destroys the appetite for liquor in all its forms. A positive cure if taken according to instructions. No detention from business. Send \$1.00 for a supply, with full directions, sufficient to cure any ordinary case. Address, **C. E. FELLER, M. D., 180 E. 7th St., St. Paul, Minn.**

# THE BROTHERHOOD SEAT.

IS SENT ON ONE WEEK'S TRIAL.

Patented and Manufactured by

STANNARD &amp; WHITE,

APPLETON, WIS.

R. of L. E., No. 88.

R. of L. F., No. 28.

Send stamp for full particulars.



## \$12 to \$35 Per Week

Can be made working for us. Parties preferred who can give their whole time to the business. Spare hours, though may be profitably employed. This announcement is of special interest to stirring men who wish to rise in the world. Good openings for town and city work as well as country districts.

**B. F. JOHNSON & CO.,**  
No. 3 No. 11th St., Richmond, Va.

# DEAFNESS CANNOT BE CURED

by local applications as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, Deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars: free.

**F. J. CHENEY & CO., Toledo, O.**

Sold by Druggists, 75c.

# MARRIAGE PAPER 3 MONTHS, 10 CENTS.

ADVERTISE. RACIERY PAPER OUT. HELPING HAND 49 CHICAGO, ILL.

**High Arm FREE TRIAL** In your own home for 30 days without paying one cent in advance; machine to be returned at our expense if unsatisfactory. We take all risks, pay freight, ship anywhere, to anyone, in any quantity at wholesale prices. \$65 Kenwood machine, \$24.50; \$55 Arlington, \$20.50; \$45 Arlington, \$17.50; \$35 High Arm Gem, \$12. We sell all makes and styles, from cheapest \$7.50 to best "Kenwood," \$24.50. All attachments free. **TAKE HIGHEST WORLD'S FAIR MEDALS AWARDED.** Over 100,000 now in use. Buy direct from factory. Save agents large profits. Catalogue and testimonials free. Write at once. Address (in full) **CASH BUYERS' UNION, 158-164 W. VanBuren St., Dept. A223, Chicago, Ill.**

# JOSEPH LEICESTER ATKINS,

## PATENT LAWYER

AND  
Solicitor of U. S. and Foreign Patents,  
Atlantic Building, 930 F. St.,  
WASHINGTON, D. C.

# MOORE & LANGEN,



## Printers, Bookbinders and Blank Book Makers.

20-26 South Fifth Street,

Digitized by **Terre Haute, Ind.**

**MY WIFE CANNOT SEE HOW YOU DO IT AND PAY FREIGHT.**

**\$14** Buy our 2 drawer walnut or oak Improved High Arm Singer sewing machine finely finished, nickel plated, adapted to light and heavy work; guaranteed for 10 Years; with Automatic Bobbin Winder, Self-Threading Cylinder Shuttle, Self-Setting Needle and a complete set of Steel Attachments shipped anywhere within 30 Days' Trial. No money required in advance. 15,000 now in use. World's Fair Medal awarded machine and attachments. Buy from factory and save dealer's and agent's profits.

**FREE** Cut This Out and send to-day for machine or large free catalogue, testimonials and glimpses of the World's Fair.

**OXFORD MFG. CO. 342 Wabash Ave. CHICAGO, ILL.**

**COOK REMEDY CO**

**Blood Poison!** Primary, Secondary or Tertiary

permanently cured in 15 to 35 days. We eliminate all poison from the system, so that there can never be a return of the disease in any form. Parties can be treated at home as well as here, (for the same price and under the same guarantee,) but with those who prefer to come here, we will contract to cure them or refund all money and pay entire expense of coming, railroad fare and hotel bills.

**Our Magic Remedy** in Use and **Never Failed** to cure the most obstinate cases. We challenge the world for a case we can not cure. Since the history of medicine a true specific for **BLOOD POISON** has been sought for but never found until our Magic Cyphlene was discovered. We solve the most obstinate cases and challenge the world for a case we cannot cure. This disease has always baffled the skill of most eminent physicians.

**\$500,000 CAPITAL** behind our unconditional guarantee. Absolute proofs sent sealed on application. Address,

**COOK REMEDY CO.,**  
Room 307 Masonic Temple, Chicago, Ill.

**COOK REMEDY CO**

**14 KARAT GOLD PLATE**

**\$2.75**

CUT THIS OUT and send it to us with your name and address and we will send you this watch by express for examination. A Guarantee For 5 Years and chain and charm sent with it. You examine it and if you think it a bargain pay our sample price, \$2.75 and express charges, and it is yours. It is beautifully engraved and warranted the best time-keeper in the World for the money and equal in appearance to a genuine Solid Gold Watch. Write to-day, this offer will not appear again.

**THE NATIONAL MFG. -AND- IMPORTING CO.**  
334 DEARBORN ST., CHICAGO, ILL.

**FAT** **FOLKS REDUCED**

From 15 to 25 lbs. per month by a harmless treatment administered by practicing physician of 17 years' experience. No dieting, no starvation from business, no start-up, no strikes or fad-bones follow this treatment. It improves the general health, clears the skin, and beautifies the complexion. Endorsed by physicians and leading society ladies. Thousands cured.

**PATIENTS TREATED BY MAIL** successfully. For particulars call, or address with 5c in stamps,

**O. W. E. SNYDER, M. D.,**  
845 WICKER'S THEATER BUILDING, CHICAGO.

**BLOOD POISON**

When Mercury, Iodide of Potassium and Hot Springs fail to cure, we will guarantee a cure or no pay. Can be no failure. Cure in 20 to 90 days. Will contract to pay railroad fare and hotel bills if we fail. We are incorporated, with large capital. Refer to Bradstreet's. Everything sent sealed, in plain envelopes. Write for references and proofs free. Can work during treatment.

**GUARANTEE REMEDY CO.**  
51 & 52 Dexter Building,  
CHICAGO, ILL.

**MEN BE MANKY**

We will send you the **MARVELOUS AND UNFAILING French Preparation,**

**CALTHOS**

**FREE by MAIL,** and a legally executed guarantee that **CALTHOS** will **RESTORE** your **HEALTH, STRENGTH AND VIGOR.**

*Use it & pay if satisfied.*

Von Mohl Co., Importers, Cincinnati, Ohio.

**Artificial LIMBS**

**BEST LEG \$50**

Wood or Rubber Foot

**TRUSSES, Elastic Stockings, Crutches, etc.**

Catalogue Free. State particulars.

**GEO. H. FULLER,**  
U. S. Government Mfr. Dept.  
No. A. A. ROCHESTER, N. Y.

**World's Fair Highest Awards**

Medal and Diploma on our **INCUBATOR** and **BROODER** Combined.

**"Old Reliable"** Leads them all.

If you are interested in Poultry, it will pay you to send 4 cents in stamps for our 12 page catalogue, giving valuable points on Poultry Culture. Address

**Reliable Incubator and Brooder Co. Quincy, Ill.**

**NATIONAL HOTEL.**

**J. H. BREWER, Proprietor.**  
(B. of L. E. Div. 182.)

**102 Park Avenue, opp. Avenue Hotel.**  
**HOT SPRINGS, ARK.**

(Correspondence solicited. Letters of Inquiry promptly answered.)

**POSITIVELY FREE.**

Our New **ORGAN and PIANO BOOK**, Colored Portraits, Special Offers, and full Particulars of all our famous **ORGANS and PIANOS.**

Sold to anyone at wholesale price, for Cash or on Terms to Suit.

Organs \$27.50. Pianos \$175.00.

Write to-day for this **VALUABLE BOOK.**

**CORNISH & CO.,** WASHINGTON, NEW JERSEY.  
Established 27 Years.



Say, Joe, why the devil don't you get a suit of overalls from that Detroit firm that advertises in our Journal, same as I do, then you won't have to go around looking like a tramp with those Jim Crow duds on?

In ordering, give waist measure and inseam (crotch to heel) for overalls, and for coats, the breast measure under arms, saying whether regular or long sleeves are wanted. Address all letters plainly to

## HAMILTON CARHARTT & CO., Detroit, Mich.,

479, 481, 483 and 485 Michigan Ave.

Samples of cloth and self-measurement blanks sent free to any address, provided this Magazine is mentioned. This also includes linen tape measure.

# OVERALLS FREE

By Mail or Express,

**FOR 75 CENTS.**

We are large wholesale manufacturers of Overalls and Coats bearing the "Carhartt" Brand. These goods are designed and made especially from suggestions made to us by members of the Brotherhood.

To introduce them to many members to whom their excellent qualities are unknown, we will for a short time send (all charges paid), to any one who will show them and help us increase their sale, one or more garments made of the best blue denims upon receipt of the following prices (provided your clothing dealer does not keep them on sale):

Overalls—(any size) . . . . .	\$ .75
Overalls—(with apron) . . . . .	.85
Apron Overalls—(with elastic in the suspenders) . . . . .	1.00
Sack Coats—(perfect fitting, to match) . . . . .	.85
Sack Coats—(made of blue and white Amoskeag cheek) . . . . .	.75

## THE FIREMEN'S FRIEND—

That never tears,  
rips, or leaves him  
in the lurch—

The Sweet, Orr & Co.  
**OVERALL.**

R. R. men wear them  
and one writes:



NEW YORK, }  
June 5, 1893. }

Sweet, Orr & Co.:

DEAR SIR:—I have been wearing your make of overclothes for fourteen years, and never had any of them to rip or any buttons to fall off. I am satisfied that I get full value for my money. Hoping you will accept this as my appreciation of your goods.

Yours respectfully,

FRANK AUSTIN,

497 Lex. Ave., N. Y.

Member of New York City  
Division, 103, B. of L. E.

The Great Union Overall Manufacturers of the World are

# SWEET, ORR & CO.,

But everybody does not wear overalls, so it must be remembered that this firm makes the best pants, the best shirts and the best wearing sack coats that are made.

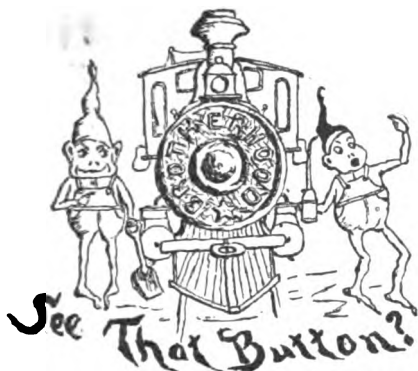
N. B.—Everything guaranteed never to rip. If your local dealer does not keep our goods, do us the favor to write direct.

Offices and salesrooms:

**NEW YORK CITY.**

**CHICAGO, ILL.**

**NEWBURGH, N. Y.**



Don't Forget That the

## Brotherhood Overalls

Are NOT Made by Chinamen,  
Are NOT Made in "Sweat Shops."

But are made by the BEST PAID  
WHITE LABOR in the Business.

They are made by a Brotherhood man, and were officially endorsed by the B. of L. F. Convention at Cincinnati, September, 1892. If no dealer keeps them in your town, insist upon getting them. The dealers anywhere will handle them if the Brothers will insist. Won't YOU insist on the Brotherhood Overalls made by H. S. PETERS,

Hinsdale St., Brooklyn.

Lodge No. 3, B. of L. F.

Div. 419, B. of L. E.

## MUSIC FREE TO YOU.

There are numerous offers of cheap music this season, but here is the cheapest and best of all. The small sum of ten cents will bring you our charming musical and literary magazine three months on trial. You will also receive absolutely free, 163 pieces of popular sheet music, including That is Love, After that Ball, Twirl Love and Duty, Ever Faithful, Old Madrid, Sweet Heather Bells, Two Little

Girls in Blue, Better Bide a Wee, Comrades, Ta-Ra-Ra boom de ruy, Little Fisher Maiden, Pussy Cat, Annie Rooney, Bob up Serenely, I Whistle and Wait for Katie, Bonnie Doon, Stop Dai Knocking, Kissing Over the Garden Wall, Five o'clock in the Morning, Let Me Dream Again, When Red Leaves Fall, In a Cottage by the Sea, Speak to Me, Maiden's Vow, Brave Old Oak, She Wore a Wreath of Roses, Take Back the Heart, Mary and John, Love Among the Roses, Anyll Chorus, Daddy Wouldn't Buy Me a Bow-wow, Think of Me Tomorrow, Lullaby, Old Zip Coon, On the Field of Glory, Swin Boy, On Day of Joy, Douglas, Tender and True, Annie Laurie, The Parting, and many others. All the above will cost you only 10 cents. Get the most for the least money by sending a silver dime to American Nation Co., 122 Pearl St., Boston, Mass.



**FREE** A fine 14k gold plated watch to every reader of this paper. Cut this out and send it to us with your full name and address, and we will send you one of these elegant, richly jeweled, gold finished watches by express for examination, and if you think it is equal in appearance to any \$25.00 gold watch pay our sample price, \$3.50 and express charges, and it is yours. Guarantee for 5 Years sent with every watch, and if you sell or cause the sale of six we will give you One Free. Write at once, as we shall send out samples for 50 days only.

**THE NATIONAL M'F'G & IMPORTING CO.,**  
334 Dearborn St., Chicago, Ill.

# Railway Watches

Hampden 17-jewel adjusted movement in Dueber gold filled open face case, warranted 20 years, \$20.90. Sent by express prepaid on receipt of amount or sent C. O. D. Examination allowed on receipt of 50 cents.

Solid 14-Karat Gold Chain, \$10.00.

Solid gold emblem pins and buttons of any order, 95 cents.

**CHICAGO WATCH CO.,** 281 Wabash Avenue, Chicago, Ill.

*We pay you \$10 for 1d!*  
Five dollars for 1853 quarters and Big Pennants on 1100 other varieties Coins and Stamps + Get our 16 page illustrated Catalog Free by sending stamps to pay postage - Keep your eyes open and watch a Big Thing! Send today Don't delay!  
*National Coin Co* 835 X Exchange Bldg. Boston Mass

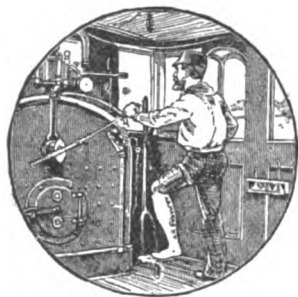
**ELY'S CREAM BALM**—Cleanses the Nasal Passages, Allays Pain and Inflammation, Heals the Sores, Restores Taste and Smell, and Cures

# CATARRH

Gives Relief at once for Cold in Head.  
Apply into the Nostrils. —It is Quickly Absorbed.  
50c. Druggists or by mail. ELY BROS., 56 Warren St., N. Y.







Over 15,000 in use, scattered in all parts of the world. Eminent surgeons and competent judges commend the Rubber Foot and Hand for their many advantages. At every industrial exhibition where exhibited they have received the highest awards. They are endorsed and purchased by the U.S. and foreign governments. A treatise, containing 430 pages, with 260 illustrations, sent FREE; also a formula for taking measurements by which limbs can be made and sent to all parts of the world with fit guaranteed.

Address,  
Established  
Forty-one Years.

**A. A. MARKS,**  
701 Broadway, New York City.

Received the Highest Award at World's Columbian Exposition.

## Marks' Patent Artificial Limbs

WITH RUBBER HANDS AND FEET

Are Natural in Action, Noiseless in Motion, and the Most Durable in Construction.

It is not unusual to see an engineer with hand on the throttle, or a conductor, baggage-master, brakeman, fireman, carpenter, farmer, mason, miner, and in fact men of every vocation, wearing one or two artificial legs, with rubber feet of Marks' Patents, performing as much labor as men in possession of all their natural members, earning the same wages; in fact, experiencing little or no inconvenience.



## RAILWAY OFFICIALS AND EMPLOYEES ACCIDENT ASSOCIATION



INDIANAPOLIS, IND.  
WM. K. BELLIS, Sec.

## THE WHEEL

Of progress too often becomes the Wheel of Destruction, and at such times the possession of a staunch true friend, to whom the

### RAILROADER'S FAMILY

Can appeal in their sorrow, is the greatest boon on earth. Such a friend is the **RAILWAY OFFICIALS AND EMPLOYEES' ACCIDENT ASSOCIATION**, of Indianapolis, whose unparalleled growth during the past year, showing an increase of

**\$21,000,000,00**

Over the previous season, unanswerably demonstrates its overwhelming popularity with the Railroaders of America.

### THINK OF IT!

If you should get caught in that fatal accident which visits so many noble men, and leave nothing to your dear ones, what would become of them? A Certificate of Membership in the **RAILWAY OFFICIALS AND EMPLOYEES' ACCIDENT ASSOCIATION** is as safe and certain as a landed estate, and the relief it secures to the bereaved family is flashed over the wires the very moment the news of a stroke of misfortune reaches the Home Office. **No Sensible Railroad**er longer doubts it his duty to carry first-class Accident Insurance. Do not postpone until it is too late, but take a membership with us

-----NOW-----

Digitized by Google



# HEROES OF PEACE!

## They are Greater Than The Heroes of War!

### AND DESERVE PRAISE.

#### How the Devoted Lives of Railroad Engineers are Beset on Every Side and How to Escape Some of the Worst Dangers.

It is a mistake to suppose that heroes only die upon the battlefield.

The daily battle of life sees more heroes, is full of more pathos, has things more terrible than the greatest struggle between the hosts of war. In the patient suffering, cheerful resignation, fidelity to duty, we behold heroes as lofty, as lovely and as worthy as any ever exhibited by the soldier.

We are here reminded that among the fighters in the battles of peace, the engineer stands forth prominently as the embodiment of the hero. We read, only the other day, of the engineer of a wrecked train mutilated and in great agony, and in intense darkness, crawling along the slippery track, lantern in hand, to warn an approaching train against danger. Such instances of devotion are innumerable, but the thoughtful recognize the spirit of heroism which is made manifest by the stories and understand how terrible is the mental and physical strain with which the railroad man has to deal.

Is it at all wonderful that with the constant jar, the irregular hours, irregular meals, the care, the responsibility, to say nothing of the labor itself, many men break down? Is it at all wonderful that they look for help which will relieve their nervous system of its cares, which will place life and health upon a sure foundation?

Hundreds of engineers and railroad men have found a remedy which is precisely suited to their needs, which will counteract the evil effects that the constant jarring and jolting has had upon their kidneys, and which will tend to keep them in health, in strength, and prolong their lives. A few of the names of those who have discovered this secret are given herewith:

Mr. A. G. Dingwall, of Salt Lake City, says: "I do not hesitate to recommend to locomotive engineers or others who may suffer from the effects of hard riding on any kind of rolling stock, Warner's Safe Cure. Have had trouble of this kind myself, and know that Warner's Safe Cure is most efficacious in its action on the kidneys. I know of other railroad men who have great faith in it for any of the inconveniences resulting from riding long distances on rough riding engines, and have always resorted to its use for cold in shoulders, back or side. I carry a bottle of it on my engine with me all the time, and my faith in its power to give relief has never yet been shaken. My advice to engineers who may occasionally be afflicted with any of the ills that arise from riding in hard riding engines is, try Warner's Safe Cure, and persevere with it, and the result will be most gratifying to you."

George F. Anderson, 624 Olive street, St. Louis, Mo., says: "I am a conductor on a Missouri street railway. Before coming to this work I was a brakeman on the Missouri Pacific R. R., and had to give up work because I had kidney trouble. I was so bad at times that I could not walk the length of the car without having to sit down and ease the pain in my back. I was obliged to give up my position and look for something that would not be so tiring. A couple of weeks after I accepted my present situation. I found that the jolting of the street cars was about as bad as the others, and my kidney trouble returned. An old conductor on the line told me to use Warner's Safe Cure. I stuck to the medicine faithfully and managed to hold my job. I have not had a day's sickness this winter."

A. Coleman, Buffalo, N. Y. (N. Y. C. & H. R. R. Engineer), declares: "Some six years ago I was afflicted with neuralgia and constant pains in my side and back. I commenced using Warner's Safe Cure. I had finished two bottles with marked improvement in my case, but kept at it until I had used over twenty bottles. I was so bad at one time that I could not bend my knee to pick up anything. I am sure that without the use of your Warner's Safe Cure I would be in my grave to-day. I can daily attend to my business on the road now, free from pain and a well man."

James M. Dundon, Fitchburg, Mass., asserts: "I have been an engineer on the Fitchburg Ry. for two years, was fireman on the same road for three years. About five years ago I was troubled with my kidneys and bladder so bad that it was almost impossible for me to urinate. I was so bad that I had to stop work a number of times. I saw Warner's Safe Cure advertised, got a bottle and commenced taking it. I continued its use and am now in perfect health."

George E. Thomas, C. E., 478 Calumet avenue, Chicago, Ill., states: "My business as civil engineer, in connection with railroad work, necessitates almost constant traveling. The result was disease of the kidneys, which gave me great trouble. The use of Warner's Safe Cure entirely cured me."

Mr. Horace A. Hamilton, of Worcester, Mass., says: "My life as a railroad engineer produced disordered liver and kidneys, constant pain in the back, etc. At times I could not void urine for forty-eight hours, and then high colored with brick dust and albuminous deposit. When all other medicines failed a few bottles of Warner's Safe Cure made me well so that now I am all right. My wife was afflicted with troubles peculiar to her sex, and Warner's Safe Cure acted like magic in restoring her to health and strength."

Such statements speak for themselves. They show that for railroad and traveling men there is nothing which so preserves the health and prolongs the life as Warner's Safe Cure. They show conclusively that what this great remedy has done for others it is able to do again, perhaps for you. Bear in mind, "there is danger in delay!"

Established 1884.

## S. N. CLARKSON & CO., The Railroad Jewelers,

182 STATE ST.,  
CHICAGO, ILL.

We are the  
Leaders in  
Low Prices

Fine Watches,  
FOR Diamonds, and  
Solid Gold Jewelry.

Our catalogue is gotten up expressly for consumers. Goods of any description sent C. O. D. approval. Agents wanted.

We are the only railroad jewelers who have received testimonials for our Special Watches from the different Locomotive Brotherhood Divisions in Chicago.

Our Illustrated Catalogue sent to any address in the United States upon application.



## ARTIFICIAL LEGS AND ARMS.

For Railroad Service a Specialty.

Unparalleled List of Awards.

Free Illustrated Catalogue.

HON. WADE HAMPTON (Ex-Senator from Virginia), writes: "Wore leg 6 years. I commend your workmanship cordially."

FRANCIS FESSENDEN, Brig. and Bvt. Maj. Gen'l U. S. Army. "I wore your leg with entire satisfaction, and have lately procured a third."

JOHN CONNERY, Conductor B. N. F. & W. Ry. "For the past year have run a passenger train. Best have ever seen."

J. W. HAIGHT, Conductor N. Y., L. E. & W. Ry. "I would not part with artificial limb for five times its cost."

Send description of your case.

C. A. FREES,

781 Broadway, New York,

Branch Office, 106 Fifth Ave., cor. Washington St., Chicago, Ill.

Established 26 Years.



## FIRE UP!

## FIREMEN!



You have a furnace in front, cool drafts about you, and mishaps all the time.

## ST. JACOBS OIL

CURES BURNS, SPRAINS, BRUISES, CUTS, WOUNDS, SORENESS,  
STIFFNESS, SWELLINGS, BACKACHE, NEURALGIA,  
SCIATICA AND RHEUMATISM.



## ARTIFICIAL LIMBS.

Patent Adjustable Slip Socket.

Warranted Not to Chafe the Stump.

Largest Firm in the United States.

Received Gold Medal and Diploma at the World's Fair.

The Inner Socket, seen outside the limb in cut, is made over a plaster cast of the stump, giving an exact fit, being held permanently upon the stump by elastic fastened to lacer above, and in act of walking, moves up and down in the Outer Socket, bringing all the friction between the two sockets, instead of between the stump and the socket, as is the case in all single and wooden socket limbs. With our SLIP SOCKET the most tender and sensitive stump can be fitted and limb worn with perfect ease and comfort. Endorsed and purchased by U. S. Government. Send for our New Catalogue with Illustrations.

THE WINKLEY ARTIFICIAL LIMB CO.,

323 Nicollet Ave., MINNEAPOLIS, MINN.

BRANCH OFFICES: 84 Adams Street, Dexter Building, CHICAGO, ILL.  
California Midwinter Exposition, SAN FRANCISCO, CAL.



**MAKE YOUR-SELF A Mechanical Engineer or Draughtsman;** or qualify charge of, or to superintend the manufacture of machinery by devoting your idle hours to Home Study by the method of **THE CORRESPONDENCE SCHOOL OF MECHANICS, Scranton, Pa.** To begin, students need only know how to read and write. Moderate Charges. Send for FREE Circular.

# REGALIA

For Brotherhoods of  
**FIREMEN, ENGINEERS,  
CONDUCTORS, BRAKEMEN, Etc.**

SEND FOR PRICE LIST TO THE

**M. C. LILLEY & CO., Columbus, Ohio,**

MANUFACTURERS OF

**Military and Society Goods, Railroad Caps and Uniforms.**

Please Mention this Magazine.



**PHOSPHOR-BRONZE**  
INGOTS, CASTINGS, WIRE, SHEET &c.  
**THE PHOSPHOR BRONZE SMELTING CO. LIMITED**  
2200 WASHINGTON AVE. PHILADELPHIA, PA.  
ORIGINAL MANUFACTURERS OF PHOSPHOR-  
BRONZE IN THE UNITED STATES AND SOLE  
MAKERS OF "ELEPHANT BRAND" PHOSPHOR-BRONZE.



HIGHEST AWARD AND MEDAL, WORLD'S COLUMBIAN EXPOSITION

## THE OLD RELIABLE STANDARD METAL POLISH FOR ENGINE WORK

Firemen Should be Careful and Avoid Imitations.

PRICES REDUCED FOR 1894.

For this year prices to firemen (as agents) will be: One pound boxes, per dozen, \$2. Three pound pails, per doz. \$5. Five pound pails, \$7.50 per dozen.

Cash must always come with orders to avoid delay.

Best Rock prices are here given to firemen as agents and they cannot and must not expect to buy from dealers at these prices. Samples sent free on application. Address,

**THE MATCHLESS METAL POLISH CO.,**

69 Frankfort St. New York.

88 Market St. Chicago.



## BURNISHINE

The Most Marvelous Metal Polish in the World.

Will Produce a Most Brilliant Lustre to Brass, Copper, Zinc, Steel, Etc.

Especially Adapted to Hot Metals.

SPECIAL PRICES TO FIREMEN:

One pound boxes, \$2.00 per dozen; one-half pound, \$1.25 per dozen; five pound pails, \$7.50 per dozen.

Send cash with each order. Money will be refunded if Polish is not satisfactory.

On receipt of 10 cents in postage stamps, we will send 2 oz. box prepaid.

**J. C. PAUL & CO.,**

121 Lake St.

Chicago, Ill.

**CASTNER & CURRAN,**

General Tide Water

**COAL AGENTS.**

CELEBRATED

**POCAHONTAS****Semi-Bituminous Coal.**

1 Broadway, New York. 308 Walnut St., Philadelphia  
70 Kilby St., Boston. 36 Main St., Norfolk, Va.  
1 Fenchurch Ave., London, England.

The Pocahontas Coal is acknowledged by all railroads that have used it to be the best American coal for Locomotive use. It generates steam with great rapidity, and at the same time holds the fire an unusually long time. The merits of the coal are shown by the unprecedented growth of the mines, which were not opened until 1883. Since that time the out-puts have increased over 1,200 per cent. beyond all precedent, amounting during 1892 to 3,000,000 tons. During the present year it will be at least 2,000,000 tons. We are therefore prepared to fill all orders with prompt dispatch.

## **BERWIND-WHITE COAL MINING CO.**

Miners and Shippers of the

### **EUREKA BITUMINOUS COAL.**

55 Broadway, New York.

Bullitt Building, 139 South Fourth St., Philadelphia.  
19 Congress St., Boston, Mass.

### **An Unexcelled Fuel for Locomotives and Steam Ships.**

Shipments Last Year, 3,500,000 Tons.

SHIPPING WHARVES:

PHILADELPHIA, Greenwich Point.

NEW YORK, Eureka Pier, Harsimus (foot Sixth St.)  
Jersey City, N. J.

BALTIMORE, Canton Piers.

**CAST STEEL WORKS**

—OF—

**FRIED. KRUPP,**

ESSEN, GERMANY.

American office, 15 Gold St., New York.

Represented by THOMAS PROSSER & SON,  
P. O. Box 2878.

## **Locomotive Tires, Crank Pins, Piston Rods, Spring Steel, Steel Tired Wheels.**

After a test of over twenty-five years the "KRUPP TIRE" has proved itself the best in the market.

If a reliable article is wanted which will give satisfaction, get KRUPP's.

### **Important to Railroad Managers and Master Mechanics.**

## **Sibley's Perfection Valve Oil.**

More perfect lubrication insured, and guarantees entire freedom from corrosion, honey-combing of cylinders and destruction of joints of steam chest by fatty acids.

In exclusive use upon eighty-two railroads.

References furnished upon application.

Make exclusive specialty of Valve and Signal Oil for railroad use. BEWARE OF IMITATIONS.

## **SIGNAL OIL WORKS, LIMITED.**

J. C. SIBLEY, President.

- - - **FRANKLIN, PA.**

Digitized by Google



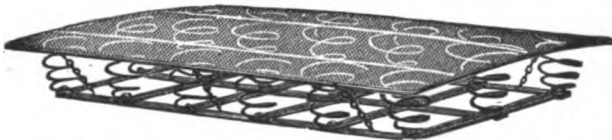
### WHAT THEY SAY ABOUT OUR

ELDON, IA., Dec. 18, 1893.  
DEAR SIRS:—Please send me one of your seats for locomotive use. I find that they are the best seat for engine use that I have seen yet. I want it 24 inches long and 20 inches wide. Weight, 170 pounds. Send it C. O. D.

Yours respectfully,  
W. T. BROWN,  
Engineer C. R. I. & P. R. R.

We refer by permission to the following users: D. J. Crowley, Engineer S. F. & W. Ry., 16 Jones St., Savannah, Ga.; Jno. Horton, Engineer Grand Junction, Colo.; Wm. Malloch, Engineer G. T. Ry., Belleville, Ont.

### ALL STEEL CAB SEAT.



**ROUGH RIDING MADE EASY.** Just put this seat in the box and lay your cushion on it. Made only of finest tempered steel spiral springs, heavy band steel bottom frame, and tempered woven wire fabric. Any size or shape desired. Usual size, 18x24. Price for seat not over 24 inches long, \$2.00. Terms, C. O. D. or cash with order. Please give your weight.

MANUFACTURED ONLY BY

**SMITH & HAGGARD CO., Dept. B.**

Cor. Sacramento and Carroll Aves.,

CHICAGO, ILL.

CHAS. MILLER, President

## Galena Oil Works, Limited. FRANKLIN, PA.

### SAFETY, SPEED, ECONOMY

Are the results of the use of Galena Oils. Scientific and practical tests of the past twenty years have demonstrated the fact that Galena Oils are superior to any other oils in the market.

Galena Oils in winter stand a cold test of from ten to fifteen degrees below zero, and will not freeze in the coldest weather.

The superiority of Galena Oil is demonstrated by their exclusive use upon a large majority of the railways of this country. They are in use upon three continuous lines of railways from Boston and New York to the Pacific coast and on one to the City of Mexico, thus demonstrating their adaptability to all climates and all temperatures.

We also supply our patrons with Sibley's Perfection Valve Oil, which is in exclusive use upon a large majority of the leading railroads of the country.

## "THE DETROIT"

Lubricators No. 2 and 3 for Cylinders and Air Pumps of  
Locomotives are THE BEST.

No Variation of Feed; Oil Cannot Syphon Out.

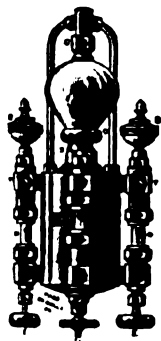
Sight Feed Glasses not WORN AWAY by STEAM or WATER.

Always Sure and Reliable. Buy the "DETROIT."

ADDRESS

**DETROIT LUBRICATOR CO.,**

DETROIT, MICHIGAN.



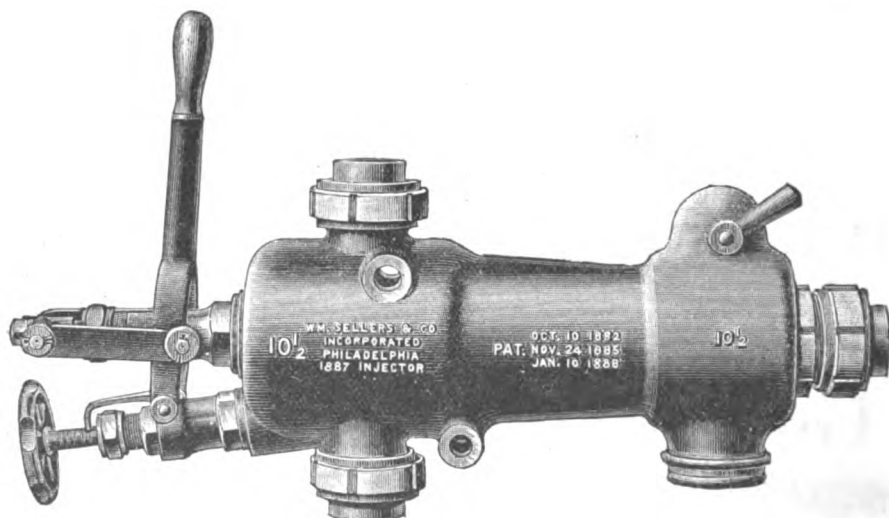
No. 2 Improved Cylinder Lubricator.

*William Sellers & Co. Incorp.*

PHILADELPHIA, PA.

Sole Patentees and Makers of

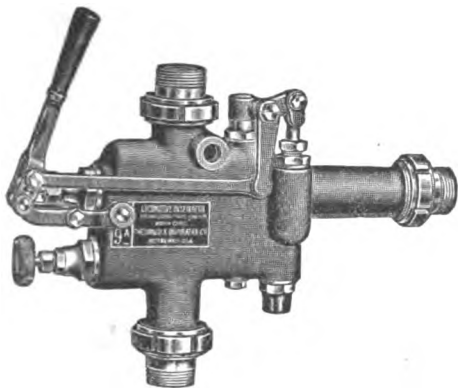
# Self-Acting Injector of 1887.



**NOTE.**--There are many injectors which will work well when the conditions are favorable. This injector is designed to work well under all conditions and is, therefore, the most reliable.

**IT WILL RE-START ITSELF.  
IT WILL ADJUST ITSELF.  
IT WILL LIFT HOT OR COLD WATER.**

Its range of capacity is over 60 per cent. and it can be regulated, therefore, to work continuously for light or heavy trains. It is operated by a simple lever motion which readily starts and stops its action.



## IF YOU RUN AN ENGINE

You want to know about the

## HANCOCK LOCOMOTIVE INSPIRATOR

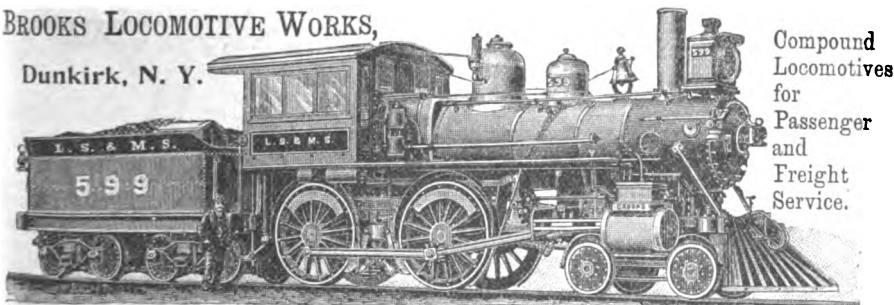
Adapted to  
STANDARD FITTINGS.

It is the most reliable and efficient apparatus for feeding locomotive boilers that has ever been applied. Reliable under the most exacting conditions, and will work perfectly where others fail.

In use on fifty railroads, giving satisfaction. We shall be glad to send any man interested in locomotive engines, circulars and full information. A postal card secures it.

## THE HANCOCK INSPIRATOR CO., BOSTON, MASS.

BROOKS LOCOMOTIVE WORKS,  
Dunkirk, N. Y.



Compound  
Locomotives  
for  
Passenger  
and  
Freight  
Service.

Builders of Locomotive Engines for any required service from our own designs or those of purchasers. Perfect interchangeability and all work fully guaranteed.

M. L. HINMAN, Pres't and Treas.

R. J. GROSS, Vice Pres't.

D. RUSSELL, Superintendent

F. H. STEVENS, Ass't to the President.

T. M. HEQUEMBOURG, Sec'y.

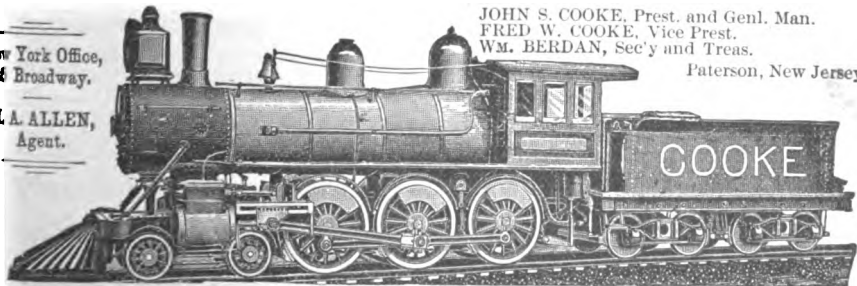
H. TANDY, Ass't Supt.

New York Office,  
44 Broadway.

E. A. ALLEN,  
Agent.

JOHN S. COOKE, Pres't. and Gen'l. Man.  
FRED W. COOKE, Vice Pres't.  
WM. BERDAN, Sec'y and Treas.

Paterson, New Jersey.



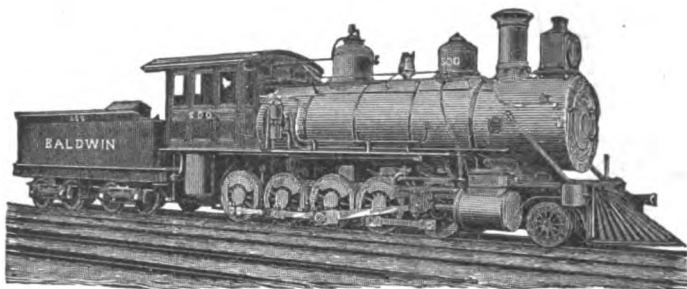
COOKE LOCOMOTIVE AND MACHINE CO. (Formerly Danforth Locomotive and Machine Co.)

PATERSON, NEW JERSEY.

=====ESTABLISHED 1831=====

# Baldwin Locomotive Works.

ANNUAL CAPACITY, 1,000.



## *Locomotive Engines*

Adapted to every variety of service, and built accurately to standard gauges and templates. Like all parts of different engines of same class, perfectly interchangeable. Broad and Narrow Gauge Locomotives; Mine Locomotives by Steam or Compressed Air; Plantation Locomotives; Noiseless Motors for Street Railways, Furnaces, etc. **Compound Locomotives.**

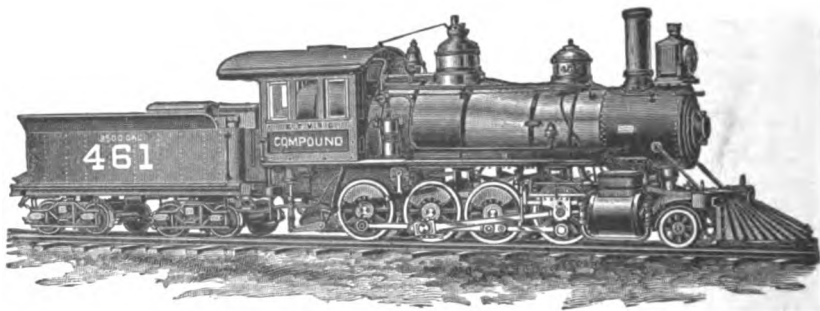
**Burnham, Williams & Co., Proprietors,**  
Philadelphia, Pa.

EDWARD ELLIS, President.  
WM. D. ELLIS, Vice-President and Treasurer.

A. J. PITKIN, Superintendent.  
A. P. STRONG, Secretary.

## Schenectady - Locomotive - Works,

SCHENECTADY, NEW YORK.



Locomotives of Standard Design for all Classes of Service, or from  
Designs Furnished by Railroad Companies.

## **COMPOUND - LOCOMOTIVES,**

Showing an Economy of 15 to 25 Per Cent. in Fuel and Water.

=====ANNUAL CAPACITY, 400=====

Digitized by Google



# LOCOMOTIVE FIREMEN'S MAGAZINE.

MAY, 1894.

## A BUSINESS TRAGEDY.

BY FRANK A. MYERS.

They began the wholesale grocery business with a great flourish of trumpets and loud proclamation.

Backed by a man of unlimited resources, yet not known in the business at all, why should the new firm not blow its horn? For one thing, that was a good way to advertise, and for another it would make competitors, perhaps long in the field, tremble in their boots. And this latter was no small gratification. What need the new business care for the enmity of men pursuing the same line of business? Unlimited capital made amends for all things! Why, of course!

When the business opened up on one of the best business streets of the great city, Mr. W. V. Indigo (kind of an odd name, isn't it?), the moneyed man of the concern, was not present. Indeed, he was seldom there at any time. He did not wish to be known in the affair at all.

Mr. W. V. Indigo was a gray headed, gray moustached, clean shaved, nice appearing, well mannered man of about fifty five.

It was his son, W. V. Indigo, Jr., a presumptuous, conceited, inexperienced young blood of twenty-one, who was the ostensible member of the firm of Percy & Indigo. He was a beau, not a man of any business tact, whatever. But the establishment of the business was for the sole and single purpose of schooling the young man in commercial transactions and preparing him for the responsible duty of conducting the increasing business on a wide scale in a short time.

He took second place in the firm name because Walter Percy shouldered the whole business at the start, and became the commercial instructor of the young man. Percy had no money of his own to invest in the enterprise, nothing but his business experi-

ence, tact and nerve, and so it was understood that brains should count for purse, this time at least, and the profits be shared equally. Strange combinations are possible in this world, and are sometimes effected, and a horse and an ass may be seen traveling together upon the streets pulling the same load.

In short, Walter Percy was a nice young man, about twenty seven years old; brave, because the real battles of his life had been few, and he had not been overcome as yet by any opposition. Men who have gone down in sheer defeat a time or two are less brave—perhaps more brave, but less hasty and rash—than they were when they first began to roll the Sisyphian marble block up the hill.

This new firm, with its illimitable resources and its great credit, began with a view to do a large business and make much money while at it.

"Might as well make much as little," said Walter Percy. "While making money, make it; that is my doctrine; make lots of it. It is but little harder to do a big business than a small one. And Mr. W. V. Indigo, Sr., says to make it count while doing it, and not to stand back for the want of funds to invest. That suits me to a T. There is lots of money in this business."

And the business moved with a hum from the very start. A number of traveling men were sent forth east, west, north and south, to the cardinal points of the Union, and they secured orders in so great number that the shipping force in the house had to be increased.

The building from cellar to garret, through all the stories, was stocked and crowded with goods. It soon became a busy hive, and the hum of business was heard there from morning till night. Teams came and went, hauling away goods. And still the volume of business increased. It was very gratifying to the young men composing the

firm of Percy & Indigo to witness the great volume of business they were doing.

Standing at the stove one day, when the tide of orders was coming in so fast they could hardly fill them, young Percy said to young Indigo—one partner to the other:

"This is a real boom."

A beautiful smile of satisfaction wrinkled the corner of his moustached lip.

"Making money, ain't we?" said young Indigo, attempting to twist a few short hairs he was cultivating on his upper lip.

"We must have another bookkeeper."

"Is that so?" said young Indigo.

"Yes."

"Well."

So Benthon Libros was engaged. It was a new line of bookkeeping to him, but he was an honest well-meaning man, and that was much.

They had been in business but six months when Benthon Libros entered the office and opened the ledgers. Not having had experience in that line of bookkeeping he was directed by the senior member of the firm. Everything he did was under the direct supervision of Percy. He even caught and used Percy's methods of entering accounts and followed his system of bookkeeping to the letter. The necessity for stating this so clearly at this point will appear later on.

For the first month Libros was busy all the day drawing checks, either at the order of Percy or young Indigo, but never without a request or consent from one or the other.

And Percy kept the young typewriter girl busy all the day answering the heavy correspondence that began to roll up on their hands. Young Indigo more and more pushed the work off or away from his hands, or did it hurriedly in order that he might be free from it, and sit down, and putting his feet upon his desk, talk away precious hours to some young "friend" who "had just dropped in." It seemed after a while to make him angry to be interrupted in these composed talks by any matter of a business nature. He shoved it away from him. Percy observed this unbusiness-like disposition in his partner, but his hands were tied and he was powerless. When a man entered the office and inquired for the proprietor, young Indigo would look coldly at the fellow, and if his dress did not suit him he would answer that the proprietor was not in. Or, perhaps, without turning around in his chair to look, would inform the man that Mr. Percy had just stepped outside.

What was the difference? They had the money and were "doing a land office business from the word go. Didn't need his trade or patronage, anyhow, for he did not believe he had any money."

But let Mr. W. V. Indigo, Sr., enter the

office with his gracious and patronizing smile, and the young Indigo hopped about like his muscles were coils of springs and he could not be still. Under his father's eye he could not be quite attentive enough to those who came in to transact business. And the father, figuratively speaking, struck his breast as a king would and smiled at the aptness his smart son was manifesting for genuine business.

Among other annoying things that attend business of any kind is to be named the telephone. The "hello machine" rings in at any time, without any concern for the interruption, and suddenly and peremptorily breaks off any business that may be going forward. The imperious little wall king will brook no delays, but must be attended to instantan.

As the answering of the telephone belonged to the duties apportioned to young Indigo, just undergoing his pupillage in business, he became annoyed with it in time and set his wits to work to be rid of it and shove it off on Libros, the bookkeeper. So he had it changed from his desk to the wall at Libro's elbow, and he never again answered a telephone ring except under a violent protest. Before he had the change effected he would answer sometimes so reluctantly that his anger was open and perceived; and when he could not hear or be heard very plainly, and without asking the fellow at the other end or being asked himself what he said, he would hurl the ear-piece or receiver upon the hook with a terrible frown and an angry, snappy exclamation of some sort or other, and leave it in utter disgust.

As was said he was a beau, and he was perpetually smiling softly and "kindly" at the little, patient, meek typewriter. And she permitted it, because she was in his employ. Sometimes he would go to her, hang over her desk, or rest his chin in his hands and his elbows on her desk, and while pretending to be studying the "business" was simply "smiling" at her, "playing the agreeable," as Libros said.

One day the pretty little typewriter, whose name was Lou Parsons, approached Libros, and with an arch look and a nod toward young Indigo, who was engaged in a very animated conversation with Percy, perhaps giving him some "straight" advice about the business, she said:

"Look at Indigo and smile."

"Laying it off in savage style," smiled Libros. Neither one liked him in a way that had any of the Damon-Pythias element in it. It was not his nature to make friends. He did not need them; his father had money.

"Do you see that finger shaking at Mr. Percy?"

"It goes, like his pencil does at me sometimes, as if he was angry," said Libros.

"He makes me nervous," said Miss Lou. "He has such a pointed manner, so positive like."

"It is suggestive of his humor."

"Dictatorial and curt."

"When you ask him a question relating to his work, as I am forced to do sometimes, have you noticed that he takes it that you are criticising him and fighting him?"

"Yes," with droll lips and drawn-down brows. "He is so peremptory and bossy about here. I don't like him, that's all. But you need not go and tell him, straight off now, that I said so." She turned, laughed back over her shoulder, and going to her desk sat down, almost tossing herself into a lump in the chair. After a little bit, when her disgust had partly vanished, she evolved herself from her entanglement in a lump and proceeded with her work of touching the keys of the typewriter.

Lou Parsons was a lovely little girl.

Things went on another month or two with a rush, a hip and hurrah, and a "spreading out" in the business.

As learned from the books, not as told him by any one, Libros saw how the business was going. They transacted all their banking business at the People's national bank. There Mr. W. V. Indigo Sr., had deposited bonds as collateral for about \$50,000, all of which was used in the business.

And yet—the house sometimes overdrew its deposits as much as \$3,000! Collections were hard, and it appeared impossible to "get ahead" or keep even with their deposits. As Percy said:

"It is hard to get the balance on the right side of the check book any more."

This was the situation when Libros entered upon his work in the firm. It afterward appeared that the bank informed Mr. W. V. Indigo, Sr., of the situation at the bank and he gave his consent to it.

Even the president of the bank coolly walked into the house one day, found Percy, and held a closed door conference with him. It was a vigorous remonstrance against the overdrafts. Percy declared with all the meaning and intent of his heart:

"I promise you we shall try to get even once more, and then over drawing shall not occur any more, I promise you."

The bank president went away not fully satisfied, but hopeful that his call and "kick" would bear good fruit before long.

In the course of time a \$500 draft, drawn by an outside firm, was sent direct to Mr. W. V. Indigo, Sr., for collection. This awakened him. He came in to look into the business and to plant his objections against the payment of the debts of the house by his personal funds or deposits.

The ostensible firm looked down its nose when the man with the long pocket entered

to investigate and remonstrate and to administer advice. He wanted to know all about the books, and Libros showed him. It was also explained to the senior Indigo that the books were kept according to the instructions and orders of the senior member of the firm, Mr. Percy.

"Well, I think," interposed the gracious stormer, Mr. Indigo, Sr., "I think these books could be kept so as to show the nature of the business at the close of every day. As it is I am in the blind."

Then Libros began to comprehend where he stood in the opinion of Mr. W. V. Indigo, Sr., and what were his true relations to the firm. After he had gone, the assistant bookkeeper said:

"What is it his business about these books? Is he the firm? I don't like for an outsider to come in and put his nose into the private affairs of this concern. It's our business to guard these secrets."

"His relation to this house has been scrupulously guarded from me. What it is I have never been informed. It is a secret with them. But then we know he is the man at the back of the whole concern." So spoke Libros.

"Yes, I suppose we must secretly know this to be the fact; but it must never appear openly that we know it."

"That's it. They appear to be concealing the fact from us," said Libros rubbing his chin.

A day or two succeeding this, while hanging over the ponderous volumes on their counting-house desk, the assistant bookkeeper suddenly looked up at Libros with a confidential spirit in his eyes and said:

"I'm tired of this hard job and everlasting day-and-night work. From the time we open our eyes in the morning till we close them late at night we are buried here over these confounded old ledgers, scarcely time to eat a little snack and no time at all to speak a word to a friend. Why, what is life, anyway, carried on this way? I don't like the job one bit."

"It is tough I confess," said Libros musingly.

"Tough! I should snigger to smile! Why they would not work a hoss as many hours as they work us—would have some pity on the poor brute, but us poor humans—O, well, we don't need any sympathy or rest. We are not as good as his hoes—his brute. I don't like it one little bit. I don't believe you do, either, though you are wiser and keep your mouth shut. I confess to a little running off at the mouth." He had a fashion of rubbing his mouth with his palm, and drawing a long breath through his nose when ruffled a little in the quiet precincts of his inner heart.

"It's hard; but then we will get caught

up after a while, and then it will be easier. You see when we took hold here things were terribly behind."

"I never saw things worse, did you?" said the assistant young bookkeeper a very nice and agreeable gentleman.

"Never in the world," said Libros, taking nips at his nose with his thumb and index finger. There was black ink all over his middle finger, and a streak on his right cheek where the pen had accidentally touched it as he put the holder behind his ear. There was a scratch of red ink on the back of his left hand—true marks of the character of his work.

"Perhaps I would be better satisfied if I knew just what our weekly wages were going to be," said the assistant. "Here we work all week, take out of the drawer at the end a little money, and leave the balance to draw in a lump when we make a settlement. It is a saving up, but how much is it, that's what I want to know."

"It would be more satisfactory if we knew."

"Of course it would, and more business-like also. I spoke to Percy about it and told him we would like it better if we knew just what we were going to get."

"And what did he say?"

"He said, that's so, and he would talk with his partner and see about it."

"They are honorable men, all honorable men, and will deal justly with us. I'm not afraid to trust them. Mr. W. V. Indigo, Sr., is the soul of honor itself." Libros fully believed this, for he said he knew the men he was working for.

"That may be, but it would be better all around if we knew just what we are going to get."

"I believe if we do not agitate this matter at all, but work on humbly and faithfully and trustfully they will do better by us in the end than they would if we stir this thing too much and provoke them about it with over persistence," said Libros. "Besides they are honorable men, and if we go quietly on trusting it all to them they will appreciate the delicate compliment and reward us liberally for it in the end. They are honorable men, and will not, cannot, mistreat us."

"I believe I would be satisfied with less money, if they would name definitely the sum we are to get." The assistant bookkeeper reluctantly dipped his pen in the ink and began posting from the journal to the ledger-folio.

With heavy head, sometimes a blinding headache, Libros went on with his onerous burdens. It was toil, toil, day and night, though he was sick yet he was faithful and ever at his post. Sometimes he did not reach his couch till two o'clock in the morning. And yet that same morning bright and early

he was in his place and bending over his folios in the interest of the firm. He was doing his part fully relying on the honor of the men for whom he toiled.

At the end of about ten months the rumor became current on the street that the house had failed, or was about to "go under," and over and over Libros was obliged, much to his distaste, to inform the eager questioners whom he chanced to meet on the street that there was nothing at all in the rumor.

"Do you think they will fail?" asked the assistant bookkeeper one day of Libros.

"No—they can't. They are honorable men, and the Mr. W. V. Indigo, Sr., is good for all their liabilities."

"They are getting terribly behind," said the assistant laying his head down confidentially upon the counting-house desk for a minute. "If they have all that money to pay at the bank, and the income now not sufficient to meet current expenses—somebody's going to lose big money."

"They are running behind continually, that is a fact," said Libros.

"Why is it? Is it in the management or what?"

"Both," smiled Libros. "Between me and you and the gate-post they cannot run much longer."

"Is that your private opinion publicly expressed?"

"My private opinion privately expressed."

After a minute the assistant said:

"O, any one can see with half an eye. They must wind up soon. They can't stand this continual falling behind. They are in the decline now, and the fall is sure to follow—sure as guns. Why, Percy is selling some things at less than cost. The traveling men always sell at the lowest figure he gives them, to be sure in order to underbid all competition. They make some bad deals, and then they lose from bad customers. These perishable goods reach their destination often in a bad condition. Then they are returned and freight paid on the worthless stuff both ways—dead loss. The traveling men make allowances for poor goods, and cut out all the profits. Skinfint dealers defraud them, because they can and because the middleman wants to hold their trade. O, pshaw! they are bound to fail—can't help it."

"I think they will close out soon. Mr. W. V. Indigo, Sr., is sick—living on milk diet. He's worried, that is all. Percy looks like he saw the devil in his dark bed room every night. Why? The senior Indigo is worrying the life out of him, don't you see."

"Is that why they are trying to get this 'statement' out for him—to show up the condition of the business—is that it? I never thought before. Why, of course that is it. I begin to see."

"That five-hundred-dollar draft the silent partner had to pay the other day was the exploded bomb in the camp," said Libros.

"Here they keep us working till midnight every night on this statement, and it's for his sake!" exclaimed the assistant as they hurried along the street toward their homes for supper.

"They cannot fault us for not being faithful," said Libros.

"No sir. But will they pay us for it?"

"I have faith—implicit faith—in their Christian honor. They are all leading members in the church," said Libros honestly.

One day Percy came in and said to the assistant bookkeeper, much against his will, but forced to do it by the senior Mr. Indigo:

"We must cut down expenses. We have not made as much money the first year as we expected, and we will have to let you go. We like you, and wish we could keep you, but we can't. We are using Mr. Indigo's money, and he orders retrenchment—retrenchment."

When the assistant was paid, he was perfectly satisfied with his wages. This generous act made Libros feel better.

"I told you so," he said as he bade his assistant good bye.

In a day or two Percy said to Libros:

"Mr. Indigo, Sr., has secured an expert bookkeeper, who will come in here shortly and take charge of these books. I must be relieved of all this office work."

Libros was stunned, numb. Percy gazed curiously, with his elbows on the end of the desk, to note the effect on Libros.

"We do not doubt you in the least," he added, "but I cannot give my time to so many things. If I do something is sure to be—bound to be—neglected."

The same day young Indigo, with a shamefaced look, asked the key to the money drawer from Libros. It *did* look like they suspected him. But no, they knew better. They were simply automatons doing the absent Indigo's orders.

After a few minutes a bill came in for payment. Pulling down the checkbook young Indigo said pompously:

"I guess I may give a check for that."

Heretofore he could not think of writing a check. Libros was employed for that purpose. He even had to be coached and waited on for his signature to the check after it was written. But the stern demands of a father make a difference.

In a short time Mr. Indigo, Sr., walked into the office. The mild-mannered man now had a brusk, stern, hateful air about him, and Libros wished he himself out of the impending crisis he clearly foresaw for some time. Mr. Indigo, Sr., was nervous. Young Indigo, file, was utterly submissive.

But the father was as gentle to him as the course of a wind-wafted feather in the air. This gentleness did not "gee" with the son's cringing submissiveness, somehow.

Now he earnestly showed Libros how to balance the checkbook; said that when he was in business he would not accept the key to the cash drawer; averred that he would not put his signature to a check till he saw that the balance was on the right side at the bank; and then with most sternly knit brows and excited eyes commanded Libros:

"I want you to understand that no check is to be drawn here without *my* authority."

Then he snatched the pen from Libro's fingers and demonstrated on the checkbook how he wanted it balanced.

"That's the way I used to do it when I was in business."

"But, my dear sir, you seem to forget," said Libros calmly but uneasily, "that I might draw all the checks in this book, and even sign them, but they would be worthless at the bank. They require Mr. Percy's or your son's signature. It's not the drawing of the check that's wrong, but the signing of it. Besides, sir, I never draw a check here unless ordered. But, your wishes, sir, shall be respected."

"I never saw such bookkeeping. I do not know who is responsible," he added bluntly.

"Every man has his own ways of doing things. I have done this according to orders."

"Humph!" sarcastically. "Get at your collections. Get in all the money you can."

A drowning man will catch at a straw. Libros saw that he was going to be made a scape goat. He was a poor man, and could not afford to be independent. He needed every cent of money he could get to live on. God knows how he struggled with poverty. And here he was damned for doing his duty. That is the way things often go in this world. The good are made to appear as the baggage and worthless and wicked. Libros felt he had been misrepresented to the Mr. Indigo, Sr., but he could not help it now.

He trembled for his wages. No doubt if they had prospered they would have paid him liberally for all his hard labor. But how now? He felt that he would be the heaviest loser of all, and the one the least able to afford it.

Goodness! how that man Percy worried day after day. His eyes grew "starey" and large and glassy. He was deposed from the management of the business and put over the city department. He was drifting away and losing interest in the concern. What pain was not to beset on his brow and face! What did he not suffer!

He would involuntarily clasp his forehead with his palm, and then jerk it away as if he were tearing something out.

"Only a bad headache!" he would say and go off whistling merely as a matter of show to others.

Then he became too weary to attend church on Sunday. Things grew worse and worse. There was no relief. But through it all, he had one sweet satisfaction. In the darkest hour of his adversity his faithful wife bent over his drooping head and whispered kind, consoling, trustful words in his ear.

At length the People's national bank refused to receive their checks. Then the end was not for off.

The expert bookkeeper came. He was a perfect gentleman. For two or three weeks Libros remained to assist him in taking hold of things and "familiarizing himself with the lay of the business," as he said.

"I was employed here," said Herman Balsam, the expert accountant to Libros one day, by old man Indigo, and he told me that Percy was doing the bookkeeping. If I had known that I was displacing anyone, I would not have come in here."

The new bookkeeper was treated as good as pie by both Percy and Indigo, Jr., but Libros was scarcely to be spoken to as a man any longer. That is the way of the world, you know.

"I do not like to take hold of a declining business," said Balsam to Libros. "A kookkeeper has an awful amount on his mind. It is a hard life."

Young Indigo gave Balsam the money-drawer key, and told him the combination of the safe. Libros was now entirely deposed. He felt it keenly. Balsam wrote the checks at his own pleasure. It began to dawn on Libros just to what extent he had been misrepresented to Indigo, Sr. Many whispers were exchanged that Libros knew not of. And when he caught them whispering they would stand abstractly, look blank, open a book, and then separate.

When Indigo, senior, entered Balsam said:

"We are trying to balance this check-book. It seems to be too much overdrawn."

Mr. Indigo smiled. That was all. Percy said:

"There are lots of drafts not credited up, that is the reason."

This fell like a revelation on Libro's ears. He saw then that he had been misrepresented and made to appear as the sole cause of the failure. All the sins of mismanagement were piled on this scapegoat.

Of course Percy meant to say it was Libros' fault that the drafts were not credi-

ted up. That small sin piled on him meant all the larger ones also.

The truth is that Percy himself would go to the bank and there write a check and never report it; would a month afterward pull a well-worn freight-bill or receipt out of his pocket that Libro had hunted for long without avail; would pay out money and forget to whom he paid it; would receive and receipt for money and forget who paid him; and other like unbusiness-like methods.

"These are *young men*, merely *boys*," said Balsam to Libros referring to the original firm, "and it is no wonder they are failing. Experience was lacking. Then they reached out too much. Percy could not compass such a business. It's all plain."

All in one day the drummers and Libros "went"—were dismissed. Neither of the original members of the firm were manly enough to be in at the collapse, and Balsam had the disagreeable duty to perform of winding up the business. The typewriter, Miss Lou Parsons, as she walked away with Libros, said:

"Percy is sick. I guess it was because of the way that awfully mean man, Mr. W. V. Indigo, senior, talked to him. O, my! They say he talked scandalously—awful—to him."

"I pity Percy," said Libros. "This is a slam on him. He will never get rid of it. It will follow him into other places, and hurt him. It is a bad recommendation."

"Now, if it would only hurt young Indigo—I'd like that. Aint he stuck up?" asked Miss Lou with a dash of scorn in her query.

"And he was sweet on you."

"No—h-h-h! Me! No—h-h-h!" she sneered.

"Oh, that was a dead-open shet, as the boy says—plain to be seen, and denial removes no fact. Your blush tells what you think, too," added Libros.

"Come, now, none of your nonsense," she said in a most lively strain, tripping along at his side, oblivious of the streaming multitude in the street. "But what do you think of the failure?"

"Big thing. Old Indigo lost heavily."

"About how much?"

"About fifty thousand dollars."

"He paid dear for his son's business education." She laughed a rollicking laugh.

As they paused on the corner a moment before separating Libros asked:

"Have you got your wages?"

"Have! They don't get ahead of me. I kept right up with them. Have you?"

"No. And I expect to have a time getting it out of them," answered Libros bending his eyes intently but abstractly far down the bustling, throbbing street.

"If they had prospered no doubt they

would have paid you liberally, but since they failed they will cut and retrench on all sides—wherever they can.”

Libros feared this was too true. All men are honorable men—till they lose money. The two parted.

Day after day for more than a month Libros called for his money, but the expert bookkeeper, perhaps under orders, first with one and then another tergiversation, put off a final settlement. They owed the poor, faithful, hard-worked fellow about one hundred dollars back wages. The various little excuses and subterfuges, some of them so palpably thin as to reveal a glimpse through at the prompting cause, finally made Libros fear that it was a settled plan not to close his account at all.

At last all the employes were dismissed, and no one was seen at the once busy bustling house but Herman Balsam, the expert bookkeeper. After a few days poor Percy was sent adrift, empty handed, penniless, and groaning with anguish and regret. He was virtually driven away—driven into sorrow and want—driven into the black night of shame and pain. His sweet, little, faithful wife took it so to heart that she sickened. Poor Percy hung over her with a bursting heart but it would not save her. A little new child was left in his care, but the dear, loving young mother was in heaven. A hard man's money murdered her. Ah, what misery and suffering “cold cash” is the bloodless parent of in this harsh, uncompromising, civilized age! What—what could replace that fond, noble wife to Percy?

The next step was the assignment of the firm of Percy & Indigo to Mr.—Mr.—W. V. Indigo, Sr., the preferred creditor, the man whose certified check was good anywhere in the city. The assets did not pay the liabilities to him by half.

“Good-bye, wages!” exclaimed Libros when he heard of the assignment, or mortgage made in the interest of Mr. Indigo, the man of singular financial resources.

Now he sought Mr. Indigo, senior, to have a talk with him. That gentleman, cold blooded and imperious, sat in his luxurious office. He barely recognized Libros—too busy. But don't you suppose he knew? of course he did.

“Mr. Indigo,” began Libros, standing, not even shown the courtesy of an invitation to a seat that stood at his knees. Mr. Indigo wheeled around quickly in his chair, a scowl on his face which was meant to intimidate. But it did not. Indeed he himself saw in the face of Libros what he did not like.

“Well!” curtly—sourly.

“I've come to demand my wages.”

“Do you suppose,” with a flash of the eye, “do you suppose I'm going to reach

down and pay you more, after all my heavy losses in this unfortunate business. Not much.”

“Is that your ultimatum?”

“It is,” sharply. Both men were strung up.

“Then here's mine. You cut my wages, when you paid all the others liberally, because, as Percy once said, you meant to keep me permanently. Ye gods what a reason! You are a robber, sir, You rob me, me who is poor and cannot afford to lose a cent—rob me to pay yourself, you who are rich and able to lose it. Is that manly? Is that justice? You reverse the old rule of the robbers who robbed the rich and paid the poor—you rob the poor to pay yourself. But you are an honorable Christian! Yes! Borrowed the livery of heaven in which to serve the devil. You have not only robbed me of money, but of time which you had no right to. But you are an honorable man! Yes! You accepted my services, day and night, and now will not pay me what you owe me. But you are an honorable man! Yes! You can steal from me the last cent I have in the world—keep back my fairly and hardly-earned wages—and that is right (in your poor selfish eyes) but if I should steal a hundred dollars from you you would put me in jail, and if I took all you had in this world and left you with not enough to buy bread you would try to hound me to death. That's what you have done to me—robbed me of my last cent. But you are an honorable man. Yes! Now just wait—I've not done yet. You have euchered me out of my earnings, you have treated me as a scullion, you have acted like an unprincipled, soul hardened, money-cursed wretch, you have taken the bread from the mouths of my family, you have treated me like a dog! But you are an honorable man! Yes! You have deprived me of many things I had calculated on by the use of that money, you have cheated me out of many little pleasures it would have brought me, you have defrauded me of my just rights, you have played the robber and the hypocrite, you have acted the lord and master and will still do it while I must suffer that you may have what does not belong to you. But you are an honorable man! Yes! The Good Book says ‘Thou shalt not defraud thy neighbor, neither rob him: the wages of him that is hired shall not abide with thee all night until the morning.’ But you are an honorable man! Yes!”

All this time Mr. Indigo, Sr., acted fidgety and looked nervously around, drew long breaths, got up from his chair, sat down again, looked around for his hat, turned to gaze out the window, reached out here and there and took up and laid down a multitude of letters and papers on his desk,

walked away and turned back, but through it all he had to go. There was that in Libros' eye that held him there. He was afraid to remain and afraid to go away.

"Is that all?" he inquired, ironically, when Libros paused.

"Are you so far sunk below decency and human sympathy that all this seems as nothing to you?" added Libros with a sneer and an evil glance. "I have not told you what I think of you, nor what you are. I will forbear. But what are you in my opinion? I do not suppose you care for my opinion. I am too insignificant to have an opinion that has any weight with you—as you think. We shall see. You are a miserable, cowardly, dirty, thieving dog!"

Libros shook his fist at the trembling thief. He dared not resent it. His interlocutor was in the humor to get satisfaction out of him.

"That's my blessing," said Libros, as he moved out of the door, "and you are welcome to it."

Poor Libros never got his hard-earned wages. That is the way with some employers; not content with receiving the lion's share of the earnings of the poor, faithful, oppressed wage-earner, they filch from them their little trusted savings when the slightest opportunity presents itself.

This business tragedy really fell heavily on our good, faithful friend, Benthon Libros. His account was criss-crossed.

## THE AMERICAN FARMER'S STRUGGLE FOR BREAD.

BY WILFRED P. BORLAND

When Henry A. Robinson, the present statistician of the Agricultural Department, entered on the duties of his office, about one year ago, a government inquiry was begun under his direction and management for the purpose of securing official information that would render it possible to return an answer to the question so often propounded as to what it actually costs a farmer to raise a bushel of wheat or corn. This inquiry has just been completed, and the results based upon it, which are simply astounding, are now in the hands of the public printer, to form a part of a regular bulletin to be issued shortly by the agricultural department. For the statements of fact embodied in this article I am indebted to the Washington correspondent of the *Detroit News*, who sends them to his paper, as having been obtained from Mr. Robinson, personally, in advance of their official publication. Every precaution was taken to obtain accuracy in the results, and Mr. Robinson's enviable reputation as a painstaking statistician is an earnest of their reliability, notwithstanding their really startling economic significance. Every acre of wheat in the country, according to the

inquiry, is grown at an average cost of \$11.69. Figured at the average price which he got at the farm, 53.8 cents a bushel, without railroad transportation to the great wheat markets of the country added, the farmer received for the wheat grown on each acre of land in 1893 the sum of \$6.16. This shows an average loss for each acre of wheat planted of \$5.53. The total acreage of wheat in the country in 1893 was 34,620,418 acres. At an average loss of \$5.53 per acre, the total loss to the farmers of the country in growing wheat last year was \$191,500,681.54. The average cost of growing each acre of corn is \$11.71. At the average price for each bushel of corn at the farm, 36.6 cents, the farmer received for each acre planted to corn in 1893 \$8.21. As the cost of growing it was \$11.71 per acre the farmer's loss on each acre of corn grown was \$3.50. The total acreage in corn in 1893 was 72,036,465 acres, so that the farmer's total loss on growing corn last year was \$252,127,627.50, and on the two items of wheat and corn the total loss was \$443,628,309.04, or nearly half a billion dollars. Is it any wonder that there is intense unrest among the farmers of the country when they have such a condition as this to grapple with? The total wheat crop for 1893 was 396,131,725 bushels, a falling off of about three millions bushels as compared with 1892. The average yield per acre was 11.4 bushels. If it costs \$11.69 to raise 11.4 bushels of wheat, then it cost \$1.02½ to raise one bushel. Wheat is now selling in Chicago at an average price of about 57 cents a bushel. The average price received for the wheat crop, at the farm, in 1893 was \$6.16 per acre, or about 54 cents a bushel, thus showing an actual loss of 48.5 cents on each bushel raised in the country in 1893. The price received per acre in 1892 was \$8.35; in 1891, \$12.86, and in 1890, \$9.28. Only once since 1883 has the price received been higher than the actual cost of raising, and that was in 1891. The average price received from 1879 to 1889 was \$9.97 per acre. The total crop of corn in 1893 was 1,619,496,131 bushels. The average yield per acre was 22.5 bushels, making the average cost per bushel about 52 cents, at a cost per acre of \$11.71. At the price received per acre at the farm, \$8.21, the farmer suffered a loss of about 16 cents on every bushel of corn grown in 1893. Corn is now selling in Chicago for about 37 cents a bushel. The average price per acre received for the corn crop in 1892 was \$9.09; in 1891, \$10.98, and in 1890, \$10.48. The average for ten years, from 1879 to 1889, was \$9.48 per acre. Nine items are given as entering into the cost of raising wheat. These items for sixteen states, as well as the general average for the whole country, are presented in the following table:



COST OF WHEAT PER ACRE AND AVERAGE ITEMS ENTERING INTO COST.

STATES.	Rent of ground.	Fertilizers.	Preparing ground, (plowing, harrowing, etc.)	Seed.	Sowing.	Harvesting.	Threshing.	"Housing,"	Marketing.	Total cost.
Michigan	\$3.05	\$2.86	\$2.73	\$1.21	.35	\$1.36	\$1.11	.34	.82	\$13.83
Maine	3.43	4.96	3.39	2.30	.44	2.21	2.28	.79	\$1.21	21.01
Vermont	3.51	3.78	3.17	2.09	.51	2.24	1.80	.68	1.24	19.02
Massachusetts	4.08	5.43	3.83	1.80	.72	2.58	2.63	.96	1.79	23.82
Connecticut	5.31	4.81	4.09	1.50	.51	2.83	2.72	.83	2.74	26.34
New York	4.56	5.36	3.01	1.64	.49	1.47	1.44	.60	.92	19.52
Virginia	2.54	2.83	1.92	1.03	.47	.93	.93	.30	.92	11.87
Georgia	2.44	2.13	1.28	.94	.37	.74	.88	.30	.67	9.75
Ohio	3.72	3.08	2.46	1.08	.45	1.29	1.35	.46	.73	13.62
Indiana	3.65	2.02	2.03	.91	.40	1.13	1.33	.38	.64	12.39
Illinois	3.68	1.76	1.58	.96	.29	1.13	1.23	.28	.54	11.45
Wisconsin	2.91	3.09	1.88	1.19	.38	1.15	1.11	.36	.85	12.93
Minnesota	2.66	2.35	1.65	.97	.38	1.22	1.02	.28	.61	10.74
South Dakota	1.52	1.42	1.55	.82	.31	1.12	.97	.25	.61	8.57
North Dakota	1.63	1.49	1.69	1.32	.42	1.00	1.42	.31	.75	9.62
California	3.17	2.38	1.96	1.08	.31	1.40	1.35	.54	1.32	13.51
Average for whole country	\$2.80	\$2.16	\$1.87	.99	.37	\$1.19	\$1.19	.36	.76	\$11.69
Expert average for whole country	\$2.75	\$2.34	\$1.85	.87	.35	\$1.17	\$1.13	.33	.69	\$11.48

In explanation of the items classified as expert average, which appear in this table, it may be well to state the method by which the figures were obtained. The first step taken in the investigation was to send out thousands and tens of thousands of preliminary circulars to the correspondents of the bureau and to practical farmers in every section of the country. The reliability of the final average struck must, of course, depend on the reliability of the individual estimates, and the importance of accuracy at every stage of their computation was strongly impressed on those who undertook to figure on the different items entering into the cost of their crops. All last summer thousands of farmers located in every one of the 2,800 counties of the United States in which wheat or corn is raised kept a watch on things, made memoranda as to cost, and held long conferences with intelligent farmer neighbors. There were 25,099 different practical farmers who sent in reports to the department on the cost of raising wheat, these individual reports often representing the average cost for a whole neighborhood. These individual reports were then classified and averaged, under the direction of Mr. Robinson, and the results as shown in the table obtained. Rent of land, or interest on money invested in land, is the most considerable item, being an average of \$2.80 for the entire country. This item shows a great increase in the eastern states, and because of the comparatively small acreage in those states other items also show a great proportionate in-

crease. The item, housing, includes shrinkage, waste, etc. For greater accuracy the department sent to all the agricultural colleges of the country to secure individual estimates from trained scientific observers. They also got the names of such graduates of agricultural colleges as had engaged in farming, and solicited returns from them also. These expert estimates were secured for comparison, from a little over 4,000 individuals, and were averaged separately. The closeness with which the different items in these averages approach to the figures obtained from the 25,000 practical farmers, makes the department very confident of the general reliability of their estimate as a whole. As will be noticed, the experts' estimate of total cost per acre, averaged for the whole country, is \$11.48, as against \$11.69, the figure shown by the other set of returns, a variance of only 21 cents per acre. The greatest difference between the averages of the two sets of reports is on the item as to the cost of fertilizers, the experts' estimate on this item averaging 18 cents per acre higher, and this is what might be expected from the scientific training they have received, their knowledge of the imperative needs of the soil, etc. On rent of land there is only 5 cents variance; on preparing ground, only 2 cents; on sowing, 2 cents; on harvesting, 2 cents; on threshing, 6 cents; on housing, 3 cents, and on marketing, 7 cents, the experts being the lower on all these items. In the matter of cost of seed per acre there is a variance of 12 cents per acre shown in

favor of the experts, and this, again, is what we might expect from their scientific training, leading them to practice the higher economy in seedling. The average amount of seed wheat planted per acre for the whole country was 1.4 bushels.

Other evidence supporting the reliability of the figures can be discerned by a study of the table. For instance, states lying in the same general section of the country show little difference in the averages of cost although, of course, the averages are based on entirely different sets of returns. In Michigan the total average cost per acre is \$13.83, and in Ohio \$13.62; in Indiana, \$12.39, and in Wisconsin \$12.93; in Maine \$21.01, and in Vermont \$19.02. In South Dakota, where the cost per acre is lowest, there is still an average loss to the farmer of \$2.41 per acre. One might be excused for expecting to find at least one section of the country where the farmers' account with king wheat and king corn would show a balance on the proper side of the ledger, but such is not the case. The story of absolute loss to the farmer is invariable; there is nowhere a rift in the clouds.

With respect to the corn crop, there is even less difference between the expert and the practical farmer's averages than is shown in the case of wheat. The expert average for the whole country being \$11.57, as against \$11.71 for the practical farmer's average, a difference of only 14 cents per acre. The same general conditions of variance may be observed here as in the case of wheat. Kansas is the state where corn is raised at the lowest cost per acre, but the Kansas farmer is still raising corn at a cost per acre 39 cents in excess of the average price received for it, the average cost for the state being given as \$8.60 per acre. Eight items enter into the cost of raising corn, and the averages are obtained from the reports of over 28,000 practical farmers and 5,000 experts.

There is a great deal of food for thought in these figures; they have truly remarkable economic significance, and should set farmers to thinking, and acting, as they have never done before. The apparent loss of nearly half a billion dollars does not, of course, mean that that amount of cash was actually taken out of the accumulations of the farmers of the country. The use of the land and the labor in growing the crops are the two biggest items in the cost per acre of the two grains. If every farmer in the country lived on a rented farm and hired all his work done at ruling prices, the aggregate, actual out-of-pocket loss would be the nearly half billion dollars which the figures quoted show. What the figures really mean is that the farmer who owns his own land and does most of his own work received a little more than his actual outlay after

his corn and wheat were sold, but he got no interest on the money invested in his farm and the wages he received for his uncommonly laborious toil were not above those paid to the miserable ryots of India, or the fellahs of Egypt. With relation to his work, the average farmer is both employer and employee. He does his own work and as a laborer, working for himself as employer, he actually gets not half the wages of the lowest paid laborers in the country. He is a slave to his environment, as truly as the poorest paid laborer struggling in the grasp of the capitalists of the country, and he enjoys scarcely the advantages of slaves. Agriculture is the basis of life, both individual and national. When the farmers are prosperous and contented all other classes of the population of a country are in a like condition, and the decline of its agricultural population always marks the decline of a nation, in all the essentials of a sound, healthy national life. There is no fact more prominently written on all the pages of history than that. One of the conspicuous facts of the agricultural statistics of the last census is that the number of tenant farmers, and the consolidation of ownership of agricultural land, in this country is increasing at a rapid rate. One of the conspicuous facts that marked the decline preceding the dissolution of the great empire of Rome was the decay of the class of free, independent landed proprietors and the increase in the numbers of the coloni, accompanied by the growth of the *latifundia* to which Pliny ascribed the ruin of Italy.

History is but repeating itself. The free, independent American farmer is fast disappearing, and unless there speedily comes a radical change for the better in present economic conditions we may soon write *finis* on the last page of the history of the great American republic, for it has entered upon its period of decay and is already well on the road to its dissolution. Whatever conclusion one may come to after a study of these figures, there is one fact that stands out clear and distinct, namely, the working farmer's interests as a land user are greater than his interests as a land owner, and any measure tending to free the use of land and diversify occupancy is for his benefit. He must be freed from the grasp of the capitalist usurer and the political speculator, and that can only be done by, in the instance, freeing the land. The farmer must forego the vain effort to protect his interests as a land owner, and devote his attention to the protection of his interests as a land user. There lies the way. The interests of the farmer and the laborer are mutual: they must affiliate, and unite their forces in defense of a free American citizenship and against capitalism.

## CIVILIZATION'S GRAND BATTLE.

BY JOSÉ GROU.

We are not in favor of military battles, or any other implying violence in any form. Brute force has always been the greatest curse of the human family. It was never intended that human progress should thrive through mere exhibitions of animal power, involving destruction and pain here, with vainglory there, and negative results everywhere. Because although it is true that the race has experienced a certain degree of progress, in spite of the senseless struggles for mastery among nations and classes, in this or that line; yet the progress in question has been saturated with crimes and despair, with the wisdom that some how or other perpetuates ignorance by wholesale, with that goodness among some which seems to be forever localized in small groups and lacks power of diffusion.

Can we have any great respect for progress in the midst of deformities? That may be, of course, progress after the manner of men, all because evolved through exhibitions of brute force, through battles, in which violence is the principal element, and selfishness the final aim.

Nooner or later we must try to have battles of a different kind, evolving a different form of progress, which eliminates all crime, all despair, all selfishness, and builds up the real healthy nation through the round man and the symmetric citizen. No other kind of progress will ever do. Every other kind is a naked farce, a blasphemy, a lie, good enough to brag about, and good for nothing else.

The emptiness of our boasted progress is perhaps most emphatically noticed when we talk with people from whom we have the right to expect sound conceptions of life. In order to illustrate our meaning we shall refer to a conversation we had a little over one year ago with one of the most eminent generals yet alive, eminent not only for his important services in our late war, but also on account of his high personal character, his culture, and all that combination of traits which makes a man extremely charming to whoever may come in contact with him. Well, the only great danger to our nation that that choice gentleman could see was—the machinations of the Jesuits! And there is nothing of the religious bigot in that old fine general, and in many respects a choice man, a high human type.

That this nation of ours, with our immense resources, large population, and so on and so on, that we should be in danger of shipwreck from a secret conspiracy on the part of, say 3,000 poor priests, called Jesuits, scattered through our 3,000,000

square miles! How ludicrous! When we tried to call the attention of our general to the lamentable ignorance of most of our voters, handled like sheep by groups of politicians, then the general recognized, what? Not much. Only the need that every citizen should be well posted up about the excellence of our constitution, so that to obey its requirements.

Well, well, our poor general had never yet realized that all the disasters of this nation of ours arise from legislative acts enacted in obedience to our constitution. With all his deep religious convictions our general did not even suspect that what our citizens need, what we all need, is to obey, and so to be well posted up about God's constitution in the universe, about that eternal moral law which would remain a fixed, tangible fact, and worthy of all respect, even if there was no God anywhere! And that general simply stated what most people in high position will tell you. The idea that our constitution should not be in perfect accord with all moral and ethical law! Perish the thought. When pushed hard, our friends of high degree may acknowledge that the perversity of some men makes it impossible for us, the good fellows, to make better laws or a better constitution.

There you have it anyhow, an empty civilization, incapable of raising men up to any level compatible with the laws of God or of nature. Choose whichever set you like. You will find it mighty difficult to trace a dividing line. Yes, an empty civilization, which piles up all the goodness in a small group, and leaves the rest to forever struggle with evil. A civilization unable to specialize natural laws, the only ones worthy of respect, worthy of free men, the ones alone through which we can ever learn how to live in peace with each other.

Apparently, it has never occurred to our good men that any such specialization was needed, or was possible. And why so? Because, as stated above, our progress has constantly proceeded along lines of violence and brute force, through battles for selfish purposes, for greedy aims, for exclusivism in all forms, religious, civil, political, industrial. Even sex exclusivism rules supreme as yet, since we keep denying to the mothers of our boys the right to say which laws shall preside over the fabric of civilization.

Look now at the object of the first historical battle of which we have any records, between Cain and Abel. The former was jealous of the latter because he was promising his flocks without having asked permission to the first comer, the top man, the elder brother. We all know what the top man did to assert his rights over the land. Cain was the first land monopolist.

All the other battles that for sixty centuries, more or less, have soaked the earth with human blood and human tears, the latter are sometimes more painful than the former, they all have been fought for the same purpose, viz: To assert the rights of some to the possession of the earth, at the expense of the rest. To see that the first comer, or the top man, dead or alive, should control the planet, and so most of the wealth, regardless of any natural or divine law on the subject.

Here we are now brought face to face with the fact that civilization's grand battle must be fought through diametrically opposed processes, and for totally different aims than the previous millions of battles through the whole course of human history.

*Land possession by all, on principles of ethics, in accordance with the golden rule.* That should be the object of our grand battle, in opposition to all former battles, in which the open or hidden object has always been, how to pile up most land in the hands of the few, and leave the many with as little as possible, in quantity as well as in quality, and so as poor and degraded as possible.

The very nobility and the sublime altitude of the object in view, excludes the possibility of any violence to accomplish the proposed aim. The selfish object of all previous battles involved the need of violence. The grand ethical principle of the battle we have mentioned involves the need of peaceful processes, and hence the complete elimination of that low element, violence, which poisons all that it touches, the sinner as well as the saint, the ignorant as well as the wise.

It will not do any harm for us to briefly expound at least one of the simple processes through which the grand battle could be fought and won at one blow, as soon as a sufficient nucleus of common consensus has been created among our farmers and labor associations in regard to the few fundamental economic principles that humanity needs for life to be a joy forever, and not a mass of negations, an empty dream, a vacuum dark and dreary, as it has always been, even for the few apparently happy ones on the top, because of their influence and wealth.

After a few years of wise propaganda in economic principles, we don't see any reason why a good sized majority could not march to the polls on a presidential election with a ballot containing the epitome of two bills to constitute the foundations of the new social compact, and to become laws by the mere fact of a majority vote, without any interference from congress, because a majority vote is after all the real sovereign power.

We suggest as follows:

#### BILL NO. 1.

*Be it enacted,* Six months after date (that of majority vote by the people) all present forms of taxation shall cease, to be replaced by a 5 per cent. tax on land and franchises values, to commence four months after date, assessments to rest on 70 per cent. of such actual values during last six months of full monopoly rule. Distribution of tax fund, national and local, to be: 20 per cent. administration, 20 per cent. defense or public order, 60 per cent. public improvements, details to be annually determined by popular vote.

#### BILL NO. 2.

*Be it enacted,* Six months after date (that of majority vote by the people) government and silver notes, so far issued, to be alone legal tender for all public and private dues. Government to issue \$250,000,000 per annum additional legal tender notes to cancel the labor values of all public and franchise corporate debts. Total volume not to exceed \$70 per capita, unless decided by popular vote two years in advance. Small coins to be used for change.

Besides the two above bills, improved as much as we may like, the ballot would not need to contain but two names, one for president and one for vice president, as the national executors of said bills, representing the will of the people, mayors to be the local executors. The president and vice president to be selected, one from among the best leaders of the farmers alliances, and the other from among the best leaders of the labor associations, men that we knew we could trust. Besides, the power of such men would be limited to enforce the few simple laws enacted directly by the people in congress assembled—the grand congress of the future. No other kind of congress can give us real freedom, peace and happiness.

We know that all powers not delegated to our elected congress remain with the people. Hence, a majority of the people, through specific popular vote, can cancel our whole parliamentary system, when the people consider it necessary to preserve their legitimate rights and manhood.

To be sure, even the natural constitution of things makes a specific majority vote of the people the only sovereign that can exist, unless we revert to the old theory of monarchs by divine right. They are the only two logical forms of government, government of the few over a pack of serfs, or government of free men as determined by popular majority vote of all adults, male and female, in the nation or social group.

It is folly for any man to fix the process through which the people should march toward all political and economic freedom rather than linger in the midst of economic and political monopolies, as we have ever since that first battle between Cain and Abel for the supremacy of land monopoly. Yet, it is only through individual suggestions that no doubt humanity will find the best way out of the woods in God's own time. Only, God wants men to work out their own salvation, under his guide and aspirations, which are never wanting when we wish to receive them.

## SOME ECONOMIC FALLACIES.

BY W. H. STUART.

It is to be observed that the various economic reforms currently advocated are all, ostensibly, in the supposed interest of the workingman. Thus, for instance, "protection" is advocated on the ground that it would protect us from competition with foreign pauper labor and keep up the wages of the American worker, and enable him to maintain a higher standard of living.

I propose in this paper to show that, under our present system of industrial competition between workers, no changes in our fiscal policy or in our financial system will be of any permanent benefit to the man without capital, and that class, be it observed, comprise the great mass of the people.

Mr. David A. Wells, in his "Recent Economic Changes," lays it down as a self-evident axiom that the average price of our wheat crop is governed by the price the surplus will bring in an overstocked market, i. e., that if we raise 300 millions bushels more than there is effective demand for, that the price the surplus product brings determines the price of the whole crop. I think Mr. Wells is right. Now, what is true of wheat is true of all other commodities, and under our present industrial system, labor, that produces all wealth, is a mere commodity, governed by the same laws of supply and demand that govern all other commodities. Therefore, the value or wages of labor is determined only and solely by the demand. The "surplus" over that necessary demand, determines—the same as surplus wheat—the value or wages of the labor crop.

This is merely stating in other words the "iron law" of wages; a law that under a capitalistic system of production is inevitable and inexorable, from which there has never, nor can be, an exception. A law, the workings of which is acknowledged by all economists, which may be expressed by the formula "that under free competition the wages of labor continually tends to the minimum on which the laborer will consent to reproduce." I do not wish, however, to be understood as holding that the wages of labor is affected as quickly, by an oversupply as the price of wheat, because labor is animate and is apt to resent all lowering of the price of that "commodity." It forms unions and combinations to keep the price up. Nor is the value of all labor affected as the value of a whole wheat crop would be. Unskilled labor is first affected. But the law, in time, is as inexorable and inevitable in the one case as the other. A general reduction in the wages of common labor will, in time, affect the value of all labor.

Judged by this standard, let us briefly

review the various reforms advocated in the interest of labor, and to increase wages.

First, let us take protection. It is urged by its advocates that a high protective tariff enables American manufacturers to compete with the products of other countries, in which the standard of living and wages is lower than ours; that it enables the American manufacturer to pay higher wages and thus keep up the American standard of living. Now a protective tariff may certainly enable the home manufacturer to pay higher wages, but is he compelled to do so? The American manufacturer, while crying loudly for protection to his infant industry, is careful never to protest against free immigration. He wants protection against the products of foreign pauper labor but the pauper himself he welcomes with open arms. Why? Because, as a capitalist whose only object is the production of surplus-value, he wants to retain the home market from the exploitation of the foreign capitalist, and being secure in that, he desires to increase his profits, and for that purpose he desires cheap labor, just as much as he desires cheap raw material. Many workingmen fully understand this, and hence, in many quarters comes the demand for the restriction of immigration. This might afford a temporary relief, but it would be only temporary. The continued introduction of labor displacing machinery would continually augment the army of the unemployed. Every year less men are necessary for the production of the national wealth, i. e., less in proportion to the product.

It will, of course, be understood, that nominal wages will be higher in a protected country than in one in which free trade obtains. If, for instance, protective tariff enhance the price of commodities 20 per cent., then wages must be that much higher to make the purchasing power of wages the same as in a free trade country. Here we see that a protective tariff can have no effect in raising real wages. No matter what may be the increased profits of the manufacturer, he is not compelled to divide or share with his workmen, their wages are determined solely by the supply of labor. The tariff on steel rails has not been reduced, yet, Carnegie has reduced the wages of his men from 10 to 50 per cent. Carnegie does not claim that his business is not profitable, he merely takes advantage of the over supply of labor and if the tariff on steel rails was doubled to-morrow there is no reason why he should increase wages an iota. The men would not accept the reduction to-day if they could help themselves. An increase in the tariff would not place them in any better position to resist the reduction.

Then take "free trade." It is advocated

on the ground that the producer is also a consumer; that the larger number of workmen are engaged in such labor as can not be protected, and whose wages are not affected or raised by a protective tariff; that the free exchange of commodities with other countries would merely reduce the exorbitant profits of the home manufacturers, and that the reduction in the prices of goods would benefit the large mass of workmen by increasing the purchasing value of their wages. It is also claimed that the admission free of raw material would stimulate industry; cause an increased demand for labor and raise wages.

Now let us suppose that industry was stimulated, and that the price of the cost of living was reduced 20 per cent., would not free immigration soon restore the supply of labor, and as the standard of living could be maintained for 20 per cent. less than formerly would not wages under the "iron law" be reduced to correspond to the difference in the cost of living? But, even with no increase in the population, the same result would be effected, for if we now manufactured goods we formerly imported, and thereby gave labor additional employment in such industries, would not such gain be offset by the throwing out of employment of those who produced the goods which we formerly exchanged with other countries for the goods we now produce ourselves? So that we see that the cheapening of the cost of living effected by the adoption of free trade, would merely result in a corresponding lowering of wages. Competition among laborers for employment would still keep wages down to the subsistence point.

Our prohibition friends never tire of quoting the enormous waste of wages for the purchase of liquors—over a billion annually, I believe. It is everywhere assumed that if this money was not wasted in liquor, that it would remain in the pockets of the wage-earners to purchase more of the necessities and some of the luxuries of life. No assumption could be more fallacious. If prohibition was adopted tomorrow and was absolutely effective, it would throw out of employment 250,000 now engaged in the manufacture and sale of liquors. This would increase the competition among laborers, and as the standard of living could be maintained on a billion less than formerly, wages would inevitably fall, and perhaps even lower than that necessary to maintain the old standard of living, this owing to the increased competition. Paradoxical as it may seem, the cost of the liquor, under our present industrial system comes out of the pockets of the capitalists, who are only obliged to pay sufficient wages to maintain the standard of living, the disuse of liquor would enable the work-

ers to maintain that standard on less wages, and competition would inevitably force wages down.

At present, the man who does not waste time or money on liquor, can save the average expenditure for that purpose but should total abstinence become universal he would be compelled to abstain from some other article or articles now in common use to enable him to save something from the average wage.

I hope, however, that none would be so foolish as to use this argument in favor of persisting in the drink habit. The crime and misery caused by the use of liquors, is too great to be offset by the mere fact that its discontinuance would not raise wages. We need sober men with clear and not fuddled brains to help solve the problems that are pressing on us.

The theory of "saving," by the way, is another economic fallacy. For instance, our eminent soup-bone economist, Mr. Edward Atkinson, has invented what he calls the "Alladin Cooker," by the use of which he claims that nutritious meals could be provided for a family of three for one dollar per week, or one-third the present cost.

He is quite out of patience with working men who refuse to avail themselves of his invention. Now let us assume that the saving effect would be what he claims. The result would be that the man with the "Cooker" could subsist on two dollars per week less than those who were without them. Result; those provided with the "Cooker" would underbid for work, this would force all to provide themselves with "Cooker," and as the same standard of living could be maintained for two dollars less per week, competition would in time inevitably force wages down, so that the advantage to the worker would be lost.

Besides, bourgeois economists of the Atkinson stripe fail to see that any lowering of the standard of living, and wages, merely reduces the purchasing power of the consumer. Lower wages means the ability to purchase less commodities, decrease in the consumption of commodities means lessened demand for labor, lessened demand for labor means idleness, bankruptcy of various industries and another lowering of wages and starvation for the unemployed. When our standard of living is lowered to that of the Chinese, four-fifths of our manufacturing industries will be unnecessary. High wages means increased consumption and prosperity, low wages means decreased consumption and its necessary correlative, idleness, poverty and starvation.

I shall now consider the financial and monetary reforms advocated by a large class of earnest people who see in the vicious financial legislation of the past thirty years the cause of all our poverty, and who look

forward to the abolition of our national banking system, the free coinage of silver, and the increase in the volume of money to \$50 per capita, as the sovereign remedy that will extirpate pauperism and give to labor its full reward.

It may be freely admitted that the financial legislation of the past thirty years might challenge all history for a parallel for the wholesale robbery of a people. Yet, as a solution of the causes of our poverty, I mean the poverty of the masses, it is totally inadequate, nor will the reforms advocated reach the root of the matter.

The theory, in brief, is that by contraction of the currency effected by past legislation, and the inflation in the value of gold, the value of all agricultural land and products have decreased enormously. A favorite method of illustrating that reduction in values is to point to the fact that twenty years ago the national debt could have been paid for in so many million bushels of wheat, that now, having paid half that debt, it would require more bushels of wheat than twenty years ago to pay the balance. Senator Stewart estimates the reduction in the value of products within the last thirty years, at 40 per cent., which reduction he ascribes to the inflation of the value of gold and its consequent increased purchasing capacity.

This hypothesis can not be substantiated. The reduction in the price of commodities is admitted, but such reduction can be accounted for on other grounds, and for reasons natural and satisfactory, without recourse to an assumed hypothesis.

Take wheat, for instance. Twenty years ago it could not be produced for less than \$1.00 per bushel; it can now be produced at a profit for 33½ cents per bushel by the bonanza farmer. If it is replied that the small farmer can not produce at the latter price, the answer is, that neither can the hand loom weaver compete in price with the power loom, that the present methods of farming are antiquated and must be changed like manufacturing industries to correspond to improved and scientific methods of production. Land that formerly produced \$1.50 wheat now produces fifty cent wheat. This means decreased land values. A curious thing about this ascription of the cause of the reduction of land values in the middle and western states to inflation in the value of gold is, that the enormous reduction in land values of the New England states is never referred to as the result of inflated gold values. The reason is that the causes operating toward the depreciation in land values there are too obvious, viz.: the competition with the bonanza farmer of the northwest. Land formerly worth \$50 per acre is now selling for \$5 and less. But in the middle and western states,

where the causes of the depreciation in land values are not so obvious, the cause therefor is ascribed to inflation in the value of gold.

But not only agricultural lands and products have decreased in value, but nearly all commodities have depreciated in value, the true cause being, in my opinion, improved processes in production, introduction of labor-saving machinery, and the consequent reduction in the cost of production.

I shall condense from D. A. Wells' "Recent Economic Changes," some facts bearing on this subject. Railroad freight rates have been reduced from 3½ cents per ton per mile to less than one-half cent. Ocean transportation of wheat from New York to Liverpool from 18½ cents per bushel to 3 cents. Telegraph rates six times less in 1837 than in 1866. Quinine from \$1.70 to 30 cents per ounce. Pig iron, \$53 per ton in 1872 to \$16 in 1876. Why should wheat continue at the old prices when every other product and commodity has decreased from 20 to 80 per cent.? Under the stimulus of a failure of European crops in 1879-80 and 1881, the exportation of wheat from this country rose from 40,000,000 bushels to 150,000,000; from a money value of \$47,000,000 to \$167,000,000. But this same scarcity of European crops gave an enormous impetus to the production of wheat in India, which in a few years rose from nothing to 40,000,000 bushels. At the same time transportation rates through the Suez canal fell from 32½ cents per bushel to 16 cents, a difference of 16½ cents per bushel in favor of the Indian producer as against the American.

In addition to those causes, which are obvious, natural, and not hypothetical, the American farmer is suffering from the results of planless over-production, i. e., over-production as far as effective demand is concerned. Not knowing what the rest of the country is producing he continues the production of cereals, hoping the depression in prices is only temporary. To make good the deficit of one or more low priced crops, he places a mortgage on his farm, and as cheap wheat means cheap land, he is surprised when the mortgage becomes due to find that his land will not much more than pay the mortgage, owing to the decrease in land values, the result of the decrease in the value of the land products, which he ascribes to the inflation in the value of gold. He is also suffering from the competition of the capitalist bonanza farmer, who, even at the price that is ruining his smaller competitor, is able to make a profit, who on 50 cent wheat makes a profit of 33½ per cent.

Under no change in our financial system can the small farmer expect to raise the staple cereals in competition with his capi-

talist competitor. Mr. Carnegie has reduced the price of his steel rails from \$100 to \$25 per ton. Might he not with the same show of reason claim that at the former price in 1870 he could have paid off his debts with so many thousand tons of rails, but that now having paid off three-fourths of his debt it will still require more thousands of tons to pay the remaining one-fourth than it would in 1870? Carnegie has adopted all the modern devices for cheapening the product. Science, art and labor-saving inventions have been brought into service; he has also combined with others to keep the output within the limits of effective demand, and has thereby averted ruinous competition through overproduction. But the American farmer continues his isolated, wasteful system of production and imagines that the price of silver has some relation to the price of his wheat, whereas his capitalist competitor the bonanza farmer has, like Carnegie, availed himself of all modern improvements, and the immense saving effected by conducting operations on a gigantic scale. Small farming must go with the stage coach, the hand-loom and the tallow dip; co-operation is the only hope for the small farmer. If he had his debts all paid to-morrow in a depreciated currency the same causes for his downfall would be at work, he would still be confronted with the problem of wheat and other cereals produced profitably at less than half the cost that he could produce. Small production of all kinds is doomed, it is either large production for the benefit of a few capitalists, or national co-operation in the interests of all.

Advocates of the money theory point to the fact that the per capita is actually less than when population was only half what it is now, and they point to that fact as a sufficient cause of the depreciation of property, but a sure sign of the real scarcity of money is a high rate of interest, and it is a fact that interest was never lower than at present, there actually appears to be a plethora of money. Three millions was offered one day by one man in New York recently for one per cent., without takers. The current rate of discount of the Bank of England is two per cent. It should also be remembered that as civilization advances the use of actual money is constantly decreasing, a system of checks and credits being substituted. Bradstreet's report that of the total volume of business transacted, only 7 per cent. of actual money, either gold, silver or paper, is used. Our city, state, national and international clearing houses rendering the use of money almost unnecessary, millions of bills of exchange, checks and drafts being daily liquidated in New York and London, only a few hundred or thousand of pounds or dollars in actual money being required to settle balances. Of the inflation of gold val-

ues alleged to have been effected by the demonitization of silver in 1873 it may be said that the effects claimed to have been effected are grossly exaggerated. In the first place silver was not in effect demonitized; it has been in circulation every since, performing all the functions of money, and not only so, but in a greater quantity than ever before in our history. Up to 1873 only 8 millions of silver had been coined, whereas since then there has been coined, or in circulation in the shape of silver certificates, more than two hundred millions, performing all the functions of money as effectually as gold. No. Contraction or insufficiency of the circulating medium will not account for the depreciation of property and products. It is quite evident that no improvement in our money system, no increase in the circulation, no lowering of the rate of interest will enable the small farmer to compete with the bonanza farm. If interest on money and rent of land was entirely abolished and the circulation increased to \$100 per capita the small farmer, or the small producer of any sort would be at the same disadvantage as he is at present.

It is sometimes urged that an increase in the volume of money, would be lessening its purchasing power, thereby increase the value or wages of labor. To this it may be shortly replied that the same cause that effects the increase in the wages of labor will also raise the cost of the standard of living. It is not a certain nominal rate of wages that men contend for. It is for a wage that will maintain a certain standard of living, any wage that provides that standard will set men to work, whether the nominal wage is \$1.00 or \$3.00 per day.

The day of small things is passing away, never to return. At present large production insures exclusively to the benefit of the capital class, but it only needs for us to adopt a co-operative system of production to enable us all to share in the advantages of the grand industries. When a million more American farmers lose their land, and a couple of million more laborers, useless middlemen, bucksters, small traders, solicitors, etc. are thrown out of employment by the consolidation of capital, we will be ready for national co-operation.

There only remains to consider the single-tax as a method for increasing wages. We have in former numbers of the MAGAZINE discussed this theory in detail and showed the fallacies upon which it rests, and the impossibility, by its adoption, of raising wages. It might, therefore, be dismissed; but for the sake of completeness we will briefly review the argument against it.

The single tax theory is based on the assumption that the factors in the production of wealth are Land, Labor and Capital, that the first two factors are the only indispen-



sable factors, capital being an auxiliary which greatly increases the productiveness of labor. Land being a gift of nature, all should have access to it on equal terms, by a tax that equalizes the advantages of lands of varying productive capacity. Therefore, labor is entitled to the whole product that can be obtained on land at the "margin of cultivation," i. e. on land of no rental value, without the aid of capital. The difference in value above the margin of cultivation would be confiscated by the state in the shape of a single tax on rental values of the bare land. All assistance that labor would receive from improved tools and machinery, would go in the shape of interest, or "the just return," as George puts it to capital for its "aid in production." In other words, interest is the "wages of capital."

George fully understands the working of the "iron law" of wages. He understands thoroughly that under present competitive conditions wages must continually tend to the subsistence point, and he would endorse nearly all I have said regarding the insufficiency of the reforms which I have reviewed, as a means of raising wages. Only in regard to the cause would we differ. He expects that under the single tax, the instruments of production will remain in the hands of the capitalists, for the use of which the capitalists can rightly claim as their wages, all the product above what unaided labor could produce on land of no value. He admits, however, that under a system of private land monopoly, by which labor is excluded, from access to natural resources and opportunities, that capitalists are enabled to retain more than they are justly entitled to as their "just return" for "aiding production." He claims that when labor has free access to land at the margin of production, or land of no rental value, that men will not work for employers for less than their labor applied to such land would produce. That in consequence, labor would receive its "just reward," ditto interest to the capitalists, ditto rent to the community. I have before exposed the absurdity and utter shallowness of this theory. I only want now to draw attention to the fact that the single tax merely offers to the man without capital all he can make on land of no rental value, by his unaided labor. All the value of land above that quality would be confiscated by the state, all the advantages to be derived from improved tools, machinery or other capital would go, as now, to the capitalists. Now the question I ask is what can a man now, without capital, make on land of no rental value, or if you please, on land of considerable rental value? Even our farming class, with years of experience, owning their own land, with considerable capital in the shape of machinery, can not compete with the

capitalist farmer, no more than the small producer of any kind can compete with his capitalist competitor. Why, the smallest wages offered by the capitalists is more than the laborer could produce on free land without capital. I have frequently referred to the fact that within sight and sound of the New England factories were hundreds, yes thousands, of abandoned farms that could be, with their improvements, obtained for a less rental than any single tax would be. But the competition with capitalist agricultural methods, made this land worthless, and factory employees preferred the low wages offered by their capitalist employers to starving on practically free land. My single tax opponents never answer this argument. Silence in view of such facts is golden. This reduces the single tax theory, as a scheme to raise wages, to an utter absurdity. It would excite the laughter of the gods, to see, in fancy, our single taxer tickling his patch on the "margin" with a stick, bidding defiance to the capitalist! And yet, there are single taxers who believe in this theory, who smile at the credulity and ignorance of the man who believes in the Noah and the ark, and Jonah and the whale stories!

We must conclude, therefore, that the single tax, no more than the other reforms which we have reviewed, would afford any permanent relief to labor, or effect any increase in wages. "The iron law" would operate as effectually as at present. Labor would still be ground down under the iron heel of capitalism. Under existing conditions, land and natural resources are merely a form of fixed capital in the hands of the same class. There are really only two classes, the plutocrats and the prolétaire. To release us from this degrading bondage to capitalism, we must control collectively, all the means and instruments for the production and distribution of wealth.

\* \* \*

I have been quite dazzled, and somewhat bewildered at the brilliant exhibition of mental gymnastics given by my friend Borland in the April MAGAZINE, in his effort to find some flaw in the socialist theory of value. I shall have something to say in reply in the June MAGAZINE.

THERE'S never a rose in all the world

But makes some green spray sweeter;

There's never a wind in all the sky

But makes some bird wing fleetier;

There's never a star but brings to heaven

Some silver radiance tender,

And never a rosy cloud but helps

To crown the sunset splendor;

No robin but may thrill some heart,

His dawnlight gladness voicing.

God gives us all some small, sweet way

To set the world rejoicing.

## MECHANICAL.

Contributors will sign their names to their articles and forward copy so as to reach the editor not later than the first day of each month.

### STEAM SUPERSEDEES FAILURES.

Since my last article was sent on its way to the printer, it has been in the line of my work to do some exploring into the records of the past, in the line of a long litigation on the merits of some so-called improvements in the "working of steam," and there has so much new matter arisen in its connection that I have decided to put some of it into the way of the readers of the FIREMEN'S MAGAZINE, for it is interesting, and contains a great deal that is information.

James Watt had made certain valuable improvements in working steam in his engines, and the scientific men of his day had not fairly gotten over looking into the theoretical part of his work, when some of the proposed "steam supersedeers" appeared on the business horizon, and men took up the new departures with a zest, as possible means of doing even far better than the new steam engine lately introduced could do. I will give the most interesting of them, as the total would fill an entire issue of the MAGAZINE.

Dr. Cartwright who was really the inventor of the power loom, soon had a "Vapor" engine built, from his own plans, and in his patent claim in English records, date 1797, he claims "the use of ardent spirits, or ether, or any other more volatile spirit than water, either wholly or in part" and his scheme set out another most amusing proposal. "It is to be used or attached to a still, in order to utilize the vapor therefrom, as a means of power, and afterwards condense the vapor for sale," and it appears from a further examination of these old records that the same Dr. Cartwright as long ago as 1801, actually had in operation an automatic cut off, and this was the subject of another patent, but we do not learn any particulars of the use of the vapor engine, but in a few years afterwards, a Mr. Howard, of London, patented an engine, for vaporizing alcohol at each stroke, and it was first thrown by some sort of an injector upon a bed of highly heated oil, and the pressure raised by its vaporization, was transferred by the oil into the cylinder, with which it communicated, and then it (the vapor), was condensed, "by a metal surface of large area, surrounded or covered by wetted flannel, or similar substance, and which was kept wetted, by water on which a stream of atmospheric air was constantly blowing," and we have no definite report of its success, nor what became of it.

In a short interval of time, another inventor pops up, and it is probable that he has substituted quicksilver for oil, as a medium of power, for an extract is made as follows:

"One of the greatest discoveries in navigation has transpired. Three-fourths of the fuel now required in navigation will be saved, the vapor of quicksilver substituted for steam, etc.," but nothing further is found as to it, excepting a number of similar claims, which are too much like "fairy tales," to copy.

In 1842, there was patented in France, the Ether engine, in which ether was used in place of water, and the ether was put into another vessel which in turn was put inside of a steam boiler, and the same person, Du Trembly, in '47, brought out his "Binary" engine, which was to some extent a success. It was an ordinary steam engine, using steam as usual, but he condensed the steam, by contact with a surface which on the other side was in contact with ether in a liquid form, and the temperature of about 15 inches of vacuum produced a pressure of nearly 50 lbs. of the vapor of ether, and this vapor was used in another cylinder to develop power, and the claim for it was that the power was doubled, with no added expense. This was used upon eight vessels and in use so late as 1859. One or more of these vessels were burned, and much difficulty was found in the joints and packings. Some commission was appointed by the government, and examinations made, the coal used was found to amount to 2.8 pounds per horse power or a small amount for the time. It was found necessary to use the Humphrey Davy safety lamp in the engine rooms, to be secure against explosions, and these gave no sort of proper light. Finally all the remaining engines were removed from the ships, although the inventor claimed that if he could be allowed to use chloroform or Bichloride of carbon, all difficulties would vanish, but the men in charge of the machinery had become chary of the engines, and refused to make trips again.

After the London exhibition in 1851, one of these Trembly engines came over to the Novelty Works in New York, and was set to work to drive the shops in regular service. It was started in the hot season, and it was soon found that the high temperature of the condensing water and danger of fire, interfered with its usefulness, and it shortly disappeared. While in this search the writer was amused to stumble over the following statement in "Spence's Encyclopedia:" "The bi-sulphide (of carbon) is easily evaporated to a dense vapor, the heat absorbed for evaporation being about 280 Fahr., that of steam about 1,000 Fahr., a saving of seventy-one per cent. of fuel."

For about fifteen years at intervals the bi-sulphide of carbon scheme appeared in different forms.

In 1872 the Ellis engine, which used a steam engine, with an attachment quite similar in appearance to the new style Tandem-compound engine of '94, and in place of the chloride of carbon he used the Bi-sulphide. Up to this time this chemical had been a high priced one, but some change in its production at this time made it very cheap, as compared with its former cost, and Ellis claimed that with the combined steam and Bi-sulphide of carbon he could make power at 160 per cent. gain as to cost of fuel, or similar claims, the power was to cost almost nothing. The curious fact remains, that a "trial" was made, but it was with an almost obsolete type of engine, and a very wasteful one, and the Ellis engine showed some gain. Upon this showing several firms entered into a company to make the engines, among them were the Atlantic Works at East Boston, Mass., the Haskins Machine Company at Fitchburg, Mass., and the Poole & Hunt Co., Baltimore, Maryland. Thousands of dollars of capital were spent. Mr. Poole was seriously injured, nearly losing his life and in short it soon died out for a time, although many "engineers" gave most gratifying certificates of its economy, and in a short time it utterly disappeared.

Meantime a "new and improved substitute for steam," appeared in Boston, about 1880, which was nothing more or less than our old English friend a hundred years old, alcohol and water, and this was actually put into one of the cotton mills at Nassau, N. H., for a trial, there were the usual number of schemers in it, and the Mutual Insurance companies took a hand in its extinction. This was soon proved a fraud, but the schemers wanted one more chance, and had a tug boat fitted up, to show that it would do the business, and it went down Boston Harbor on a trip, took fire and went to the bottom of the harbor.

About this time a so-called Baptist minister in the city of Lowell, started a new way of making power. It was our old friend Bi-sulphide of carbon and steam, and it was named something like the "Triple Thermic Motor." It proved a "scrap" for thousands of the people turned their savings into the "Pastor's" hands, if the truth is told, and the "brilliant success of the matter" was astounding, but after a while Lowell became too hot for it and the whole thing moved to New York where it was exploited for some time, and as it had done frequently before, it died again.

This was so seriously considered as a means of economy in power that Mr. Geo. H. Corliss went to considerable expense and

trouble to experiment on it in a plant he especially erected in the yard of his works, but he never advised its adoption, nor did he in any try way to make it appear as of the least utility. The Boston scheme was only capitalized at the sum of twenty-five millions of dollars, but capital *did not* seek it for investment.

The actual economy of the bi-sulphide of carbon engine seems to be equal to a condensing engine working with 2.8 pounds of coal per horse-power per hour, using initial of 35 to 40 lbs. per square inch, but taking the real cost of the carbon and its loss the carbon engine costs just double that amount of coal, and its percentage of heat units realized is not over four per cent. of the theoretical.

About this same time, 1880-82, the Woodbury, Patten, Merrill & Woodbury hot air engine came into the market. This has been referred to before in this connection. It has never been in any commercial sense a success.

Professor Rankine in his article on "Binary engines" in 1858-9, demonstrated from his theory, that non-aqueous vapor could or would compete with the vapor of water, under same consideration of circumstances, and he remarked, that "by the addition of another engine, a wasteful steam engine may be converted into an economical binary engine," but he does not say what he considers an economical one.

Aside from the one mentioned, there are many other sources of power as "Carbonic Acid and Ammonia," and of ammonia in a variety of applications.

One of the most curious of the lot was looked into by the writer while in New York in '91. It was a surface motor for the railroads in the streets of New York, and was a sort of hot water stored for power, reheated, and then condensed with an air condenser. It was run for a while with a great deal of noisy claim, and this was to be put on the railroads, and to run with a condenser, was to "revolutionize" the whole business, but a company with a few million dollars of capital was started. The last the writer knew of the thing was that cables had been ordered and now running, while the revolutionizer had been sent to "Pullmann," or in that country, and is now resting from public gaze.

But the tallest scheme was in '80-82, and emanated from Washington, D. C. It was the "Zero Motor," and the intention was to have a boiler in which was ammonia, absorb its heat from the air, and this generated heat or heated vapor, and the energy thus created was applied to running an engine, and after its energy was partially spent in doing work what was left was condensed into fluid again and pumped into

the boiler again to commence its round of duty? This thing was to revolutionize all steamship engines. It had been at work in the Washington Navy Yard, so said, for months, endorsed by officials of the government, and it soon disappeared from the public. A Prof. Gamgee was its inventor. I have not referred to Ericson's Caloric engine for the reason it has once been discussed in these articles, and may be recalled by the reader on reference if desired.

The Air or Caloric engine is too costly to make from crude ideas, but the admixture of air and steam has been one of the ideas of the past, and some of the older ones in engineering will recall the old "Storms" engines, oftener referred to as the "Cloud engine" and which Horatio Allen years ago (1850-1) considered to "be capable of saving nearly fifty per cent. of the fuel used." This engine took in air which was mixed with the steam and it was supposed to make a large saving. This is an old scheme, and has often been tried. In the instance referred to it was again an utter failure, and nothing was heard of it after a trial on a small steamer that used the same coal but in a trifle longer time, but the owner refused to keep it as a saver, and it has long ago surrendered to steam pure and simple.

One of the queerest engines ever seen was examined by the writer a short time ago. This was "a motor for a car." It had a tremendous stock company behind it, and it was a "perfect combustion" scheme with a funny engine; base burner: boiler closed fire pot, and no chimney or smoke pipe, steam at 135 lbs., and base on the bottom of the boiler into which the engines exhausted at a pressure of forty-four pounds per square inch, but the thing was to run a street car, and it did for a week, and then it would not run itself, it had so economized in its construction, that it could not go out of the stable, and it was laid up to die. It only cost a hundred thousand dollars to try to run against such a back pressure as would close any shop.

There are only some of the many "Super-seders." Many more are not named than are, and without doubt many are yet to come. If reports are true there is one in Boston now, which is to revolutionize all that is now running, especially locomotives. The new one is a petroleum burner, it makes its power for a trifle less than nothing, and has some of the oil left? It is going to be as easy to put two thousand horse power into the frame of one of our "Barkers" as it is now hard to get in ten hundred horse power. Perhaps more will be said after its trial.

But the "Electric," locomotive is now coming to the front, it is a combination of steam and "litenin," but the steam power

is increased by the electricity, and it is going to show a great advantage, for no trolley is needed, but we won't all resign until after the Fourth of July.

Thos. Pray, Jr.

#### PERPETUAL MOTION AGAIN.

There seems to be a peculiar fascination about the perpetual motion idea that leads even good mechanics, who might naturally be supposed to be the ones to instantly recognize its fallacy, to waste their energies in the effort for its accomplishment. The *American Machinist* contained an item a short time ago telling of a machinist, who had worked for years at his trade, committing suicide because of his bitter disappointment over the failure of a perpetual motion scheme on which he had worked for years, and because of his final conviction of the impracticability of his idea life had no more charms for him. The *Machinist* thought it strange that one who might surely be supposed to have some acquaintance with mechanical laws should occupy himself with such a vagary, and become thoroughly convinced that it was a vagary only after years of trial. But it is a fact that those who do have a knowledge of mechanics are the greatest perpetual motion cranks. It is they for whom the idea seems to have the greatest fascination, and it is they who stick to it the longest. The latest perpetual motion machine is a perpetual air engine, the creature of the brain of Doctor Theodore Burr, an aged mechanical genius of Detroit, Michigan. The doctor is described as "a little old fellow of 72 years, but as bright as a new dollar. His fingers have the peculiar deftness that only comes with a lifetime of mechanical work, and his gray head has that bird-like poise of the cunning inventor." The doctor's machine is to run by compressed air, and all that is necessary to set it a going in the first instance is to pump up enough air by hand in the accumulator to give it a revolution. It will take care of itself after that, running perpetually and accumulating such an excess of pressure that it will be necessary to have a safety valve on the accumulator in order to get rid of it. The machine is described by the *Detroit News* as follows:

The doctor led his visitor to the center of his shop and exhibited what appeared at first glance to be a compound steam engine of small size. There were two steam cylinders about 4x10 inches with a cylindrical valve chest between them. The latter contained rotary mechanism for governing the admission of steam to the piston chambers and exhausting when it had done its work. Except that the valve was of a unique and remarkable type, the machine might have been considered an ordinary yacht engine. At one side and a little below the other cylinder was a brass cylinder whose piston was operated by a crank on the main shaft. Between this cylinder and the others and connected by steam pipe was an ordinary range boiler of perhaps 20 gallons capacity. "There," said the doctor, proudly, "is the simplest and most economical engine in existence. It will take

care of itself after you have given it a start, requiring neither fuel, steam or electric current. It is not altogether yet or I would show you how simple and yet how wonderfully it works.

"To start it I must pump up a pressure of say five pounds of compressed air in the big reservoir. Open the throttle and the machine moves slowly. By the mechanism of this valve after the pistons are driven to the end of the stroke the pressure is cut back into the reservoir and turned against the other end of the pistons. The exhaust will open at the proper instant but the escape or loss will be but about one pound of pressure, and the rest is saved to be used again. As the pistons are driven back and forth this brass air pump is worked to replenish the reservoir. It will accumulate pressure faster than I can possibly use it, and I must have a large safety valve in the reservoir to prevent it from being burst by the increasing pressure. Suppose now I start with 40 pounds pressure. In each cylinder one pound is used to do the work of pushing the piston one stroke and 39 pounds are forced back into the reservoir. Now I have an increase of 39 pounds for the next stroke: 40 plus 39 pounds equals 79, and twice 79 is 158 pounds in each cylinder. All the time the air pump is working, and you see we must have a safety valve to take care of the pressure as it accumulates."

It was useless to argue with the doctor that he is struggling with a mechanical paradox, beside which the possibility of a man lifting himself by the straps of his boots is simplicity itself.

"People have an idea I am crazy, but I can laugh by and by," said he. "This I know. I have made one such machine a success, and because I could get no patent to protect me I broke it up so that no man should steal my idea. Now I am going to apply my engine to a tricycle, on which I will ride to Washington and put to shame the men in the patent office who say I am attempting impossibilities. The frame of my machine will be strong tubing, which will be my reservoir and at the same time will support the working parts and the seat. You can drive the machine just as fast as a man can stand it to ride, for there is no limit to the power except in the strength of the tubing and cylinder. Come down next week, and I'll have the thing running so you can see for yourself."

The possibilities of such a machine, in a commercial way, are certainly beyond computation, and when the doctor rides into Washington on his perpetual motion tricycle he is sure to create a sensation. And it remains true that the perpetual motion crank is generally a man who is well posted in the science of mechanics.

\* \* \*

Commenting on the action of Judge Caldwell in recognizing the right of employees of receivership railways to a hearing before the court in matters affecting their interests as employees, equally with the representatives of the owners of the property themselves, the *Railway Age* sees gaunt ruin to the railway interests of the country if such a principle is recognized as correct. The *Age's* idea seems to be that the courts have no business to exert their authority in any direction other than for the protection of the property interests of the country, and that they are doing something inimical to the general good and prosperity of the country when they consent to even listen to a statement of the case from the employees' standpoint of their interests. In other words, it is right and just for the courts to accept without any question whatever the statements of the receivers with regard to the necessities of the management of the

property in their charge, and grant everything they may ask for in the way of court orders, on an ex parte statement alone and no matter how such orders may affect the welfare and prosperity of large bodies of law abiding citizens. Of course it is well understood that the *Age* couldn't reason any differently than it does, even if it wished to, but its arguments are sometimes so devoid of even the commonest kind of common sense that one wonders how they can be advanced by an intelligent being. Speaking of Judge Caldwell:

Again, it will be noticed, Judge Caldwell recognizes the "labor societies" as the parties with whom the receivers are to deal, and it would be interesting to know on what grounds of law the Judge takes this position. The immediate effect of the attitudes of these judges upon the properties is a curious one. The Union Pacific railway, being insolvent, is being operated in trust under the direction of the court and in the execution of that trust it is necessary that all expenses should be reduced to a minimum. The courts however are compelling (for a term of some three months, at least) the continuance of a scale of expenditure which the properties cannot support. It is difficult to understand how any rights of employees (and still less of the "labor societies") to any certain fixed rates of pay can possibly be regarded as superior to the necessity of economy in the operation of the trust property. The employees of course can stop working if they wish (and if they do it in an orderly way) but if the principle is to be established that the receivers of a railway are to be obliged, in deference to any established right of labor, to continue to pay in times of depression and insolvency the same rates of wages as were paid in times of prosperity and affluence, it will create another and very formidable objection to American railway bonds as a source of investment and can hardly fail to have a marked effect on the attitude of European investors toward these securities.

Of course, according to the *Age*, the receivers are the only ones who have the right to be heard on the question of "necessary" reduction of expenses. But the point I want to call attention to is the one relating to the "attitude of European investors" towards railway securities as an investment, providing railway "labor societies" were recognized as being entitled to a hearing before the courts. I pass over such questions as whether it is the business of our courts to boom the stock and bond markets, foreign or domestic, or to dispense even-handed justice between man and man, and whether we are really dependent on the "attitude of European investors" or not for the successful operation of our railways; and take up the implication that railway "labor societies" are not recognized in Europe. For, of course, the implication is there, as it would be absurd to say that the consideration pointed out by the *Age* would have any influence with "European investors," with regard to American railway securities, when they are confronted with the same condition at home. Any person who reads the Board of Trade reports of the United Kingdom of Great Britain and Ireland will be at no loss to discover the utter falsity of the *Age's* implication. He will be able to see that we Americans are a long ways behind

our British neighbors in the recognition of the rights of railway "labor societies." To show the extent to which this principle of recognition is carried, I present the following article from the *London Railway Review* concerning a circumstance which happened on an Irish railway:

At the monthly meeting of the directors of the company, held in the Board-room, Tralee, the chairman, Lieut Colonel Rowan, presided, there being also present: Messrs. St. J. H. Donovan, J. P., R. Latchford, J. P., R. M. Cowen, J. P., M. McMahon, J. P., D. Busted, J. P., M. O. F. Slattery, T. C., G. S. McSweeney, secretary, R. A. Parkes, general manager and W. Tomkins, loco. superintendent. Mr. Tomkins reported that he was compelled to discharge Driver Quinn, owing to the general neglect of the engines placed in his charge. After some consideration, it was decided to adjourn the hearing of the charge to the following day. The branch officials then decided to wire for the Irish secretary, Mr. Tevenan, to represent Quinn, who was an old and sterling member of the Tralee Branch. On Tuesday the charges against Quinn were fully investigated, and on Mr. Tevenan (who had arrived by mail that morning), presenting his card to the Board of Directors assembled, he was, after a short discussion, allowed to occupy a seat in the boardroom and represent Driver Quinn. The Chairman called upon Mr. Tomkins to state the charges against Driver Quinn. This he did at great length, and said that this man had treated him with gross insolence and contempt, and in his opinion he was not a qualified man for the position he held. The Chairman asked if Quinn had anything to say in defense. The charge of insubordination was a serious one, and in the interest of the company it was their duty to see that such was stopped. Quinn denied the statements made by Mr. Tomkins, and said he had given his statement to the Irish secretary of the society, Mr. Tevenan, who had come from Dublin to represent him. Mr. Tevenan said he thanked the whole of the directors present for having extended to him the privilege of being present to represent the interests of Driver Quinn. Very serious and grave charges had been made by their superintendent against Quinn. In his opinion, a deal of personal feeling had been imported into the case, and he was glad that they had given every opportunity to Quinn to place his defense before them. The most serious charge that had been brought against this person was that he was incompetent to fulfill his duties. If there was the slightest ground for this he admitted that they were perfectly justified in dispensing with this man. One or two points in the charges made he wished to review. First, this driver had been in their employ since the line first opened, and prior to that he was a competent fireman in the service of an adjoining company, who demanded as great competency from their men as any railway in the country. During the time he had been with them they had advanced his wages for his abilities; and he maintained that if the Board supported his dismissal they would, in effect, be stultifying their own action regarding his qualifications. Until the present superintendent's advent not a single complaint had been made against Quinn, and he thought it was one of those cases that ought not to have been placed before them at all. On Quinn's behalf, he might say that he was anxious to do all in his power to perform his duties to the satisfaction of the loco. superintendent and themselves, and he trusted that the Board would consider the question favorably and reinstate him in his former position in their service. There was no doubt that the superintendent felt aggrieved, but he could assure him on the part of Quinn that he was mistaken in his conclusion, and that no offense had ever been intended. The superintendent said he was quite satisfied with the explanation made on Quinn's behalf by Mr. Tevenan, and he was quite willing to sink all differences if Quinn gave a guarantee that he would do his work properly in future; he was not opposed to him being taken back again. Quinn gave the guarantee, and the Board reinstated him in his position. The Board expressed the hope that the two men would work in harmony in future. Mr. Tevenan desired to express his sincere thanks to the Board for having given him an opportunity of placing the case of Quinn

before them. Their action was unique in the history of the Irish railway service, and he trusted that their action would be copied by other directors. The chairman said, on behalf of the Board, that they were all pleased to meet him, and he thought they all appreciated his services on the present occasion, and that the society Mr. Tevenan represented ought to prosper under such a wise and respectable leader.

Just imagine the directors of an American railway occupying themselves with the consideration of so small a matter as the discharge of an engineer, and admitting a grand officer of his "labor society" to plead his case before them as against one of their own officers. And then imagine them, if you can, deciding in the engineer's favor and reinstating him in his position. We have a long ways to go yet before we shall be as far advanced in the recognition of the rights of "labor societies" as they are in Europe.

W. P. Burland.

#### Brake Valve on Lap.

MR. EDITOR:—In January Magazine Mr. Garaghty puts the brake valve on lap and calls for some one to find a direct communication from air gauge to train line; and Mr. Andrew Reid, in the March number, presents proof that there is such communication. I want to say to Mr. Reid that his proof is not satisfactory here in Alabama. It is easy to furnish proof on any subject if you can get people to believe what you say, but Mr. Reid will have to furnish some other proof before we will accept it here. There are five positions for the brake valve: (1.) Full release, where all pressures are equal. (2.) Running position, where the air passes through a small port, by the excess spring, leading from main drum to train line. (3.) Lap position, where all ports are blanked. (4.) Service position, where air is drawn out of the equalizing drum—or, as the boys call it, the drum under the running board through preliminary exhaust. This air comes off from the top of piston seventeen, and the train line pressure underneath, being greater than that above it, raises the piston and allows air in the train line to flow to atmosphere; and thus the triples are brought into action. (5.) Emergency, or all the way around and stop right now, position, where the large cavity in the rotary is brought into position to place the train line in direct communication with the atmosphere. And when you make an emergency application you do not draw any air out of the equalizing drum, as the cavity in the valve seat and in the bottom of rotary are brought into communication only when valve is in service position. When engineer's valve is on lap, as Mr. Reid said in the March number, let the air out of the train line at the back end of tank and the black hand will fall back. This is true, but it does not prove that there is direct communication from train line to air gauge. When the air is let out of train line there

will be a slight leak through the packing ring in piston seventeen. Though the leak be ever so small it will show on black hand, as the volume it is leaking from is so small; and all packing rings are more or less leaky. It will leak through joints if nowhere else. There are two positions of the brake valve where there is no direct communication from air gauge to train line. These two positions are lap and full emergency. I will say to those who study air brakes that it has been my experience that much more can be learned by taking the valve apart than can be learned by reading instruction books. I have a question: Suppose we have two brakes, one with a six-inch piston travel and the other with an eight inch travel. Let us make an application, anything short of full service, say eight pounds, which one of those brakes will release the easier? Again, let us make a full service application and which one will release the easier?

BIRMINGHAM, ALA.

*J. A. Harrell.*

#### No Communication While Valve is on Lap.

MR. EDITOR:—In March MAGAZINE Mr. Andrew Reid says that there is communication between train line and air gauge when brake valve is in lap position; but Mr. Reid does not tell us through what parts such communication takes place. There is no direct communication between train pipe and air gauge while valve is in lap position, nor after the brake valve is past service application. The train line pressure can be entirely exhausted and it will be several seconds before the black hand will drop back to zero. Why is it? And where does the air go to that allows it to fall back to zero? We know that the gauge is attached to the equalizing drum.

*L. A. Ogden.*

GRAND RAPIDS, MICH.

#### Information Wanted.

MR. EDITOR:—I notice a great many ten wheel engines that have their eccentrics on lead driving axle; and I want to know how such an engine could be run in case a strap, or pin was broken on front end of side rod? With the opposite rod taken down there would be no connection with the eccentric axle. I have put this question to a number of engineers but have failed to receive a satisfactory answer.

COLUMBUS, GA.

*W. A. Willis.*

#### In Answer to Questions.

MR. EDITOR:—In answer to Mr. Garaghty's question in the January MAGAZINE, "Is there any communication between train pipe and air gauge when brake valve is on lap?" I will try and explain the action of the engineer's brake and equalizing discharge valve. I wish first to explain how the air passes from the main reservoir to

the train line when valve is in running position. With this valve (D 8) the air passes up through the valve at the right side, where there is a gauge connection for the red hand which denotes main reservoir pressure; the air is then on top of the rotary valve, passing down through the feed port (J) in the valve body and against feed valve (2 1) which is provided with a small spiral spring requiring a tension of 20 pounds to compress it so that the air can feed through into the train pipe. This is where the excess pressure arises; after the air passes by this valve it is reduced from 90 to 70 pounds. Now we have air in the train pipe, but it will have to travel up in the cavity (C) of the rotary before it is admitted to the equalizing drum. Now, in cavity (C) it passes down through the equalizing port (G) on top of the piston (17) to which the equalizing drum is in communication; also, the air gauge for train line is connected in this same cavity (D) on top of piston (17). This engineer's brake and equalizing discharge valve is simply a triple valve worked by hand. When the valve is in the lap position all ports are blanked and no air can feed from the main reservoir to train line, nor from the train line to the equalizing drum. So it can be plainly seen that there is no communication between air gauge and train line. The rotary valve laps over the equalizing port  $\frac{1}{2}$  of an inch, so all the air pressure to the gauge is that in the equalizing drum. It is true that if the train line is leaking the gauge will show it by dropping back, but that is on account of air leaking out of the equalizing drum through the packing of piston (17). You can open the angle cock on the back of the tank and the hand will remain almost stationary for a few seconds, then drop back gradually. I would ask Mr. Reid to try this with a valve of the D 8 type, after being in service for a short time. The D 6 brake valve is on the same principle, only provided with a feed valve attachment and a warning port to prevent carrying the valve in full release. In answer to Mr. Ginter's question: Plug the main reservoir gauge fitting in the brake valve and put the valve in full release. The train line gauge will then show the pressure in main reservoir.

In February MAGAZINE I noticed an article asking some one to give an account of the new brake valve in freight service. I will state the volume of air required for both passenger and freight, and the reader may judge for himself if it is good enough for freight. We will take a passenger train of fifteen cars; equipped with the 14 inch cylinders, this train will require 90,500 cubic inches of air, at a maximum pressure of 70 pounds, to operate the brakes satisfactorily. With a freight train of fifty cars it will require 82,500 cubic inches of air, at a max-

imum pressure of 70 pounds, to operate the brakes satisfactorily. Also, an engine for passenger with a main reservoir of 16,000 cubic inches capacity, and one for freight with a reservoir of not less than 20,000 inches capacity; so we have 4,000 cubic inches more with which to operate the freight than the passenger. It is true, too, that a freight train requires more air than a passenger train does. Passenger cars are looked after at each end of their trip, while a freight car seldom gets an inspection; they are all the time on the go and are never tested by many roads, consequently they are often very leaky, and are frequently switched around the yards with the hose hanging down striking ash piles and such stuff. The hose catch quite a lot of this foreign matter, and it is carried up into the pipes, working into the check valves of triples and causing very bad handling of the brake; also, getting into the rotary valve and cutting the seat. In fact, the foreign matter picked up by hose causes two-thirds of the whole trouble we have with air brakes.

Will a leaky rotary valve set brakes?

COVINGTON, KY.

P. P. Holler.

#### Pressure in Main Reservoir.

MR. EDITOR:—Replying to Mr. Ginter's question, asking how to determine how much pressure is in main reservoir when pump governor refuses to work and main reservoir air gauge pipe is broken, I will say that when engineer's valve is in release position the train line gauge will give the pressure of air in main reservoir. But, when excess pressure spring is set to carry 20 pounds excess pressure, there will surely be 20 pounds more pressure in main reservoir than in train line when engineer's valve is in running position.

SPOONER, WIS.

John N. Edwards.

#### Air Pressure Won't Work an Injector.

MR. EDITOR:—Answering Mr. J. M. Bunker's questions: First, his dead engine simply rolls the first five miles, she is not towed, and the lever must remain in the forward motion; if he reverses the engine she stops; I cannot see how he is going to get any air pressure. Second, if he will watch the steam gauge when throttle is open and engine in back motion he will notice an increase of pressure on the gauge. In fact his injector will break a great many times, as an injector will not work by air pressure.

HUDSON, MICH.

J. E. Chase.

THE official gazette at Peking has recently published a severe rebuke to the Bhuddist priests for denouncing the railway locomotives as the cause of the recent illness of the mother of the emperor. The august lady's illness was produced by other causes.

#### Questions and Answers.

The following questions and answers have been clipped from *Locomotive Engineering*:

H. C. S., Gladstone, N. J., asks:

Why is it that in plate D 26 special quick action triple valve (for six-wheeled truck), the stem in emergency piston 8 is hollow the entire length, and what the horizontal port shown directly underneath the piston-head is for? Also, explain the purpose of middle port in valve seat. A.—Six-wheel truck brakes have a 14-inch cylinder, and, in order to make this release in the same length of time taken by a 10-inch car cylinder, there had to be a larger exhaust port; this was done by boring holes through the stem of the emergency-valve piston (8) and from them to the top of piston; this provides enough extra area to make the release uniform. The stem of emergency-valve (10) seats against and closes this top port, or hole, when the emergency piston is forced down.

W. H. S. Danville, Ill., writes:

I wish to know the best acids or composition to be used to write your name on tools; also the best covering to be used to protect the metal from the action of the acid. A.—The best corrosive compound for this purpose is a mixture of one ounce of nitric acid with one-sixth of an ounce of hydrochloric acid. Cover the article to be marked with beeswax, write with a sharp steel scribe and apply the compound with a fine brush. Allow the compound to stand five minutes, then dip in water and clean thoroughly.

C. C. M., Bennett, Pa., asks:

If the branch pipe be taken off an injector and another one put on which is much larger, will the injector throw water into the boiler? To show my meaning: Suppose I procure a branch pipe 6 inches in diameter, and attach it by suitable reducing apparatus to an injector and check of the size commonly used, will or will not the injector work, and why? A.—Yes, the enlarging of the pipe won't make any difference after it is once full of water. The injector simply supplies a water pressure in the pipe.

W. V., Detroit, Mich., writes:

What effect does it have on the forward motion to move back-up eccentric back half an inch? A.—It will make the valve open more slowly when the engine is linked up in forward motion. Advancing the back-up eccentric is sometimes resorted to as a means of increasing the speed of valve opening when hooked up in forward motion. Under some circumstances the latter change will make an engine smarter.

B. L., Chattanooga, Tenn., asks:

1. What is the ordinary temperature of a locomotive smoke box and how is it found



out? A.—The temperature varies from about 600° to 1,600° Fah. when the engine is working. The temperature is usually measured with a pyrometer which works by the expansion of metal. 2. In figuring heating surface, is it customary to take the inside or the outside surface of the flues? A.—The outside—that is, the side exposed to the water. 3. Is there any hard and fast rule for establishing the radius of a link? A.—No; when a designer is laying out a link motion he uses the radius of link which will serve best to adjust the steam distribution. It is generally drawn from the center of the driving axle, but sometimes it is made longer or shorter.

W. H., Winnipeg, Man., writes:

1. If you lengthen the back-up eccentric rod  $\frac{1}{4}$  inch, would it make any difference to travel of valve when engine is in forward gear two notches from the center? A.—It would affect the travel slightly. 2. Train was coming into a station and engineer put engineer's valve to service stop and brakes would not work. Piston 17 was not stuck. Put handle to emergency position and the brakes worked all right. What was the trouble? A.—We are afraid that if piston 17 was not stuck it worked mighty hard; possibly the preliminary exhaust port was stopped up.

#### Oil Fuel at the World's Exposition.

An interesting report on the results of using oil fuel at the Chicago Exposition has been presented to the Standard Oil Co. by Mr. Charles F. Foster. This statement avers that the use of oil as fuel has been entirely satisfactory in every particular. During the period the Exhibition remained open, the main boiler plant consumed 10,614,401 gallons, or 74,300,805 pounds of oil for generating steam; developing the aggregate energy of 32,315,964 horse power hours, at a cost of 6.3 mills per horse power hour. The contract price for the oil delivered in the Exhibition tanks was 72½ cents per barrel of 42 United States standard gallons. The boiler house force and equipment comprised 210 burners, atomizing oil beneath 52 boilers with a standard rating of about 21,000 horse power, and attended by a staff of 42 men divided into three eight hour shifts. The saving in cost of both fuel and labor for the oil fuel, as compared with coal of fair quality at market price for large quantities, is apparent. An equivalent consumption of from 500 to 600 tons of coal per day would have been necessary, so that for the duration of the Exhibition 70,000 tons of coal would have been needed; and Mr. Foster remarks that "it would be difficult to imagine how this vast amount of coal would, in the limited space available, have been handled expeditiously and without endangering life and property." The saving to the Exhibition by the use of

oil fuel was about 27 per cent. as compared with the estimated cost of coal, including the labor of handling. The oil plant worked from start to finish without a break; and the smokelessness and absence of odor from the chimneys of the boiler house were made a subject of general comment.—*Scientific American*.

THE necessity of scaling down interest obligations and dividends to meet changed conditions is being forced upon railway companies in increasing numbers. As the example is given in a circular just issued by the directors of the Detroit, Lansing & Northern company, in which security holders are notified that on account of a falling off of business, caused in part by the exhaustion of the timber along the line, which the slow growth of the country in manufacturing and industrial industries fails to make good, added to the fact of increased outlay for needed improvements, the property is not now able to earn the interest on its bonds. Its obligations, including bonds and guaranteed stock of subordinate roads, aggregate \$5,611,000, on which it has been paying interest at from 5 to 8 per cent—the majority at 7 per cent. Formerly the company carried this load and also paid dividends on common stock, but for years the stock has had no return and now the fixed charges are not earned. The directors, therefore, propose to exchange for the old securities new 4 per cent. bonds, accompanied with a bonus of new first preferred stock equivalent to from 16½ to 50 per cent. of the bonds, according to class, thereby cutting down the fixed charges from \$354,000 to \$251,000. As the net earnings for 1893, under unfavorable conditions, were nearly \$262,000, it appears that the new bonds can be carried comfortably, and although security holders do not relish reduction of interest, it is probable that they will be glad to accept the proposition as better than the results which might be expected from foreclosure and reorganization.—*Railway Age*.

THE assertion is made in *St. Nicholas*, a magazine published in this city, that there are only four men in the world who know how to run a geometric lathe properly. This is the machine that makes the scrolls and arabesques on the backs of bank bills. It adds: "Indeed, the man who now has charge of the geometric lathe at the bureau of engraving and printing is the only one in the United States at the present time who knows how to manage it, and if anything should happen to him it might tangle matters up for awhile in this important branch of our Uncle Sam's big government." If the fact is as stated—may we question it—it is a very curious one.—*The Engineer*.

## WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER.

Letters for publication should be directed to Mrs. Ida A. Harper, Stanford University, California.

### HOUSEHOLD ECONOMICS.

In reading the articles devoted to women and their interests, in the various papers and magazines of modern date, one would be inclined to think that most women had entered the professions, the trades, the factories, or were engaged in some other wage-earning occupation, so much attention do those attract who are at work outside of the home. But the truth is that the vast majority of women are and always will be employed within the household, and we have no more important questions to consider than those which relate directly to the home interests. We are too apt to dismiss them with the feeling that they were settled long ago, that our grandmothers solved every problem, and all that is necessary for the woman of to-day is to follow in their footsteps in domestic affairs. This is a great fallacy; it would be just as sensible to say that farming should be carried on by the methods of the early days, or that men should do business after the fashion of a century ago. There has been a decided revolution in housekeeping, a readjustment of its burdens, and, while its demands are just as numerous as of yore, they are of a different character.

The spring time especially brings many perplexing questions. The annual house-cleaning has become much more systematized; houses are more thoroughly "gone over" every week, almost every room is in daily use, and not so much dirt and debris are allowed to accumulate. To those fortunate housekeepers who have hard wood floors and rugs, house cleaning has no terrors. It is the tearing up of the carpets with their layers of dirt, the beating out of this dirt, the scrubbing of the floors, the relaying of the carpet, with the stretching and tacking and all the attendant evils that really constitute the chief bane of house-cleaning. All the rest seems play in comparison. We would advise those who can not have hard wood floors to try the plan, in one or two rooms, at least, of painting the floor a width of two feet around the walls and laying a rug in the center. Once a week have it hung on the line and beaten while the floor is being wiped up, and see how you like the plan after a year's trial. Once a week wash the windows, brush down the walls and dust the pictures, and when spring comes you will find that there is really no house-cleaning to do in those rooms.

We are beginning to see the value of educating our women, in the application they are making of their knowledge in the home; in the better understanding they have of sanitation, of heating, lighting, ventilating, of healthful food, of correct dress, and of many other practical subjects. They have come to believe that temperance and morality are very closely connected with these things, as well as are health and comfort. Associations are being formed in many places for the scientific study of these questions, and competent women lecturers find great demand for their services. In several places schools have been established for the careful training of girls for domestic service. One of these schools has been founded at Saratoga, New York, by the wife of Spencer Trask, a wealthy banker. Here girls are trained to be skilled cooks, nurses, laundresses, etc., and the graduates command the highest wages. Cooking schools are springing up in all parts of the country, where both mistress and maid may learn the best that can be taught. Whatever pessimistic critics may say to the contrary there never was a time when women were more anxious to understand the domestic sciences, and the homes of the future will be more perfectly managed than ever they have been in the past.

In a recent lecture given by Mrs. Minerva Tobey, vice-president of the National Housekeepers' Economic Association, she gave the following description of an ideal bedroom:

A southeastern or southwestern outlook; an open fireplace; a warm air register at breathing height—not on the floor; a hard-wood floor, with rugs; walls hard-plastered and painted, or papered with non-absorbent washable paper; a metal bed, with an air mattress; plain furniture without upholstering, and no window draperies except those which can be washed easily.

Most of these requirements are possible in every family, and yet we find that, with many, the ideal bedroom has a brussels carpet, upholstered furniture, heavy draperies, a much-carved bedstead and a stationary washstand. The germ or bacterian theory has become so fully accepted nowadays, that all of us ought to know how to arrange our bedrooms so that they would neither breed nor harbor the germs of disease or ill-health. This should be done in all the rooms of the house, but it is vitally necessary in the sleeping apartments. That thrifty housewife is passing away who prided herself upon making her bed before breakfast. The sensible one makes it after dinner. As soon as one rises the bed covering should be thrown loosely over some chairs by an open window, and the mattress and pillows placed in a draft of air, which should be allowed to circulate through the bedroom for several hours. At least once a week the bedding should be put out of doors in the sun. The garments that are worn during the night

should never be rolled up and placed under the pillow, but, after being thoroughly aired, should be hung up until needed. Everything about the washstand should be kept perfectly clean, and the test of the room should be that coming into it from the outside air, there should not be the slightest impure odor. There cannot be too great care in this regard, if one wishes to feel well and to have a clear, healthy skin, good digestion and sound sleep.

The spring is a trying time. There is apt to be sickness in the family, and those who are not actually ill are weak, tired and miserable. It is not possible to say how much of this is due to the winter's confinement in close, badly-ventilated rooms. The house should be put in a thoroughly sanitary condition, from the garret to the cellar, every closet, nook and corner. The system should be cleansed of all impurities and, if necessary a mild tonic taken. Very often hot water or hot milk, taken night and morning, will answer the purpose. The tasks should be lightened and as much rest as possible secured. The housewife is apt to be neglected at this season, for it is the busiest time of the year for her, and she is engaged in looking after all the rest of the family. Husband and children, see that the mother is well cared for. There is no danger but that she will take care of you. What a chapter might be written of the unthought-of mother, the one who spends all her life in kindly service for those around her. The family grow so accustomed to this service, to being waited on and petted and always remembered by her, that they accept her devotion as a matter of course, and too often fail to render any acknowledgement of it. No one but these patient, self-sacrificing mothers know how keenly this indifference is felt, for no complaint ever is made. The hurt is too deep for that. A mother's pure unselfishness offers the highest example of heroism. It asks no return, and yet there is an intense longing for some sign of appreciation. A loving word, an affectionate caress, such as are lavished upon the children without measure, if given by them to the mother, would refresh her heart like dew and fill her soul with new strength. Alas, that husband and children should be so careless in bestowing them, so regardless of the wealth of love and tenderness that is so freely and unceasingly poured upon them.

From house cleaning to parental and filial love—does that seem a long leap of the imagination? It need not be, for it is at this season of the year, perhaps more than at any other, that the demands upon the housewife are greatest and that the practical manifestations of her devotion to her home and family are most apparent. It is at this time that she is especially in need of assistance and sympathy. If any one doubt this,

let him ask her if it is not true; or if he hesitates to put it in words, let him offer some kindly assistance and loving expressions and note how gratefully they will be received, and with what a light step and cheerful heart the heaviest burdens will be carried. Make the experiment and be convinced by the result.

#### THE WORKING WOMAN.

Every one who gives even a superficial reading to the newspapers and magazines of the day must be struck by the prominence given to the wage-earning woman and the various aspects of the labor question as they relate to her. Each month, in looking over the clippings I have made, I am surprised at the number I have on this subject. Most of them I drop into the waste basket with much reluctance, for all seem important and worthy of consideration. Among the many collected since last I wrote, I find an article by the Commissioner of Labor Statistics, Carroll D. Wright. He states that a systematic collection of statistics contradicts the prevalent idea that women are paid less than men for the same kind of work. He finds, however, that woman's physical endurance is not equal to that of man and that she does not prepare herself as well or take as much interest in her work as men do, because she looks forward to marriage as a release from it. Mr. Wright thinks that the industrial development of women will result in a decrease in the number of marriages and an increase in the number of divorces, but he does not think this would be a bad thing, as it would end by establishing woman's social and intellectual equality, and would bring about higher moral conditions and greater happiness in the world.

Walter Besant, in London, is still opposing women in the employments. "Suppose," he says, "that 10,000 women have positions, that means 10,000 idle men, who will have to emigrate. Therefore there will be 10,000 women left without husbands and 10,000 possible families will not be founded, and, at the low estimate of four children to a family, 40,000 possible children will not be born, and the country will lose the work, brains and productive, fighting and colonizing power of 40,000 citizens." This is very ingenious, but we must consider, among other things, that there is an immense surplus of women in England and, therefore, all the women cannot marry and must either support themselves or be supported by men. Also, we must remember that possibly two-thirds of these children would be girls and, according to Mr. Besant's scheme, would become only that many more consumers. Then we must recall that there is already in England an army of unemployed, of hungry and home-

less, and there is no immediate demand for increasing the number of marriages and children. Mr. Besant will have to hunt up some stronger arguments against permitting women to enter the occupations.

The New York *Sun* prints a column of the employments now open to women and declares that they are crowding into practically every avocation formerly followed by men. The article closes with this declaration, which is full of truth:

Of course now men are greatly alarmed lest the old and honorable institution of marriage fall into innocuous desuetude because men will not be able to marry and support wives on the wages they can earn. If men had had more respect for this old and honored institution, more eagerness to avail themselves of its opportunities, and had lived more fully up to its principles there would not be so many women fearful of entering into its bonds, or eager for release from its indignities.

The Chicago *Herald* calls attention editorially to the great injustice done to women by the "sweat shop act," passed by the Illinois Legislature. It provides that no woman shall be employed in any factory or work-shop more than eight hours a day or six days in a week. As it leaves men free to work as many hours as they please, it will be seen at once that it shuts women out of the employments where the men work more than eight hours a day. An example is given of the great butter and cheese factories of Illinois, where eight hours' work a day would not enable the women employes to take the milk through the absolutely necessary processes to make the butter or cheese. It is an example of one class legislating for another, and there should be a representation of women in the Illinois legislature to watch the interests of women.

The New York *Ledger* has a strong article on "Business Women," in which it says: "The fathers of daughters will live to see their girls reflecting quite as much credit on them by their business faculties as ever their sons did." It closes with the following paragraph:

It is all very well to talk about women in business and say disparaging things of them and indulge in all sorts of little vicious slaps and uncharitable remarks; but when one comes down to actual facts, the business woman of to-day stands well up in the ranks. When it is taken into consideration the obstacles they have to contend with and their newness in this sort of work, this is not the least remarkable feature of the situation. The country is full of women who raise their families with great credit to themselves, and, meanwhile, conduct various sorts of business with the very best financial results. Comparatively little is said about it on account of a tendency in the minds of many men to discourage and belittle anything that looks like feminine competition in the business world. But all these men are wasting their time and strength. The movement is as resistless as all of the other processes well started and is going on with a force of evolution.

That very able writer, Eliza Archard Connor, dishes up the subject in such a clever way that we cannot resist giving a long quotation from her article. After pay-

ing her respects to the man who declares that women have no business to leave housekeeping, dressmaking, etc., she says:

But what is the proper opinion to hold concerning men when they go into house work and dressmaking, as so many are doing in constantly increasing numbers, this male person does not say. Neither does he tell us that he thinks the young woman should step down and out and go off and starve in order to give him, the male person, back his place, but we infer that this is the case. The long and short of it is, when men support women, women do not need to support themselves. But men do not and cannot support all women in our time; therefore women must and will earn their own living. We would sacrifice much for the dear men, whom, one and all, we adore. But starve? No. It is not men's duty to support all the women. It is the duty of men and women to do exactly as each individual pleases about the matter. If a man wants to earn bread for a woman, let him, if she is willing. But if she wishes to or must support herself, then, by all the laws of justice and common sense, it is as much her right to choose her occupation as it is that of any man ever born. Manly men recognize the changed conditions of society and give all the aid and encouragement they can to the woman who must get her bread in paths hitherto untrodden by her sex. They know that it is development and necessity that have forced this choice upon her, and they would die before they would lay one straw in her way. But as to the male person who comes with his whine and howl about women's crowding men out of their employment—well, heaven send him better light and knowledge.

In the Tailors' Co-operative Society of Glasgow, it was found that women were taking the work at less wages than the men. The latter demanded that all the women be dismissed and, when the demand was refused, they struck. The employers finally made peace by arranging that the women should receive the same wages as the men. This is the method we always have advocated; not that men should try to force women out of employment which probably keeps them and their families from starvation, but that they should make common cause with them against a common enemy for the common good.

#### EDITORIAL PARAGRAPHS.

A strong effort was made to secure a bill from the Virginia legislature providing for a woman physician in each of the insane hospitals of the state, to have the care of women patients, but the men refused to pass it. Nothing would seem to be more just than that insane women should be cared for by physicians of their own sex, but there are very few states where it is permitted. Wherever it has been tried it has been a decided success, but this is one of the offices that is used as a political reward, and women are not entitled to political rewards. It is true that the helpless, insane wards of the state may suffer in consequence, but that does not cut any figure.

The delegates to the National Grange, which recently met at Syracuse, N. Y., represented over a million farmers. They adopted the following resolution:

Resolved, That the National Grange is in favor of

granting to women the same privileges at the ballot box that are granted to men.

This action has since been endorsed by the several State Granges.

The Trans-Mississippi Commercial Congress, which met in San Francisco, with distinguished delegates from twenty-two states, adopted an out and out woman suffrage resolution.

The Kansas State Teachers' Association adopted by a unanimous vote, a resolution extending full suffrage to women.

The Central Labor Union, of Boston, representing 40,000 workmen, has again petitioned the Massachusetts legislature to grant municipal suffrage to women.

The Protestant ministers of Colorado and the Catholic bishops and clergy, gave strong support to the woman suffrage movement during the recent campaign in that state.

We quote these authorities to show the wide range which is covered by the advocates of equal suffrage.

On February 14th, at Littleton, Mass., Mrs. Amelia A. Frost was ordained a minister in the Congregational church. The council appointed to examine her and decide upon her fitness, represented ten churches. It is the first instance where the Congregational church ordained a woman to preach. Mrs. Frost is the wife of a minister and when his health failed she took up his work and has been preaching very acceptably for some time, but without the official sanction of the church. During the ceremony Dr. Quint, Boston's old and honored minister, said: "This council has set aside prejudice and disregarded precedent. We have not called you, but we believe that the voice of God has called you, and we recognize it." In giving the right hand of fellowship, the Rev. Richard Meredith said:

If St. Paul were here he would stand up and justify every word he said about women, and express astonishment that holy men and women had so clung to the letter of his instructions, and then he would sanction our action to day. I am here to welcome you fully, cordially. I congratulate you on your opening ministry. I am not afraid of any editor or any Doctor of Divinity. I welcome you as a full fledged minister, for time and for eternity.

How strange it seems that the churches should have denied to women, for nineteen hundred years, the right to preach the gospel of Christ!

As soon as the suffrage was granted to the women of Colorado the sixty-eight leagues of the Equal Suffrage Association took up the systematic study of political questions, using Fiske's Civil Government as a text book. At the annual banquet of the Manufacturers' Exchange, in Denver,

the wives of the members were invited. The wife of ex-Governor Routt received an ovation when she responded to the toast, "What Colorado Women can do for Home Industry." Mr. Jeffery, President of the Rio Grande Railway, made an eloquent speech congratulating women upon the possession of citizenship. The Denver Chamber of Commerce passed a resolution "heartily approving the efforts of the Woman's Political Club to advance the interests of the state by recommending the increased consumption of home products by every housekeeper in the Rocky Mountains." What becomes of the argument of the opponents that if women become voters they would lose the respect of men? At the present writing, twelve thousand women in the city of Denver have registered to vote. These include almost all of the wealthy and prominent women of the city, according to all reports. What becomes of the argument that the better class of women would not vote?

Margaret Richardson applied for admission to practice law at Norristown, Penn., and was refused by the Bar Association, who adopted a resolution saying, "We deem it inexpedient to permit women to practice at the Bar." She carried the matter into the courts and they gave a decision in her favor. In their decree they say, "If we should draw the line at sex, why not at color or nationality?" Another woman was refused admission by the bar at Carlisle, Penn., and in its refusal this honorable body expressed itself as follows:

Whenever men stay at home, nurse the children, and do the housework, while the women battle with the world, it will be time enough for the Carlisle bar to modify its rules and admit women to membership.

About this time one of the newspapers of that section contained an account of a trial at Carlisle, for murder, where the judge, who was a candidate for re election, ordered that the jury should begin all the whiskey they could drink. One would naturally suppose that a bar which would permit such conduct would object seriously to the presence of a woman. Fortunately, however, the supreme court of Pennsylvania has decided that women are eligible to practice law in that state, and they cannot be prevented by the prejudice or selfishness of a few intolerent men.

At the recent National Woman Suffrage Convention, held in Washington, D. C., United States Senators Carey, of Wyoming, and Teller, of Colorado, and Representatives Davis, of Kansas, and Pence and Bell, of Colorado, spoke from the platform, while among the women speakers were a number of wives of congressmen.

The Iowa senate has adopted the law which prevails in Missouri, providing that if a man abandons his wife and children and refuses to provide for them he shall be imprisoned in the county jail not more than one year or shall pay a fine of not less than \$50 or more than \$1,000. This may be hard on the man, but how is it going to help the family? If the man goes out of the state, as he probably would do, he escapes all punishment. If he can get off with a fine of \$50, that is much cheaper for him than to support his family. If he stay a year in jail, he is maintained in idleness at the expense of the tax-payers, and has contributed nothing either to his family or to the commonwealth. What should be done in such cases, and also in those of wife beaters, is to put the man at work at so much a day, part of his earnings to go to the state or city to pay for his maintenance, and the remainder to his family for their support.

The women of Philadelphia pay taxes on \$30,000,000 worth of property, but are without representation. Our forefathers called this tyranny.

The general Federation of Woman's clubs has now a membership of 300 subordinate clubs, representing over 40,000 women.

#### NOTES.

Mrs. Kate Jones, 109 Spring Row, near Lombard street, Baltimore, Md., desires to learn something of the record of her husband during the Civil War. His name was William Jones, he was a native of Boston, and was a fireman on a road leading out of that city. He served in the navy, and afterwards was an engineer on the P. W. B. road, and lived in Baltimore. He died Nov. 11, 1886. His wife will be glad of any information, should this meet the eye of his old comrades.—Our poets should remember, when they commence their verses with "thees" and "thous," that they should not drop into "yous" before they finish. We would suggest to our prose writers that, while it may save their time to write "&s," it takes considerable of the editor's time to go over their manuscript and change all of them to "and".—We throw readable letters into the waste basket every month because the writers did not sign their names. Every writer dislikes to sign his or her name at first, but in a little while the embarrassment wears off.—Several interesting topics have been proposed, among them that of Dress Reform. We would like to hear from our correspondents on this subject.

#### An Explanation.

The January number of your MAGAZINE contains a criticism of the woman who is studying mathematics and astronomy at

Johns Hopkins University. It is not true that the University will not give credit for the work performed, and if it were, that fact would not and should not cut any figure; she is studying for the learning, and not for glory. The MAGAZINE states that a woman with small children cannot do such work without injustice to herself or to her family. The absurdity of such a statement in the utter absence of knowledge of Mrs. Davis' physical and mental capabilities, can best be illustrated by a simple statement of the facts in the case: The eldest child is about five, the youngest six months. The mother is never away from them over three hours at a time, and very seldom that long, and they are always in charge of a first-class nurse who has been proven thoroughly trustworthy. The mother bestows about as much time and attention on her children, and is with them more, than the average mother of a family, and far more than the average society lady, whose time and strength are largely consumed in shopping, calling and entertaining; and a plumper, rosier, happier trio of little ones, cannot be found. The mother is in perfect health herself, and has gained considerable weight since entering the University, tipping the scales now at nearly 160 pounds. The whole criticism is founded on the fallacy that pleasurable, elevating work is injurious to health. It is hopeless, heartless drudgery that kills, or the ravages of worry and anxiety. Remove all these elements, and the cases of injurious over-work will be exceedingly scarce. Mrs. Davis' taste for mathematics, and her genius for handling it are so great, that her present occupation is the most fascinating pastime she could choose, and she is moreover, endowed with a most extraordinary physique.

It ought to be sufficient to state that the course pursued by Mrs. Davis has the cordial endorsement of her mother and her husband, as well as the rest of her friends: and it is respectfully submitted that their interest in the welfare of herself and children is fully as great and as legitimate as that of the editor of the MAGAZINE, even on the assumption that Mrs. Davis' private family affairs are proper subjects of public criticism.

A. P. D.

[We cheerfully give space to the above letter from Mr. Davis. It is a pleasure to hear from a husband so loyal to the interests of his wife. We beg to assure him that there was no intention to offend, or to criticize his family affairs, and it will be noticed that we mentioned no names in the paragraph in question. When a woman has distinguished herself as Mrs. Davis has done, of course she must expect public mention of the fact. Many of the newspapers in the country contained a notice of her entering Johns Hopkins and spoke of this being the

more remarkable as she is the mother of three children under five years old. If it seem wise to Mrs. Davis and her family for her to enter college for a difficult and extended course, it certainly would be an impertinence for outsiders to offer advice. We wished to say only that, speaking from general knowledge, we consider it somewhat of a risk for a mother with three babies to attempt it. There are very few women who would be capable of doing it. It is not the number of hours that are actually spent in the university, but it is the double number that usually must be occupied in preparing the lessons, writing the theses, etc. There are exceptions, however, in all cases, and Mrs. Davis only proves more fully that she is a woman of superior ability. We shall watch her progress with the greatest interest and feel an especial pride in her achievements.

Our understanding is that Johns Hopkins University does not confer its degrees upon women.—En.]

#### *The Making of a Woman.*

"The education of a girl resolves itself into a single statement," writes Edward W. Bok, in the January *Ladies Home Journal*. He says that if a mother allows herself to listen to the proclaimers of so-called "advanced ideas," she will be led into the mistake of cultivating the mind at the expense of the heart. But the error is a cruel one, painfully so, to the girl who is led, unknowingly into it. We do not want our daughters to be encyclopedias, but true, womanly women. The first we can buy; the latter we cannot. Teach by example as well as precept the value of outdoor exercise. Then begin mental development. Let her study, not up to her fullest capacity, but just a little this side of it."

I have copied only part of the article. After reading it as it was copied from the *Journal* by the *Nonpareil*, I gave some thought to the sentence, "We will be led into the mistake of cultivating the mind at the expense of the heart." In exactly five minutes I counted fourteen girls in my own city (I counted thirty during the day), good girls, girls of respectable parents, that had, through their affections, been led astray. Does Mr. Bok mean to say that if a woman's mind is cultivated to its fullest capacity the woman will be less loving and tender? Let him look at the big-hearted women of this, or any other country. Who are they? They are the brainy women, the women whose minds have been developed, expanded, and broadened. Mr. Bok says, "Let her study not up to her fullest capacity, but just a little this side of it." Now that involves a nice little decision. Who would dare set a limit to the mental capacity of any one, even a woman? How are we to

know just when to call a halt? Why has not a woman the same right to climb to the tree-top of knowledge that man has? Don't we all know that the mind is elastic? As we acquire knowledge the mind expands, grows, so to speak; becomes healthy and strong, and is able to contain and retain more knowledge? But if we set a limit, if we cease to study and think, our mental power wanes and becomes dwarfed and shrivelled. Mr. Bok says "we do not want our daughters to be encyclopedias, but true, womanly women. The first we can buy, the latter we cannot." Does Mr. Bok think there is danger of our daughters becoming so learned? If he had been in as many houses as I have, where there was not even a common school dictionary, and the mother couldn't tell her boy what a silver certificate was good for; and when he asked her what a black back was, told him it was a negro, he would probably change his opinion. A lady of my acquaintance refused an offer of young marriage. She afterward, in speaking of it to her mother, said, "I could not afford to marry that young man, though I know him to be industrious, sober, and of good moral character. I could love him, but I will not allow myself to do so. His income is so small that I would have to practice the closest economy. I would have to deny myself many little pleasures and recreations that I now have, because as a wife and mother I could not earn what I now do. I would be cramped, mentally and physically. On a small income, with, perhaps, a family growing up around me I would have to give up so many things. Love for husband and children would have to be meat and drink. I have made my choice, I have chosen for myself." I suppose Mr. Bok would say this girl was selfish. He would say her mind had been cultivated at the expense of her heart. I saw she was sensible. She counted the cost, and decided she could not afford it. Why should a woman sacrifice herself for her affection? Too many women have sacrificed body and brain for love. A woman, whose mind has not been highly cultivated, does not know how to love. Mr. Bok need not fear for women's affectionate nature. It will not suffer, even though she be educated to her fullest capacity, her affections will be refined, purified and strengthened. Then we shall not hear of so many unhappy marriages. Educated women, when they give themselves in marriage, demand an equivalent. They can usually take care of themselves, and do not marry for board and shelter. A truly educated woman is always a true womanly woman. Mrs. M. Orrell.

MURPHYSBORO, ILL.

[Mr. Bok is able to secure for his ideas the very wide circulation of the *Ladies Home Journal*, for the reason that he edits that

publication, and editors do not put their own writings in the waste basket. He has said even more illogical and foolish things than those quoted above. Although still quite young, he has solved the "woman question" to his own entire satisfaction; but his influence is not sufficiently strong to injure a cause which has had for its advocates such men as Henry Ward Beecher, Wendall Phillips, George William Curtis, George W. Childs and scores of others of similar ability.—Ed.]

#### TO W.

If thou wouldst always love me as thou lov'st me now.  
 Wouldst clasp me to thy heart with love's caress,  
 Shower kisses on both lip and brow,  
 Enshrine my image in thy loving breast,  
 Misfortune I would bear with thee,  
 And bearing it would faithful be.

If thou wouldst always love me as thou lov'st me now,  
 Our thoughts would intermingle pure and true,  
 Earth then would seem more bright and fair.  
 Would tinge our lives with roseate hue:  
 While love would be the day star of my life,  
 And heaven could give no joy apart from you.

If thou wouldst always love me as thou lov'st me now.  
 'Twould be the dearest boon thou couldst bestow;  
 Our thoughts would fill my soul with joy supreme,  
 A joy that none but me could know:  
 The trials of this world would bring no fears.  
 Thy love would shield me from all grief and tears.  
 WEST OAKLAND, CAL.                      Nellie Bloom.

#### Woman's Rights.

We hear a great deal said of woman's rights, woman's wrongs, of woman's mission, and all those sort of things. We believe in woman's rights, but what are they? Are there not false ideas current in reference to woman's rights, we mean her rightful position.

Pardon us if we introduce here a few words about woman; with your permission we will take you into the garden of Eden.

Now, first imagine Adam in Paradise; everything to please the eye and charm the ear, and minister to a pure taste. If ever there was a being of whom it could be said, "It is good for him to be alone," that being was Adam, and yet "it is not good that man should be alone; I will make him an helpmate for him." The creation was incomplete without woman. If God has attached such importance to female influence as to pronounce the Eden of his own planting a solitary abode until Eve inhabited it, shall we not attach importance to the fact sufficient to assert the higher character of her destiny.

Burns says that nature tried her 'prentice hand on man before venturing on the finer task of fashioning woman; but men in general are slow to admit woman even to an equality with themselves, and the prevalent opinion certainly is that women are inferior in point of intellect. We however cannot come to a decision in the question

until the position of women in society is such as to give fair play to their capabilities.

Take a class of boys and girls learning the same lessons or studying the same subject; you never find the girls inferior to the boys, their memories are as strong, their perceptions as clear, and their understandings are as vigorous; they learn as fast and as easily comprehend what they are taught. But let a woman grow up with the idea, as we once heard a little boy say that "while the chief aim of man is to enjoy himself forever, the chief aim of woman is to get married;" that her sole object is to look out for a suitable match; that she needs no insight into science; that "to be literary is to be blue;" that she is to have no vocation in which the cultivation of her intellectual power is necessary; that if she is too learned she will frighten away the young man who intends never to marry a woman who knows more than he does; that she must contract her intellect to the dimensions of his; that all the education and training will be of no use to her when she is married; that she will have no time for music or no necessity for natural philosophy, and the education which is to elevate her will be pursued with a listlessness and apathy that always fall on man or woman engaged in any pursuit of which they can say, "What is the use."

Now there are various judgments by different individuals of what is sensible in man.

Leslie tells a story of a captain of a packet-ship, who often had ladies placed under his charge for the passage, and who was sometimes consulted in love affairs that occurred on the voyage. One one occasion, a lady, who was very attractive, received particular attention from three young gentlemen, and consulted the captain as to which of them *she should encourage*. "Well you come on deck some calm day, and I will have a boat lowered, and you shall jump overboard. I'll take care of you, and we will see which of them will jump after you." She did so, jumped overboard, and two of them leaped into the sea after her. Now here was another difficulty; which of these two should she encourage? She consulted the captain again and his advice was "Take the one that did not jump, he is the most sensible man of the three."

Please excuse us if we are a little way from our subject. We are not advocates of woman's rights according to the theory of strong minded women, and we have but very little sympathy with what are called "strong minded women," who would thrust women out of her sphere, and force her to occupy a position for which she is not qualified in any respect. Woman in her



phere is all-powerful, but dress her up in male attire, let her unsex herself, and sacrifice woman's tenderness, and modesty to an insane desire for woman's rights and she loses her influence for good.

*Nanna and Juliette Roberts.*

BENTONVILLE, ARK.

[There are some good points in the above article, but we cannot quite understand why the first part should attempt to prove that a woman's mind is as strong as a man's, and the latter part should declare that the writers have no sympathy with strong-minded women. They do not want woman thrust out of her sphere and dressed in male attire, through an insane desire for woman's rights. We think our correspondents should write another article and tell us who is trying to do this, and also explain what they understand by a "woman's sphere" and "woman's rights."—Ed.]

#### *Our Lives.*

It is said by a sweet poet,

"Sculptors of life are we as we stand,  
With our lives uncarved before us;  
Waiting the hour when at God's command,  
Our life dream passes o'er us.  
Let us carve it then on the yielding stone,  
With many a sharp incision:—  
It's heavenly beauty shall be our own—  
Our lives that angel vision."

Living our lives, is like building a new house. We should build one first, to know how to build. Experience is the best teacher.

To me, who have almost reached the high noon of our allotted time, life seems a rough, desperate struggle for existence with us all. As I look back over the long, rough path, I wonder if, could I be set back to the beginning of my journey, would I do any better. We seem to go on and on blind-folded, not knowing what lies before us. Oh, the person is a billionaire who can meet these trials, troubles, vexations and disappointments of life, with a brave heart, shoulder his burden and go on. It seems to me that almost the greatest blessing we could receive would be a cheerful disposition, to make the best of everything, always look on the bright side. We can look twice through this kaleidoscope of life. One view is dark, gloomy and sad, the other is bright, sunny and cheerful. Now our looking at it thus, will not change it one way or the other. Let us keep the bright picture before us. 'Tis a grand, beautiful world. How often our troubles are blessings in disguise, if we could only see it so. This life is too short to stop to grieve at the thorns that pierce us. Let us reach for the roses, there are more of them than thorns if we search for them. We can all cultivate this good trait of character, if we do not possess it by inheri-

tance. A cheerful heart can do great good in this world. Surely it "doeth good like a medicine." Let us live our lives cheerfully, at least, if we can't all live them grandly and nobly.

*Currie E. Mitchell.*

KEITHSBURG, ILL.

#### *LIFE'S TASK.*

Let us help to bear the burdens,  
That we meet with everywhere,  
If we lighten others' sorrows  
Ours will be less hard to bear.

Enter homes where hope has fled,  
Leaving nothing in its wake  
But ruined, blighted, lonely lives,  
And hearts that only beat to break.

Let kindness be the balm we use  
To soothe and heal the wounds of care,  
Tell them of the Saviour's love,  
And the "Home" where all is fair.

And when life's task is finished,  
And we leave this world of sin,  
We may hope at Heaven's portals  
To be told to enter in.

LEADVILLE, COLO.

*Nellie Lawless.*

#### *A Judge.*

A county judge in Hungary gave a decision a few days ago of which Solomon himself might be proud. Members of the Nazarene sect in the town of Gyoma requested his honor to be allowed to crucify one of their number, "who was a messiah and had been called by heaven to save men." "Friends," he replied, after recovering his senses, "I do not wish to interfere with your religious practices. If your messiah wishes to be crucified, let him prepare himself for death. Remember, however, that if he does not rise again in three days I shall cause every one of you to be hanged." The Nazarenes, it is needless to add, allowed their chief to live.

#### *A Homemade Barometer.*

A barometer which is said to be reliable may be made by filling a common wide-mouthed pickle bottle to within three inches of the top with water. An ordinary olive oil bottle is then inverted and placed within the mouth of the pickle bottle as far as it will go. In fine weather the water will rise into the neck of the flask higher than the mouth of the pickle bottle; in wet or windy weather it will fall to within an inch of the mouth of the flask. Before a heavy gale of wind, and at least eight hours before the gale reaches its height, the water has, it is said, been known to leave the flask altogether.

A NEW device for ballroom decoration consists in the freezing of incandescent lamps into large and prettily-shaped blocks of ice, which serve the double purpose of giving forth coolness and light.

## THE MAGAZINE.

Published by the Brotherhood of Locomotive Firemen on the First Day of each Month, at Terre Haute, Indiana.

**Manuscripts and Exchanges** should be addressed to the editor.

**Remittances, Subscriptions, Changes of Addresses,** and all correspondence relating to the business department, should be directed to the Manager.

**Advertising.** Correspondence relating to advertising should be directed to Wm. N. Gates, Agent, 29 Euclid ave., Cleveland, Ohio.

EUGENE V. DEBS,	- - - - -	Editor.
F. W. ARNOLD,	- - - - -	Manager.
W. N. GATES,	- - - - -	Advertising Agent.

MAY, 1894.

### GOVERNMENT CONTROL OF RAILROADS AND EMPLOYEES.

Persons calling themselves "Nationalists," and others, perhaps, who choose some other designation, advocate the ownership and the management of the railroads of the United States by the federal government.

We are not, at this writing, inclined to discuss the financial aspect of the proposition; how, if the government should conclude to purchase the railroads, the money could be obtained to pay for them, but instead, to call attention of the readers of the MAGAZINE to conditions that would most probably confront employees who would be required to operate the roads, a branch of the subject which does not seem to have attracted much attention, if, indeed, it has been broached at all by the advocates of government ownership of the railroads of the country.

It is eminently prudent to say that it is a question in which railroad employees are vitally concerned, and upon which their views should have due consideration. Nationalism, at least, as applied to railroading, is paternalism, or wilder still, Bellamyism—an ism which dwarfs out of sight the individual, while it indefinitely expands government control to absolutism. It must be this, necessarily, since there is no appeal from the dictum of the government. The subject warrants exhaustive criticism, and the more it is investigated the more urgent the analysis appears.

The value of the railroads of the country is now placed at \$11,000,000,000—or about five times the cost of the war of the rebellion—and the number of employees required

to operate 175,223 miles of track of these roads, as reported December, 31, 1892, approximates 1,000,000. In case the government should own and operate these roads, they would be practically consolidated into one great system, and the interests involved would be of such vast magnitude as would probably make it necessary to create another department of the government. To manage an establishment of such enormous proportions would require military discipline of the most rigid character, in which case employees *enlisted*—that would doubtless be required—they would at once come under laws and regulations of a cast iron order from which, as has been observed, there would be no appeal.

Here it becomes pertinent to inquire, first, in case of government ownership and management of the railroads, would the organizations of railroad employees as now constituted be tolerated? Is it to be presumed that immediately upon the passing of the ownership of the roads from the corporations to government all grievances would disappear, and a railroad employees' millenium would dawn? But suppose employees should insist upon maintaining their organizations with all of their grand officers and machinery for presenting grievances and ordering strikes, is there a man who entertains the idea that the government would for an instant permit the slightest interference with its orders and regulations? A moment's reflection discloses the preposterousness of such a conception. Employees might be permitted to maintain organizations of a beneficiary character to improve the moral, social, educational and financial condition of their members, but the government would make all regulations relating to time and wages, nor would it for a moment distinguish between a scab and a union man; belonging to an organization would cut no figure at all, and as a consequence, organizations would at once be required to relegate all their machinery for protection to the limbo of forgotten things. As well expect enlisted soldiers in the regular army to maintain organizations for the purpose of criticising orders of superiors, presenting grievances and proposing to strike if concessions were not granted. Indeed, under

laws already in force, as interpreted by certain United States judges, it is questionable if railroad employees connected with the train service are any longer free men, the interpretation of the law being that they are a part of the rolling stock of the corporations, held to their places by the force of law.

With such facts in sight, is it not to be presumed that, under Government control of the railroads, the first thing Congress would do would be to make laws concerning their management? Such a conclusion is not only logical, but inevitable. The laws thus enacted would doubtless confer upon a department, which the law would create, the duty of making rules and regulations for the management of the roads. The Government, having become a "common carrier," would brook no delays—and employees would not be consulted any more than soldiers in the army are consulted about their movements. "Obedience" and "silence" would be the watch words—and any infraction of the rules would be punished with military promptness and rigor.

With Government control of the railroads, contracts between the Government and the employees, would be based upon law, with penalties attached of more or less severity, in which the punishment of recalcitrant employees would only be considered, because, though the Government might be in the wrong, there would be no process by which it could be arrested, tried and punished, the Government would be King—and the maxim is "The King can do no wrong," only the subject, the slave, the employee—hence the proposition for the Government to control the railroads becomes a species of despotism, such as applies to the control of armies.

In the management of the railroads, the Government would want about 1,000,000 men. It is not to be presumed or assumed that the Government would tolerate any happy-go-lucky policy relating to the required force to operate the roads. It would insist upon order. The trains must go their ceaseless rounds, day and night. What more natural than the inauguration of a system of enlistment for a term of years? during which the men, while permitted to

die would not enjoy the privilege of quitting, any more than soldiers in the regular army may throw down their muskets with impunity. Desert, they might, but as desertion is a perilous business, employees once in the toils, would probably prefer to serve out their time, rather than be hunted down by spies and detectives governments have in their employ.

Again, suppose an employe was discharged from the service as the lightest penalty the authorities could inflict, what would be the condition of the unfortunate? He would be practically branded as an outcast, blacklisted to an extent that he would not be permitted to enter the service again. True, he might be pardoned and reinstated, but the government, having absolute control, would doubtless prefer that such degraded employees should be warnings to others to obey orders and be silent.

As to the matter of wages, if the government should purchase and control the railroads, what assurance has labor that wages would be higher than at present? Indeed, what is there to inspire the belief that wages would not be reduced below their present averages? Manifestly, there is nothing upon which labor can hang a hope that its condition would be improved. If the purpose of the government should be to pay high wages and at the same time reduce the cost of transportation, there might be developed the fact that the business, like the postoffice department, was not a self-supporting enterprise, in which case appropriations would be required to meet deficits. If such a condition of things should occur, a cry would be heard demanding retrenchment and reform, and thus to avoid deficiencies wages might be reduced, in which event, what means of redress would be in sight for the employees? The grievance committee, even if one existed, would not chirp, and the coming together of grand chiefs, and grand masters and grand lodges would be missionless. Neither strike, kick nor boycott would be tolerated. Mass meetings and *whereseas* would avail nothing, and all that would be left for the employe would be submission and silence.

Whatever else may be said of the government ownership of railroads, it is difficult

to see in what regard the employe thereby would be benefited. We regard it quite too early to advocate absolutism in industrial enterprises. As matters now stand, there is quite enough of petty and pusillanimous czarism in shop, forge, factory and mine and in the railroad service, and labor, we feel warranted in saying, does not clamor for more subjugation.

### THE LABOR PROBLEM

We are by no means oblivious of the fact that the caption of this article is a somewhat antiquated chestnut—hackneyed to an extent that rarely falls to the lot of any industrial or economic subject within the realm of discussion, but does it follow, therefore, that the labor problem has been discussed to an extent, and so exhaustively that it should be laid aside?

It so happens, that notwithstanding a thousand pens and ten thousand tongues have been engaged in solving the labor problem, it still remains unsolved, and if we are to believe only a part of what we hear and see, the conclusion is inevitable that the labor problem, now, as peremptorily as at any time in the past, challenges men of the largest abilities to wrestle with the difficulties it presents.

There are those, insignificant neither in number nor mental grasp, who do not hesitate to affirm that the labor problem involves the perpetuity of the cherished institutions of the American government. It was a saying of the lamented Lincoln, that this government "could not exist half free and half slave," that slavery or the form of government would have to be abandoned, and now, the assertion is made that this government cannot exist with a contemptible minority of plutocrats, and an overwhelming majority of proletariats, and the proposition is woven into the warp and woof of the labor problem.

No man, who gives the subject a moment's serious thought, has failed to observe, on the part of the plutocratic class the attitude of employers towards employes. In certain cases, there is a mock solicitude for their welfare, and repetition *ad nauseum* of the old Shakespearean saw, "There is a divinity that shapes our ends," that is to say, shapes

the workingman's ends so that he can be driven into the mud and kept there, and on the other hand, shapes the ends of the rich employer, so that, regardless of winds and tides he is always on top, and booted and spurred, astride of the workingman, rides him whithersoever he will, always claiming that some "divinity" is responsible for conditions as they exist; that it is Heaven's order, and therefore, any resistance only serves to fasten the fetters more securely, sink the workingman deeper in the mire, and lift the employer to higher altitudes of opulence and independence.

It is worthy of remark, that of late it has become popular in certain quarters, to inject into the labor problem about everything politicians wrangle over—such as government ownership of railroads and telegraph lines, the single tax, bimetallism the initiative and referendum, and so on to the end of the chapter, including the transfer of labor organizations, rank and file, to some one of the political parties. By such a harum scarum policy the real labor problem is practically lost sight of, however notorious the leaders in the scramble may become. To make things if possible, still worse, Bellamyism is often hitched on to the labor problem, and thus vagary and hallucination, arm in arm, may be seen almost any day, blazing the way to some Utopia where only so much labor is required to gather up and stow away the wealth.

We hold that primarily and fundamentally, the labor problem involves *wages*—and that when wages are adjusted upon a basis of justice, the labor problem is practically solved. It was said by the Master in His sermon on the Mount, "Seek ye first the kingdom of God and His righteousness, and all these things shall be added unto you." That is to say, don't go roaming into the realms of discussion and waste your time and strength, but rather find the one thing needful and go for it with all your might, and when found, grasp and hang on to it. Things of minor importance will come necessarily and inevitably and be added to your stock of valuables. Hence, we infer, that the supreme purpose labor should have in view, is, to secure just wages; and this obtained, all other things that labor needs

will be added as certainly as that there is such a law as gravitation.

What are the other things to be added? Preliminary to giving an answer directly, we assume that money has power to secure the other things referred to. Money may not work miracles, but it does work wonders—and these wonders are seen on every hand—and hence, we observe that the man who seeks for money and finds it, adds indefinitely to his possessions—and the more money he secures the greater is the number of things which go to make up the sum total of his assets. With the rich, it is called "income;" in the case of the workman, it is called "wages." To those at all critically observant, it will be found that men with the largest incomes have the most of the things which go to embellish homes—and it requires a master of fine writing to describe the luxuries which their incomes command—and it is easy enough to mark the upward grade in surroundings from incomes of \$5,000 to \$5,000,000.

We have read, time and again, in the preambles of the constitutions of labor organizations, that their purpose was to advance their membership morally, socially and intellectually, all of which is well enough in its way, but which, omitting the supreme demand, wages, is of little consequence in the discussion of the labor problem.

We hold that the fundamental idea of labor organizations should be wages, precisely as with capitalists, the purpose is dividends, and with merchants, profits. Syndicates, trusts and monopolies, pools, also railroad corporations, are not organized for moral, social and intellectual improvement of their members, but to make money, to improve their financial condition, and to this one thing they bend all their energies, and thus it should, in our opinion, be with labor organizations to obtain wages, the higher the better.

We urge the wage method of solving the labor problem because it alone can solve it. Workingmen everywhere, we refer to organized workingmen, demand just wages, their fair share of the wealth they create, and as we approach that point, workingmen become contented. The day a workingman receives what he believes to be just wages,

with him the labor problem is solved and it never will be solved until just wages are secured. If this is true, and we challenge denial, why waste time and breath over minor questions? Why clamor for single tax? Why run mad over nationalism, another term for parentalism? Why resolve to go pell mell into some new fangled political party? Why get hoarse over the initiative and referendum? Why not, on the contrary, unify, solidify and federate to secure honest, fair and just wages? And above all, why should labor writers and speakers be constantly repeating the stale platitude, that "Capital has rights as well as labor?" Capital will take care of its rights. It will never abdicate any right, and, moreover, labor does not seek to wrest from capital any of its rights. It simply contends that capitalists shall not longer starve and degrade it by methods which have prevailed since history was rescued from fable. Labor is the investment, wages the dividend. With fair wages the labor problem is solved.

#### CHESTNUTS IN THE BURR.

Mr. Z. H. Holbrook, of Chicago, recently delivered an address on the "Homestead Troubles" in which he discussed the relations of "Capital and Labor," and concluded with the following resume of the points made:

1. Work is a blessing, not a curse.
  2. The greatest philanthropist is he who furnishes employment to others.
  3. Aggregations of capital are beneficial to society, as they reduce cost of production.
  4. Capital and labor are partners, but capitalists and laborers are not.
  5. Labor must choose between the certainty of wages and the vicissitudes and risks of profits or loss.
  6. Having chosen wages as its part, when wages are paid the obligations of capital cease, except such as pertain to the domain of private conscience.
  7. The obligations of capital to share profits with labor are no greater than those of others to share their surplus with the needy.
  8. No man can show authority for dictating to capital its duty to labor when agreed wages have been paid.
  9. Honesty, industry and thrift are the basis elements of wealth.
  10. The capitalists of to-day were the wage-earners of yesterday, and the laborer of to-day can become the capitalist of to-morrow.
  11. The mounds of property are dissipated by the sure laws of nature, hence the state does not need to assist in the work.
  12. It is not a crime to acquire and to own. It may be a crime not to do so if one has the ability. Acquiring must not be confounded with avarice.
- Finally: Man has an inherent and inalienable right to labor, and this right must not be interfered with by unions or strikers. It is not the business of government to aid in the acquisition of money or to make property, but to protect every man, the hum-

blest and the wealthiest, in his lawful efforts to acquire and to enjoy the fruits of his labor.

We are inclined to devote some space to Mr Holbrook's chestnuts, separate them from the burr and examine them *seriatim*, from 1 to "finally."

To say that work—labor, toil, drudgery—synonymous terms, are one or all blessings and not a curse constitute debatable propositions.

It is often said that millionaire employers work quite as hard as their employees—as for instance, Carnegie and Frick work as hard as do the men who stand in front of fiery furnaces, or who, handling the molten iron, transform it into steel or roll it into plates. It is only required to state the foolish falsehood to see it collapse.

Work is the general term as including that which calls for the exertion of one's strength; it includes toil, which expresses a still higher degree of painful exertion, as also drudgery, which implies mean and degrading work. The fact is, work—labor, toil, drudgery—involving different degrees of physical effort, if we are to believe the Bible, are so many curses, or, taken together, are one curse, resulting from disobedience. Let us go to Genesis, chapter iii, and note if work was originally designed as a blessing:

"And unto Adam he said, Because thou hast harkened unto the voice of thy wife, and hast eaten of the tree of which I commanded thee, saying, thou shalt not eat of it, cursed is the ground for thy sake, in sorrow shalt thou eat of it all the days of thy life. Thorns also and thistles shall it bring forth; and thou shalt eat the herb of the field. In the sweat of thy face shalt thou eat bread till thou return into the ground."

If that does not sound like a curse rather than a blessing, the world has labored under a mistake for six thousand years.

To make the curse still more bitter, there has been a ceaseless spawning of mercenary scoundrels, who, when men work that they may eat bread, stand ready to rob them, and it was this robbery by Carnegie and Frick, which brought about the Homestead troubles.

2. In the coinage of nonsense into words, the mint never set afloat a greater vagary than Mr. Holbrook's declaration that "the greatest philanthropist is he who furnishes employment to others," since it is well known that the great majority of employers are as far separated from the philanthropist as the dog star is distant from the earth. A philanthropist loves his fellow men; the employer loves himself. The philanthropist seeks to have the great army of workers secure fair wages that they may be happy; the average employer is everlastingly engaged in reducing wages and

adding to the woes of workingmen. In that nefarious business, Carnegie and Frick were engaged at the time the Homestead trouble began. A man-eating tiger or a lamb-eating wolf are philanthropists quite as much as Carnegie and Frick, and others of their ilk.

3. It is now almost universally conceded that aggregations of capital are a menace to the free institutions of the country, and constitute a colossal curse, and it is only moral deformities that attempt to justify the rascally methods by which the aggregations of capital are secured, by saying they reduce the cost of production, unmindful of the haggard fact that they are making men, women and children so cheap, that human life, in the estimation of those who control aggregations of wealth, has little, if any value at all.

4. Here is where Mr. Holbrook states facts worthy of universal acceptance. Surely "capital and labor are partners" irrevocably so. Have always been partners since the first drop of beaded sweat, in obedience to God's command, stood out upon a laborer's brow, and but for the Carnegies and Fricks, whose counterparts have lived and lied, robbed and oppressed from the beginning, labor would have been spared the crushing ordeals through which it has passed. Capitalists and labor are not partners. The footpad and his victim are not partners any more than Job and the devil were partners, and the hope is that as in the case of the man of Uz, labor may adhere to its integrity and eventually, like Job, regain its rightful possessions in spite of capitalistic satans.

5. The choice which labor is to make is between the dignity of manhood and the degradation of the menial; whether he will be a man or a mouse; whether he will control himself or be controlled by others.

6. Right you are. When workingmen obtain by organization and federation what they decree are fair wages, and the sum is paid in cash, obligations cease. There is to be no hypocritical sniffing on the part of capitalists as to what they can do for labor. Labor will take care of itself. It will not be insulted by slobbering paternalism.

7. The obligations of capital, or capitalists, are just what labor imposes. Labor does not demand a certain share of profits. It demands fair wages. Labor does not have to be told that over and above what it receives, there is a vast surplus that goes to increase the fortunes of capitalists. But labor, uninfluenced by base desires, does not envy those who thus grow rich. It simply demands fair wages.

8. Capital owes no duty to labor other than fair, honorable treatment, and labor owes no duty to capital other than a strict compliance with its contract to do a fair

day's work for fair, honest wages, the duties being mutual, and equality of the parties to the contract unquestioned.

9. The basic elements of wealth have undergone a great change in late years. Honesty, industry and thrift are still regarded as commendable, but wealth in a vast majority of instances, is accumulated by fraud, robbery, chicane and every conceivable form of duplicity. The trusts and syndicates, corporations and monopolies discard honesty. Their industry is exhibited in concocting schemes by which unjust laws are enacted, and just laws evaded, their thrift being theft sustained by a corrupt judiciary, debauched by the hoodle the combines dispense to those who aid in the nefarious work.

10. The capitalists of to-day are chiefly, as in the case of the Vanderbilts, the inheritors of wealth. They never were wage earners, and the laborers of to-day working at wages ranging from 75 cents to \$1 a day during all their days can not hope to become capitalists, as the term is now understood. If under the most favorable conditions they can secure a cottage home and save a few dollars for a rainy day and for old age, the extreme limit of their accumulations is reached. And even this the great majority of capitalists, by their ungodly avarice, seek to jeopardize, and to this fact is to be attributed the labor troubles at Homestead.

11. The laws of nature do not dissipate the "mounds of prosperity," as is shown by the Vanderbilt and the Astor estates, and numerous others that might be named. The state has sought by constitution and statute to aid nature in the work of dissipation, but millionairessdom has found a way to defeat the laws of nature and the statute also.

12. Verily, it is not a crime to acquire property unless it is acquired by crime, as is now being done in the United States, and to an extent that has aroused the attention of Congress and created universal indignation. Workingmen, as a general proposition, are plundered to an extent that life is made one continuous horror.

Finally. Manifestly, all men have an inalienable right to work. But there is another right, and that is, all men have a right to organize unions and to strike if their interests demand it. If A. is receiving \$2 a day, a sum barely sufficient to enable him to support his family decently, and B., a scab, offers to do the work for \$1 a day, A. has a right to resist the wrong. Grant that the effort of A. to maintain his rights requires no assistance from the government, it follows that the government should not order out its military to aid the scab to degrade labor. That is what the government did at Homestead.

There are 20,000,000 wage earners in the United States. Their demands do not exceed a purpose to obtain such wages as will support themselves and those dependent upon them. It is a righteous demand. Will it be granted? Not if the Carnegies and Fricks are able to prevent it. Wealth in such hands is powerful. But 20,000,000 men once aroused will prove more powerful. What will be the result? Time will solve the problem.

#### ENTRE NOUS.

A fallacy sat on a statesman's knee,  
And asked, with a glance askew:  
"What do you think in your heart of me,  
And what am I worth to you?"

The statesman—being alone—spoke free:  
"Don't publish this interview,  
You are worth a great many votes to me,  
But I don't think much of you."

The fallacy hopped from the aged knee,  
And winked as she said adieu:  
"If voters were thinkers and saw through me,  
They would think still less of you."  
—*Pall Mall Budget.*

#### OBJECTIONABLE BOSSES.

The strike in the Brooks Locomotive Works, Dunkirk, N. Y., has now become so serious that an appeal has been made to Buffalo for state troops in case they may be needed. The beginning of the strike was caused a month ago by the refusal of the riveters in the boiler factory to work under certain contractors. President Hinman declined to yield to the demands of the strikers, although twenty-eight men from Philadelphia refused work upon learning they had been brought to replace strikers, and the workmen from Philadelphia at present secured are not able to venture safely outside the works. The lack of riveters had necessitated suspending labor in other departments and now about 600 men are out of employment. Although the emergency may not arise, state troops at Jamestown and Buffalo are reported as being ready to move at a moment's notice.

The foregoing clipping from the *Railway Age* brings into prominence one of the causes which in numerous instances are productive of labor troubles.

It so happens that frequently proprietors of large industries select as overseers of their shops men who, though they may be in some regards competent are in many other respects totally disqualified for the positions they hold. Pig-headed, bigoted and arrogant, they conceive it to be their duty to play the role of guards in penitentiaries or bosses of convict laborers. Their ideas of discipline are not specially dissimilar to those practiced by overseers of negroes in old "plantation times," and though the lash is not used, the attitude of the boss towards the men is that of a petty tyrant, and who, dressed in a little brief authority, exercises it in such a way as to earn the contempt and loathing of the men he seeks to control. He is no more fit for the position than hell would be for a powder magazine, or a chestnut-burr for an eye-stone. Whenever such men are placed in control

of great industries, troubles, more or less damaging to the business, are certain to occur, and though they may not lead to open rupture—to a strike—they are certain to create conditions flagrantly in antagonism to the welfare of those who have their money invested in the industry. To secure the best work, workingmen must be treated as men and not as menials, as slaves—and when the overbearing methods of the boss can no longer be endured, a strike is inevitable and is just and honorable. Indeed, it is the last resort of men who have a spark of self-respect to assert their manhood. The principle involved is a dear one, and for its recognition workingmen have the right to resort to extreme measures.

#### Progress and Poverty.

MR. EDITOR:—It requires no lengthy argument to establish the fact that there is a surplus of engineers and firemen in this country to-day; it will not be necessary for me to go into details to prove this assertion, as a great number of our members are painfully aware of its truth already. The material cause of this state of affairs is too many promotions; the formal cause, seniority; and the efficient cause, the stupidity and ignorance of the Brotherhood of Locomotive Engineers. The crowd of success-worshippers who compose the conventions of the B. L. E., principally passenger engineers who have good runs, are too busy in their eagerness to toady after P. M. Arthur to have a thought about enacting any legislation favorable to their unfortunate brothers who are out of employment, quite often through no fault of their own. About two weeks ago the bricklayers in Chicago presented a new schedule; they wanted 50 cents an hour, whereupon their employers suggested that they submit their grievances to an arbitrator. They did so and the arbitrator decided in their favor. So the contractors gracefully complied with their demand, and shortly afterwards appeared in public print explaining how delighted they were with the settlement. Within the past month the carpenters of Chicago have, also, had a difference with their employers. The contractors attempted to cut the scale—35 cents an hour—believing that they could obtain plenty of help from the vast army of unemployed wintering in Chicago, so they refused to honor the schedule in force and thereby precipitated a strike. In view of the vast number of idle men in Chicago, estimated at several hundred thousand, everybody predicted defeat for the men, and it came as a great surprise when they won the strike inside of three days. In the same papers describing the victories of the Chicago bricklayers and carpenters there appeared a dispatch relating how the great body of engineers and firemen on the N. P. R. R. had suf-

fered a reduction in wages, and they are only one of many, as ten or fifteen different railroad companies have reduced wages in the past six months. When the Brotherhoods of Engineers and Firemen did make a stand, when they walked out on the Lehigh Valley, every one knows that they were defeated; and the greatest factor entering into that defeat was the unusually large number of engineers and firemen who were glad to obtain employment at any wages. Does not the comparison appear startling? Does not it strike a person with overwhelming force that something must be radically wrong when a bricklayer and a carpenter can obtain better wages than a locomotive engineer, with all his boasted skill, besides working shorter hours and feeling more secure in the knowledge that he can lose his situation to-day and secure another equally as good to-morrow? It requires no great skill to be a carpenter. I have seen men who never displayed any great genius become carpenters after an apprenticeship of six months, while two years is the prescribed period for a man to learn bricklaying. Let us examine the methods and policies of the bricklayers' and carpenters' organizations. And also the policy of the Brotherhood of Locomotive Engineers. Possibly we may learn why the condition of their members is in such startling contrast to-day.

When the bricklayers' union was organized, they took the broad and liberal ground that a man or boy who was fit to work with them was also fit to associate with them in an effort to have their grievances redressed, he was worthy to counsel with them and receive their advice and assistance, even if he was only an apprentice. When an injustice was committed against an apprentice the bricklayers took it up. If he was discharged by a contractor when his indenture as an apprentice had almost expired, they saw that he secured employment with another contractor and that he was promoted to the position of a journeyman when he was entitled to it. When a selfish apprentice attempted to jump out and become a journeyman before his allotted time, to the exclusion of older and more experienced men who might be in search of employment, the union put a quietus on him. No useless or long-winded arguments were wasted on him, but he was brought to time in a hurry, and he had no junior organization to back him up in his selfishness. In the spring of '87 the Contractor's Alliance in Chicago determined to reduce wages and increase the hours of labor from 8 to 10. On this issue the bricklayers locked horns with their employers, and there followed one of the bitterest battles, lasting five months that ever occurred between capital and labor. But thanks to the superb organization of the bricklayers, they won, and since that mem-



orable struggle no contractor has ever invited a strike; differences have arisen between employers and employes, but they have always been settled by arbitration, and invariably in favor of the men. To-day, the bricklayers' union in Chicago is the most prosperous labor union in America. It owns a handsome brick block worth hundreds of thousands of dollars, which nets a handsome rental that forms a fund to protect against misfortune in their old age the men of brains who conceived and perfected such a grand organization. The history of the carpenters' organization in Chicago is similar to that of the bricklayers'; they admitted apprentices to their union, and then they federated. They made no senseless speeches about a three dollar a day man having nothing in common with a dollar and a half a day man, they federated with every other organization engaged in the building trades. Hodcarriers, bricklayers, steam-fitters, plasterers, everyone, nobody barred. Several years ago when they demanded a uniform rate of wages, 35 cents an hour, the contractors demurred, but after a hard struggle the men won, and victory once more perched on the banner of progress. Then some of the contractors artfully offered some of the older men as high as 60 cents an hour. They said to them "you are doing yourselves an injustice to place your skill on a level with these fresh fish," well knowing that if they could create classes among the men their union would soon go glimmering. But the carpenters were not to be caught by any such cheap trick; they declined all such tempting offers, and high upon the scroll of progress, to-day, is inscribed the name of the United Carpenters' Council of Chicago. How different has been the policy of the B. L. E. They have rejected with scorn all overtures from their apprentices for a close affiliation of their respective interests. They have persistently refused to federate with their sister railroad organizations, and their grand officers have gone about the country boastfully asserting, and writing magazine articles, to the effect that the B. L. E. stood aloof from all other labor organizations, and formed the "aristocracy" of the American workingmen. The less a man knows the more susceptible he is to flattery, therefore, when Chauncey Depew and other railroad magnates flattered the leaders of the B. L. E., and told them what extraordinary skill it took to run a locomotive, and how the engineers ought not lower their dignity by associating with the common herd, it found a ready response in their hearts. Unlike the carpenters they were too obtuse to see through the small confidence game that those polished arch-enemies of labor played on them, so they swallowed the bait, hook and all, and cried for more. The poor firemen who had been scorned and ridiculed

by the skilled (?) engineers found a brotherhood of their own, which has grown into a young David that will soon slay the giant, Goliath, with his little sling shot—Seniority. It is a well known fact that there is a silent but bitter struggle going on between the B. L. E. and the B. L. F., and the B. L. F. is slowly but surely getting the best of it. Members of the B. L. E. are dropping out of the service every day to swell the ever increasing ranks of the unemployed, and B. L. F. men are being promoted to fill their vacant places. Already there are ten thousand such men in the ranks of the B. L. F., who have been promoted to the position of engineer, and who show their disapproval of the B. L. E. by refusing to join it. Its policy has been that of poverty, poverty of ideas, poverty of execution, and poverty of good results. The two contrasted policies are a clever exemplification of the terms, progress and poverty. The bricklayers' and carpenters' organizations are progressive to an unusual degree, while the B. L. E. has gone to the other extreme. It has exhibited a poverty of brains that would have warranted an investigation as to its sanity years ago, were it an individual instead of an organization. This poverty of brains was strikingly illustrated during the Lehigh Valley strike. According to report, the grand officers of the B. L. E. called on the officials, and their dignity was insulted; so a strike was ordered at once. The men had been working under these conditions for years and nothing was thought of it. According to the laws of the B. L. E., a two-thirds vote, favoring a strike, of the members employed on the system was necessary before a strike could be ordered. This was not cast. It lacked fifteen of the required number. But a little thing like that did not prevent a strike being ordered, when their dignity had been offended, and nothing but blood would wash the insult out, so the men were ordered out. Now the strike has been declared illegal, and every hard working member who went down in his jeans for five dollars to pay the Lehigh assessment can console himself with the reflection that it was a contribution to the ignorance of the grand officers, and every engineer who lost his position can reflect on the proposition that his means of earning a livelihood was sacrificed on the altar of a grand officer's wounded dignity. That it was wounded pride and dignity they were striking for instead of bread and butter is conclusively proved by the settlement; as soon as the grand officers' grievances were settled, by President Wilbur granting them recognition, the strike was declared off; and the men were smilingly told: "If you can't get what you want take what you can get." Were I to declare that all members of the B. L. E. were poverty stricken in the upper story, I would do thousands of them an in-

justice, for there are countless numbers of them who are broad-minded, liberal and progressive. On the other hand, there are members who are as narrow-minded as P. M. Arthur ever dared to be. But I am not speaking of individuals, I am speaking of organizations, and the point I seek to make is that the B. L. E. is the most illiberal, narrow, contracted, useless institution that ever burlesqued a labor organization, and its policy for the past five years has been as barren of good results as the Sahara desert is of vegetation. If its policy of exclusiveness is correct, then the war of the Rebellion was a failure, for it was fought on the assumption by the Confederate states that the diversified interests of this country could not be successfully managed by one nation. If the policy of the United States is right then the engineers' policy is a mistaken one, for the two policies are directly opposed, therefore, both cannot be correct. But while the B. L. F. is besting the B. L. E. it is also beating itself; its triumph will prove a boomerang that will eventually react upon it and destroy it. For through the seniority system of promotion it is unconsciously assisting the railroad companies to flood the country with idle engineers and firemen. No shame should attach to the B. L. F. that such a condition of affairs exists. Its conduct has been manly and consistent throughout. It has held out the olive branch of peace to the B. L. E., only to have it scornfully rejected and the fight forced on the basis of "your life or mine," so in self-defense it was forced to accept the challenge, and as a result the B. L. E. is dying of dry rot to-day.

Had the B. L. E. profited by the C. B. & Q. strike, had they taken warning from the disastrous rout, as any body of men with sense would have done, consolidated with the B. L. F., and elected Frank P. Sargent grand chief, the country would not be flooded with idle engineers and firemen to-day, nor would the companies be so eager to reduce wages. As the calling of the locomotive engineer has been well nigh ruined by the blundering methods of the B. L. E., and as it has proven itself wholly incompetent to deal with the question, I suggest that the ten thousand engineers in the B. L. F., in co-operation with the firemen, call a halt and take the settlement of the question into their own hands. Then the B. L. E. will fall in line later on, as it usually does, for, like the Chinese, it can imitate but can not initiate. Let it be settled on a plane of equal justice to all, from the lowest to the highest, and believing it would give satisfaction to all, I submit the following:

ARTICLE I. Whenever there exists a vacancy for an engineer, the oldest fireman shall be promoted providing he has fired five years, if not, hire an experienced engineer.

ART. 2. Hire an experienced fireman for every green man hired.

ART. 3. No engineer shall be assisted to secure a job unless he has had at least three years' experience as such, and no fireman who has had less than one year's experience.

ART. 4. No engineer shall earn more than \$125 in any one month.

At first glance this may appear impracticable; but before it is condemned let me cite an instance of how a trunk line lately secured a number of engineers to the detriment of all idle engineers, also how they might have been obtained, under the execution of the plan submitted, to the corresponding profit of the idle engineers and firemen. First, they promoted eight firemen who had fired long enough to entitle them to a job of running, then ten men were hired who had a "pull." Then they were taken sudden, and promoted forty men, some of whom had not fired long enough to be eligible to the B. L. F. In the meantime, they hired about fifty raw recruits, and the engineers took them out, instructed them in their duties, and declared they were "good men." Within six months thirty engineers had been discharged, principally promoted men. To sum it up, ten engineers had been hired and thirty discharged. Thirty minus ten leaves a loss of twenty on the engineers side of the ledger. So the rush of business on this division, instead of being a gain, was a positive loss to the men as it only served to send twenty more engineers in search of work. Suppose the plan suggested above was in operation, and it could have been, had engineers and firemen united in a demand for it. First, those eight old firemen would have been promoted. Then fifty instead of ten, men would have been hired. Next, the company would have hired twenty-five experienced firemen instead of hiring all green men. Result; seventy-five experienced men would have found profitable employment, which number added to the surplus of twenty that was actually created, would make a grand total of 95 in favor of the men. Ninety-five men on one division of one system would soon reduce the surplus, and this is the best way to work off the surplus. The tendency of the times is towards consolidation. Every time a trunk line gobbles up a small road let this plan be put in practice, and its good effects will soon become apparent. The plan of promoting two men and hiring one is impracticable, and will never work for this reason: first, you must have it adopted universally, as the firemen on a few systems will never consent to having their roads made a dumping ground for all the idle engineers in the country; and its adoption will never become universal for the reason that on too many roads, nowadays, a fireman must fire from five to ten years before it comes his turn for promotion, and he will object to any change that will lengthen this term of service from three to five years more. Under the plan I have

submitted, old firemen would not be interested with at all. When they have fired five or six years they have earned as clear a title to the position of an engineer as a majority of the engineers of to-day. None of them went to college to learn how to run an engine, and there are any number of them who never fired an engine three years, not to talk of five. Too often has it happened that some farmer has got a job firing on some one horse pike and been promoted in a year or two, run long enough to join the B. L. E., and went over on a good road and got a job of running in preference to men who had fired a locomotive before he knew what a locomotive was, and they had to show him how to run his engine. Those are the kind of men who strut around and talk about those "yellow-hammers who are looking for promotion while good men are idle." Article three will rule out this class, also those "accidents" who have run just long enough to prove that they don't know how to run an engine. No fireman should be asked to lay back and give an engineer a job running unless he can show at least three years' experience. As a general proposition, it can be stated that any man who has been an engineer three years is a competent man, while a man who has only run six months or a year, and then been discharged, is not an engineer in the proper acceptance of the term. The ideas embodied in W. H. Miller's article in the *March Magazine*, with reference to having all engineers pass a strict examination similar to that passed by marine engineers, are excellent, and if adopted could not fail to produce good results. Article four covers the case of those men who do the work of two, and in some instances three men, earning as high as \$300 per month, and then talk about firemen crowding engineers out of employment! Consistency, thou art a jewel! The only way these reforms will ever be accomplished, is by the engineers and firemen standing shoulder to shoulder in one organization, and insisting upon them with all their united strength. The most direct way to such a consummation would be for all engineers to join the American Railway Union. Its preamble declares war on the present method of promotion, and its policy is progressive—it admits all engineers. Right here I wish to inquire why it would not be a distinct step in advance, and in line with progress, for all members of the B. L. F. to join the American Railway Union? Like Brutus, "I pause for a reply."

HUNTINGTON, Md.

*James Deegan.*

KENTUCKY is the foremost state in the production of hemp and has been known to produce 35,000 tons in a year. It produces nearly two-thirds of the American tobacco crop, growing in 1889 280,000,000 pounds.

### The Alley "L" and Organized Labor.

MR. EDITOR:—In the city of Chicago, county of Cook, there is a little stilted railroad about eight miles long which is known as the South Side Rapid Transit Elevated Railroad. Title enough, eh? Well, to put it mildly, the managements—and there have been two managements since the road was put in operation, less than two years ago—treatment of the enginemen in its employ has been shameful, rotten! In November, '93, about a dozen or more employes, realizing the necessity for organization, got together and sought to federate the force without regard to what department a man might be employed in. Result: Seven enginemen and three trainmen summoned before a so called court of inquiry, composed of men who were ready to do the bidding of the president and general manager, right or wrong. A farcical trial was given the men, and this court of subsidized subordinates, with the assistance of testimony given by two subsidized traitors from the ranks of the men, promptly found the seven enginemen guilty of working against the best interests of the company and recommended their discharge from the service, which recommendation was speedily acted upon. The trainmen were ordered reinstated, which, I think, proves conclusively that the fight was to be made against the two great brotherhoods. Now, in the face of this, the management wanted to be placed on record as being particularly friendly to organized labor! On the second day of January, 1893, Compound Lodge 499, B. of L. F., was organized with ten charter members. On the 25th day of January, 1893, a new schedule was put into operation on the stilted road with disastrous results to 499. Why? Well, out of the ten members, eight found themselves out of situations, in midwinter and in a strange city. But, worst of all, the majority of these had families dependent on them, and, furthermore, they had brought their families to Chicago from distant places, at the expense of almost everything they had in the way of worldly goods. You will say that they were foolish for not waiting to see how things were going to pan out before moving their families to Chicago. But the management, in almost every instance, gave assurances of permanent employment at first-class wages. Were these men discharged because, in making a reduction of the force, they were found to be the least competent enginemen? No, most decidedly not. The majority of them had a good hard coal record to refer to—hard coal being the fuel used—while a goodly number of those retained had experience only in burning soft coal. I state this fact merely to prove that these men were not discharged for incompetency, and not with any intention of making invidious compari-

son between the men. The mere fact of their having had the temerity to organize was considered sufficient cause for their dismissal. To emphasize the fact that organized labor had no place and could expect no quarter on his road, the general manager refused to treat with a committee of the discharged enginemen. We carried our grievance to our nearest grand officer, Bro. Hannahan, at once; and he, in that inimitable style which is all his own, brought Dr. Barnard to an understanding of the fact that it was best to accord us an audience, which he did at once. Dr. Barnard began an explanation of why he dropped the men he did that would do credit to none but the most driveling idiot in Bloomingdale asylum. To show you the calibre of the man: He wouldn't allow the door of his private office to be closed while entertaining the committee, but kept it wide open and had one of his cheap heelers stationed right outside ready to come to his assistance whenever he most certainly feared they would—the committee should attempt to assault him. Picture to yourself a committee composed of ten or twelve healthy, vigorous enginemen assaulting a man who weighed less than 100 pounds, and who was apparently in the last stages of a pulmonary complaint. Can you imagine anything more ridiculous or improbable? Still, this representative of corporate greed had the audacity and narrowness to size up that body of splendid men in just that way, simply because they were representatives of organized labor. Dr. Barnard's explanation: "Gentlemen, I am willing to acknowledge that I may have made a mistake in dropping the men I have and retaining those I did, but I did it in accordance with my best lights on the subject." Now, mark you what those lights were. "On a certain day I told Mr. Thompson (Supervisor of engines) that I would be glad to have him dine with me at my house. After dinner I said 'Mr Thompson, what is your opinion of Mr. So and So as an engineman?' This opinion I at once put down in short hand. 'Now, Mr. Thompson, what is your opinion of Mr. Someone-else as an engineman?' This opinion I recorded in the same way. I pursued the same plan with all my subordinate officers, being careful to always put each opinion down in short hand so that one man's opinion would not influence another's." Here the doctor rubbed his hands together gleefully, and chuckled. Grand idea! "When I had the opinions of all my subordinate officers in, and I can assure you, gentlemen, that it required considerable diplomacy on my part to get them to express their opinions in their great fear that they might do someone an injury. I summed up the whole and the men securing the best average were retained; the others, I am sorry to say, let

go. But, mind you, you are not discharged, but simply dropped for lack of room for you at the present time. And furthermore, gentlemen, if I can assist you in any way, even if it necessitates the taking off of my coat and walking ten miles, invalid though I am, I will gladly do it."

Buncombe! Hypocrite and liar? Well, I should say so. Why, the man had an agent, then, in New York City endeavoring to induce men to come here. You will naturally ask, how did this man's mind become so bitterly poisoned against organized labor? I will tell you. This man Thompson, got his baleful hooks in on the half dead and feeble-minded old man, and influenced him against every man whom he had the least personal feeling against; and I can assure you that the major part of them were members of the brotherhoods—he having been summarily ejected from the B. of L. E. He once said to a man who had on a B. of L. E. pin, "What is that the emblem of, the brotherhood of rag pickers?" This man Thompson has left behind him a trail from which a stench arises like that of a skunk. Chased off the Manhattan "L," brick battled off of the New York Central, and fired bodily from the D. L. & W., is a short history of his career since he landed on our too hospitable shores. But a just retribution has overtaken Dr. Barnard and his horde of unprincipled sycophants. Their official heads have dropped into the basket and for the good of organized labor, may they stay there.

Has the new management benefited the enginemen any? Yes and no. Yes, from the act that there are no more men of Thompson's ilk countenanced. And no, from the fact that they have increased the hours of labor and reduced wages. In connection with the reduction of wages and increase of hours, I will tell you about contracts that were sent around to be signed by the servants of the company. These contracts were for three years, and the minimum wage for engineers was to be three and a half dollars per day, while that of fireman was to be two dollars and twenty-five cents. The maximum wage of an engineer was to be four and a half dollars per day, and that of a fireman two dollars and seventy-five cents per day; the above to be determined by length of service. Well, all went on smoothly until it came time to increase wages; then the new management showed its fine Italian hand. By specious promises of letting the wages remain at three and a half dollars and two dollars and twenty-five cents respectively, while eight hours was to constitute a day's work, they humbugged the most of the men into giving up their contracts. How near do they live up to the above promise? About as near as greedy corporations generally do, by totally ignor-

ing it six months after making it.

Do you know what ten or eleven hours mean on an elevated engine? Well, I'll tell you. It is equivalent to about thirty hours on a surface road. Oh, you may laugh, but I'll tell you that from the moment you step onto your machine until you dismount to go home, it is all work. Stop and start is the order of the day from start to finish. And, I'll tell you, many is the poor aching back that can bear eloquent testimony against anything more than eight hours. Do the enginemen rest easy under the yoke of corporate greed and injustice? No, emphatically No! But thanks to their intelligence and thoughtfulness for others dependent upon them for support, they swallow their wrath and, like manly men that they are, bide their time. Brothers, our only salvation is in federation. Let us federate!

CHICAGO, ILL.

F. A. McLaughlin.

### The Anarchists of Chicago.

MR. EDITOR:—In all that has been said in these columns concerning anarchy and anarchists, there has been no attempt to define the terms or to use them in any other than their commonly accepted sense. And yet, the commonly accepted definition of anarchism is quite different from its actual meaning when considered as a social theory. It is commonly supposed that to be an anarchist one must be a dynamiter, an assassin, and a thief. This, however, is not correct. Nearly all anarchists condemn violence. They believe in the dissemination of ideas as the only means by which their principles will be adopted, and they hold that a resort to violence would only arouse the prejudices and passions of the people and close their minds against a fair consideration of their theories. Violence, as a means of accomplishing ends, is a method which no school of thought can lay exclusive claim to and for which no school can be particularly condemned. Prohibitionists, as well as anarchists, have resorted to the use of dynamite to enforce their principles, and the democrat and republican, as well as the socialist and communist, have not hesitated to employ the bullet as a substitute for the ballot whenever it has suited their purpose to do so. We have, therefore, no more right to enter into an indiscriminate condemnation of anarchy because certain fanatical adherents of that theory have resorted to violence to attain their ends, than we have to indiscriminately condemn Christianity because, as has frequently been the case, certain fanatical Christians have committed murder and other grave crimes, as a means of fulfilling their conceptions of the Christian theory. Anarchism, as a social theory,

may be defined by the following passages from Mr. John Henry Mackey's book, "The Anarchist:—

"All government is based upon force. But wherever there is force there is injustice."

"Liberty alone is just; the absence of all force and all coercion. Equality of opportunities for all constitutes its basis."

"On this basis of equal opportunities, the free, independent, sovereign individual whose only claim on society is that it shall respect his liberty, and whose only self-given law consists in respecting the liberty of others—that is the ideal of anarchy."

"When the resources of nature shall no longer be obstructed by the violent arrangements of an unnatural government which is a mockery on all common sense, and which, under the pretense of the care of the general welfare, purchases the mad luxury of an insignificant minority at the cost of the misery of an entire population, then only shall we see how bountiful she is, our mother. Then will the welfare of the individual in truth have become identical with the welfare of the community, but instead of sacrificing himself to it, he will have subjected it to himself."

"For it is this and nothing else that anarchism wants: The removal of all artificial obstructions which past centuries have piled up between man and his liberty, between man and his intercourse with his fellow-men, always and everywhere in the forms of communism, and always and everywhere on the basis of that colossal lie, designed by some in shrewd and yet so stupid self-infatuation, and accepted by others in equally stupid self-abasement; that the individual does not live for himself but for mankind!"

However, the commonly accepted definition of anarchy is something quite different. Those who express by their acts a contempt or disobedience of existing law, those who promote "disorder in a state," are, in the commonly accepted definition of the term, anarchists; and a society where "the laws are not efficient, and individuals do what they please with impunity," is in a state of anarchy. An anarchist, then, may be one who knows nothing about anarchy as a social theory, or who, knowing something of the theory, utterly condemns it. He is one who, while fully accepting the institution of government and its existing laws as right and just, deliberately breaks those laws and brings government and its machinery for enforcing order into contempt. He is one who, though in many cases sworn to enforce and execute the law as it exists, deliberately breaks his oath and does what he pleases with impunity, in spite of the law. He "promotes disorder in a state" by prostituting the law and bringing it into contempt. There are many of these sort of anarchists in the country and Chicago has its full quota, and it may be observed that these anarchists are the most dangerous enemies to the present order that exists to-day. Editor Stead, in his new book, "If Christ Came to Chicago," presents some interesting word-pictures of these Chicago anarchists that are worth pondering. Speaking of the courts, upon which the citizens rely to obtain justice, he says: "Almost every principle of sound jurisprudence is violated every day in the justices' courts, both civil and criminal.

Justices nominated for political considerations and swayed more or less shamelessly by partisan feelings, set before the lawless members of the community a shameful object lesson in injustice and corruption." There is hardly a court in Chicago where a prisoner who has a political pull is not tolerably certain of escaping punishment, unless, of course, his crime has been too flagrant or too sensational for it to be safe for him to be liberated after the usual fashion. The political machine of Chicago is described as a "picture of bribery, intimidation, bull-dozing, knifing, shooting, and the whole swimming in whiskey." The taxing machinery of the city is but a gigantic engine for the robbery of the poor. The assessors are all official perjurers. Speaking of them: "Whatever may be the cause, there is a heavier sum in solid dollars pocketed every year by the official perjurers in Chicago than is paid to any other officials in the service of the city."

\* \* \* There will be a poor lookout for the town assessors of the city of Chicago when they stand before God to render account. For each and all of the whole 11 of them are false swearers." As a result of the assessor's contempt for law, twenty years ago Chicago was assessed on real and personal property to the amount of \$312,072,995, but in 1893 the amount was only \$245,790,351; thus showing a shrinkage in value of \$66,282,644 in twenty years. This is in the face of the law that provides that "property shall be assessed at its fair cash value, estimated at the price it would bring at a fair voluntary sale." The assessors take an oath to enforce the law. In failing to do so they are perjurers. They are more than this. In the common acceptance of the term, they are anarchists. On the authority of the *Chicago Times*, Chicago's assessment to-day, under the provisions of the law, ought to be not far from \$2,000,000,000, yet it is but little more than ten per cent. of that sum. But where the great evil of this perjury and contempt of law appears is in the fact that it operates for the exclusive benefit of the rich. If property-holders were all assessed at the same rate there would be no great harm springing from this evasion of the law other than that connected with abstract considerations of morality, but the law is broken in the interests of the rich and the burdens of the poor are increased proportionately. Mr. Stead shows that the personal property in the mansion of the great street railroad magnate, C. T. Yerkes, is only valued at \$1,000. The millionaires, J. W. Doane, Marshall Field, Marshall Field, Jr. and G. M. Pullman pay only \$20 assessment for their horses, \$30 each for carriages, and so on. The assessors, under oath, return as the personalty of leading citizens these

figures: Marshall Field, \$20,000; Marshall Field, Jr., \$2,000; P. D. Armour, \$5,000; George M. Pullman, \$12,000; J. W. Doane, \$10,000; H. H. Kohlsaat, \$1,500; C. T. Yerkes, \$4,000; Potter Palmer, \$15,000. Mr. Stead says: "None of these gentlemen make out their own returns. They prefer the unerring judgment and trained experience of the assessor. He stands between them and their conscience. \* \* \* It is, in plain English, a colossal lie, bolstered up by habitual perjury, and operating to produce roguery of every kind. An assessor has practically *carte blanche* to steal where he pleases. Nor is there any possibility of any check upon his corruption, provided he acts with ordinary caution. The reform of the assessment system can only be effected by action at Springfield through the state legislature, and this brings another difficulty. Even if you were to reform the city council of Chicago and get them unanimously to indorse a bill reforming the assessment system, it would have no chance at Springfield. The rich, who at the present moment escape their fair share of the burdens of the city, would simply go down to Springfield and buy up the legislature. Congressmen are not only a more disreputable lot than the aldermen, but their price is much lower. You can buy up the legislature of Illinois at much less per head than you can the city council of Chicago."

\* \* \* I can only say, for my own part. I marvel with exceeding great wonderment that a system so rotten and so unjust could be allowed to continue for a quarter of a century in the midst of a nominally Christian community." The *Chicago Times* publishes an interview with postmaster Helling on this subject, in which he says: "There is a business man in this town whose taxes amounted to \$1,500. He was going to pay that sum without a kick. One day a man went to him and said: 'Your taxes are \$1,500. I can get them cut to \$750. What will you give me if I do this?' After some talk the business man agreed to give \$400. His taxes were reduced and he saved \$350. The city was cheated out of \$750. That is only one case. There are scores of others. Of the \$400 bribe the assessor got \$200 and his agent \$200. There are men in the city of Chicago whose business it is to swear to lies, to perjure themselves. A merchant does not like the idea of going on record as a perjurer. So he says to one of these professionals: 'Here, I am going out of town. You fix up my taxes. Make the amount so much,' naming the small sum on which he wants to be assessed. The perjurer does this and gets his price."

The *Times* cites two instances in the article quoted from showing how the poor man is compelled to bear the burdens of government, while the rich, through col-

lusion and perjury, are exempt: "The Ashland block is one of Chicago's most noted sky-scrapers. The ground on which it stands is valued at more than \$500,000. The building, which was completed two years ago, cost more than \$1,000,000. The building and lot of ground upon which it stands could not be bought for less than \$2,000,000. The lowest cash valuation is placed at \$1,800,000. Yet it is assessed at \$153,000! Only one twelfth of its actual value. As it is, the owner or owners of the building have evaded payment of taxes on \$1,650,000.

James McCombie is the owner of a small piece of property at the northwest corner of State and Twenty-fifth streets. The corner building is a two story brick about forty feet wide and sixty feet deep. This is rented out by Mr. McCombie. The next building north is a small wooden structure, two stories high, twenty feet wide and fifty feet deep. In this the owner has a small tobacco and notion store in the front and he and his family live in the rear. Twenty years ago Mr. McCombie put up these two buildings at a cost of less than \$10,000. They are not worth half that much to-day. Mr. McCombie is not a rich man, and yet his taxes on this small property, which he gained by years of hard toil, are \$382.81. The fair value at voluntary sale of the little frame store occupied by Mr. McCombie is about \$2,500, yet the assessed valuation is \$1,743. In other words, Mr. McCombie, who is a poor man, is assessed at seventy per cent. of the value of his property, while the millionaire owners of the Ashland block are assessed but twelve per cent. of the value of their money-making investment. The cradle of anarchy is rocked by such discriminating hands as these."

Speaking further of these unjust conditions, the *Times* says: "If the poor citizen resents the injustice, he is called an anarchist or a socialist and an additional tax is laid upon his little home and his cow to support an additional regiment of militia to shoot down such wretches as he."

Remember, this is in Chicago, where "our fair-minded Judge Gary is to sit on the bench again," and where it is going to "fare very badly with anarchists and all such law breakers." To enter into an exhaustive review of Mr. Stead's book would occupy too much space. That portion referring to the tax dodger I have dwelt upon because it is corroborated by the articles in the *Chicago Times*, and it will enable one, if he is so inclined, to put his fingers on the real anarchists of Chicago. In the commonly accepted definition of the term, the assessors of Chicago are anarchists; they take oath to obey the law, and execute the law, and they habitually perjure themselves for a consideration. They bring the law into

contempt. The millionaires, the Fields, the Armours, the Pullmans, *et id genus omne*, are also anarchists. They are guilty of perjury and subornation of perjury. They hold the law in contempt, and their actions are calculated to "promote disorder in a state." Is it much wonder that thinking men should turn from the contemplation of anarchy of this description to the contemplation of anarchy as a social theory? If the citizens of Chicago have a consuming desire to stamp out anarchy, they must devote their attention to the doings of those anarchists who are masquerading in the guise of archists.

W. P. Borland.

BAY CITY, MICH.

### Nero in the Circus.

As an artist Nero would have made the fortune of a dozen concert halls. Fancy the attraction—an emperor before the foot-lights; but fancy the boredom also. The joy at the announcement of his first appearance was so great that thanks were offered to the gods, and the verses he was to sing, graven in gold, were dedicated to the Capitoline Jove. The joy was brief. The exits of the theatre were closed. It was treason to attempt to leave. People pretended to be dead, in order to be carried out, and well they might. The star was a fat man with a husky tenorino voice, who sang drunk and half naked to a protecting claque of ten thousand hands.

But it was in the circus that Nero was at his best; there no matter though he were last in the race, it was to him the palm was awarded, or rather it was he that awarded the palm to himself, and then quite magnificently shouted, "Nero, Caesar, victor in the race, gives his crown to the people of Rome!"

On the stage he had no rivals, and by chance did one appear, he was invited to die. In that respect he was artistically susceptible. When he turned acrobat, the statues of former victors were tossed in the latrine. Yet as competitors were needed, and, moreover, all emperor that he was, as he, singly, could fill neither a stage nor a track, it was the nobility of Rome that he ordered to appear with him. The nobility was willing enough to appear, only there were few that cared to be forced, and for this command the unforgiving nobility never forgave him. On the other hand, the proletariat loved him all the better. What greater salve could it have than the sight of the conquerors of the world entertaining the conquered, lords amusing their lackeys?

Greece meanwhile sent him crowns and prayers; crowns for anticipated victories, prayers that he would come and win them. Homage so delicate was not to be disdained.

Nero set forth, an army at his heels; a legion of claqueurs, a phalanx of musicians, cohorts of comedians, and with these for retinue, through sacred groves that Homer knew, through intervalles which Hesiod sang, through a year of festivals he wandered, always victorious. It was he who conquered at Olympia; it was he who conquered at Corinth. No one could withstand him. Alone in history he won in every game, and with eighteen hundred crowns as trophies of war he repeated Caesar's triumph. In a robe immaterial as a moonbeam, the Olympian wreath on his curls, the Isthmian laurel in his hand, his army behind him, the clown that was Emperor entered Rome. Victims were immolated as he passed, the Via Sacra was strewn with saffron, the day was rent with acclaiming shouts. Throughout the empire sacrifices were ordered. Old people that lived in the country fancied him, Philostratus says, the conqueror of new nations, and sacrificed with delight.

But if as artist he bored everybody to death, he was yet an admirable impresario. The spectacles he gave were unique. At one which was held in the Taurian amphitheater it must have been delightful to assist. Fancy eighty thousand people on ascending galleries, protected from the sun by a canopy of spangled silk; an arena three acres large, carpeted with sand, cinnabar and borax, and in that arena death in every form, on those galleries colossal delight.

The lowest gallery, immediately above the arena, was a wide terrace where the Senate sat. There were the dignitaries of the empire, and with them priests in their sacerdotal robes; vestals in linen, their hair arranged in the six braids that were symbolic of virginity; swarms of oriental princes, rainbows of foreign ambassadors; and in the center, the imperial pulvinar, an inclosed pavilion, in which Nero lounged, a mignon at his feet.

In the gallery above were the necklaced knights, their tunics bordered with the augusticlave, their deep blue cloaks fastened to the shoulder; and there, too, in their wide white togas, were the citizens of Rome.

Still higher the people sat. In the top-most gallery were the women, and in a separate inclosure a thousand musicians answered the cries of the multitude with the blare and the laugh of brass.

Beneath the terraces, behind the barred doors that punctuated the marble walls which circled the arena, were Mauritanian panthers that had been entrapped with rotten meat; hippopotami from Sals, lured by the smell of carrots into pits; the rhinoceros of Gaul, taken with the net; lions lassoed in the deserts; Lucanian bears, Spanish bulls; and, in remoter dens, men unarmed, that waited.

By way of foretaste for better things, a handful of criminal, lo! al desperadoes, an impertinent slave, a machinist, who in a theater the night before had missed an effect—these, together with a negligent usher, were tossed one after the other naked into the ring and bound to a scaffold that surmounted a miniature hill. At a signal the scaffold fell, the hill crumbled, and from it a few hyenas issued, who indolently devoured their prey.

With this for prelude, the gods avenged and justice appeased, a rhinoceros ambled that way, stimulated from behind by the point of a spear; and in a moment the hyenas were disemboweled, their legs quivering in the air. Throughout the arena other beasts, tied together with long cords, quarreled in couples; there was the bellow of bulls, and the moan of leopards tearing at their flesh, a flight of stags, and the long clean spring of the panther.

Presently the arena was cleared, the sand re-raked and the Bestiarii advanced—Sarmatians, nourished on mares' milk; Sicambrians, their hair done up in chignons; horsemen from Thessaly, Ethiopian warriors, Parthian archers, huntsmen from the steppes, their different idioms uniting in a single cry—"Caesar, we salute you." The sunlight filtering through the spangled canopy chequered their tunics with burning spots, danced on their spears and helmets, dazzled the spectators' eyes. From above descended the caresses of flutes; the air was sweet with perfumes, alive with multicolored notes; the terraces were partures of blending hues, and into that splendor a hundred lions, their tasseled tails sweeping the sand, entered obliquely.

The mob of the Bestiarii had gone. In the middle of the arena a band of Ethiopians, armed with arrows, knives and spears, knelt, their oiled black breasts uncovered.

Leisurely the lions turned their huge, intrepid heads; to their jaws wide creases came. There was a glitter of fangs, a shiver that moved the mane, a flight of arrows, mounting murmurs, the crouch of beasts preparing to spring, a deafening roar, and, abruptly, a tumultuous mass, the suddenness of knives, the snap of bones, the cry of the agonized, the fury of beasts transfixed, the shrieks of the mangled, a combat hand to fang, from which lions fell back, their jaws torn asunder, while others retreated, a black body swaying between their terrible teeth, and, insensibly, a descending quiet.

At once there was an eruption of bellowing elephants, painted and trained for slaughter, that trampled on wounded and dead. At a call from a keeper the elephants disappeared. There was a rush of mules and slaves; the carcasses and corpses vanished, the toilet of the ring was made; and then came a plunge of bulls, mists of vapor



about their long, straight horns, their, anxious eyes dilated. Beyond was a troop of Thessalians. For a moment the bulls snorted, pawing the sand with their fore feet, as though trying to remember what they were doing there. Yet instantly they seemed to know, and, with lowered heads, they plunged on the point of spears. But no matter, horses went down by the hundred; and as the bulls tired of goring the dead, they fought each other; fought rancorously, fought until weariness overtook them, and surviving Thessalians leaped upon their backs, twisted their horns, and threw them down, a sword through their throbbing throats.

Successively the arena was occupied by bears, by panthers, by dogs trained for the chase, by hunters and hunted. But the episode of the morning was a dash of wild elephants, attacked on either side; a moment of sheer delight, in which the hunters were tossed up on the terraces, tossed back again by the spectators, and trampled to death.

With that for bouquet the first part of the performance was at an end. By way of interlude, the ring was peopled with acrobats who flew up in the air like birds, formed pyramids together, on the top of which little boys swung and smiled. There was a troop of trained lions, their manes gilded, that walked on tight-ropes, wrote obscenities in Greek, and danced to cymbals which one of them played. There were goose-fights, wonderful combats between dwarfs and women; a chariot race, in which bulls, painted white, held the reins, standing upright while drawn at full speed; a chase of ostriches, and feats of *haute école* on zebras from Madagascar.

The interlude at an end, the sand was raked, and preceded by the pomp of lictors, interminable files of gladiators entered, holding their knives to Nero, that he might see that they were sharp. It was then the eyes of the vestals lighted; artistic death was their chiefest joy, and in a moment, when the spectacle began and the first gladiator fell, above the din you could hear their cry "*hic habet!*" and watch their delicate thumbs reverse.

There was no cowardice in that arena. If by chance any hesitation were discernible, instantly there were hot irons, the sear of which revived courage at once. But that was rare. The gladiators fought for applause, for liberty, for death; fought manfully, skillfully, terribly, too, and received the point of the sword or the palm of the victor, their expression unchanged, the face unmoved. Among them, some provided with a net and prodigiously agile, pursued their adversaries hither and thither, trying to entangle them first and kill them later. Others protected by oblong shields and armed with short, sharp swords, fought

hand to hand. There were still others, mailed horsemen, who fought with the lance, and charioteers that dealt death from high Briton cars.

As a spectacle it was unique; one that the Romans, or more exactly their predecessors, the Etruscans, had devised to train their children for war and allay the fear of blood. It had been serviceable, indeed, and though the need of it had gone, still the institution endured, and in enduring constituted the chief delight of the vestals and of Rome. By means of it a bankrupt became consul and an emperor beloved. It had staid revolutions, it was the tax of the proletariat on the rich. Silver and bread were for the individual, but spectacles were for the crowd.

During the pauses of the combats the dead were removed by men masked as Mercury, god of hell; red irons, that others, masked as Charon, bore, being first applied as safeguard against swoon or fraud. And when, to the kisses of flutes, the last palm had been awarded, the last death acclaimed, a ballet was given, that of Paris and Venus, which Apuleius has described so well, and for afterpiece the romance of Pasiphaë and the bull. Then, as night descended, so did torches, too; the arena was strewn with vermillion; tables were set, and to the incitement of crotals, Lydians danced before the multitude, toasting the last act of that wonderful day.—Edgar Saltus' "*Imperial Purple.*"

### Overworked Employees.

There is no doubt that on the great majority of the railroads in the United States the employees are overworked. As a rule the trainmen have long hours. Many of them do not know what it is to have regular Sundays or "days off." They are afforded scarcely sufficient time for sleep, much less for recreation of any sort. While the trainmen have bitter cause for complaint, there is a large class of men in the service of the railroads who are, if possible, even worse off. These are the telegraph operators and the switch tower men.

A switch tower operative in the employ of one of the principal railroad companies is a case in point. The man was completely "fagged out" by twelve hours of continuous duty at the switch levers. The poor fellow said: "It is no wonder that so many accidents take place on the lines in different parts of the country. I speak from experience. There are times when I am so sleepy that it is with the greatest effort that I can keep my eyes open at all, but all the levers in the tower must be watched. The slightest inattention on my part might result in the wrecking of a train and a terrible loss of human life."

**A SUNDAY SUGGESTION.**

What though the politicians rage  
 And candidates conspire and plan,  
 Let seas and hills and streams engage  
 The efforts of the wiser man:  
 To him the brown thrush from the glade,  
 The murmuring brook cries: "Come and rest."  
 Along the grass, beneath the shade,  
 Upon our common mother's breast!"

What though there's scandal in the air  
 And worthless placemen twist and hedge,  
 The blackbird pipes, the frisky hare  
 Gambols adown the breezy sedge:  
 From yonder towering poplar tree  
 The wood-dove's notes melodious sound  
 And chipmunks whisk in humble glee  
 Their striped sides along the ground!

Come from the town's unwholesome streets  
 And walls of heated brick, away  
 To where the surf its music beats  
 In cadences of curling spray:  
 Come to the glorious mountain side  
 Where radiant summer reigns supreme,  
 And let "dull care," what e'er betide,  
 Be banished like a weary dream!

—*New York World.*

**LaGuillotine.**

One of the most widely disseminated of popular errors is that Dr. Guillotin invented the grim machine which still bears his name. The real inventor of this sinister contrivance was Dr. Louis, a well-known medical man and permanent secretary of the Parisian School of Medicine, or Academie de Medicine. The teachings of Baccaria, indorsed as they were by Voltaire and other humanitarian writers of the eighteenth century, had at last awakened in the minds of the people a feeling of revulsion against the prevalent barbarous method of putting criminals to death. Louis XVI remembered with horror the indescribable torments to which the wretched Damiens had been subjected for an attempt on the life of his predecessor, and early in his own reign manifested a desire to effect a complete reformation of the prison system throughout his dominions.

In 1783 he wrote a letter to his brother-in-law, Joesph II, on this subject, and on many occasions manifested a keen interest in everything connected with a more humane treatment of prisoners and condemned persons. The queen, too, had placed herself at the head of a society of ladies who devoted some of their leisure to the visitation of prisons, and the subject of their reformation had become fashionably popular. In 1785 Dr. Louis, a well-known professor of pathology, modeled his apparatus on the manaja, a rougher sort of guillotine, which had been used in Italy for centuries.

On March 7, 1792, this gentleman read a paper on his invention before a select assembly of members of Parliament, and exhibited a small model of it, made for him by M. Schmidt, the famous manufacturer of musical instruments, who was so liber-

ally patronized by Marie Antoinette, for whom he constructed several of his most elaborate spinets and harpsichords. Little did he imagine that he had exhibited a model for an instrument which, within two years, would destroy both his illustrious patroness and her husband.

On March 25 a resolution was passed by the national assembly recommending the immediate introduction of the machines in question in all prisons throughout the country. The invention was first called the "Louisson," after its real inventor. Dr. Guillotin, who continued his crusade against the rack, the wheel, the rope and the stake—all of which had only recently been abolished, and several of which, notably the wheel, were still in use in the southern provinces—constantly spoke with such enthusiasm of Dr. Louis' apparatus that the people ended by giving his name to it, and he was presently credited with having invented an instrument which he had only introduced to public attention.

On April 25, 1792, the guillotine was publicly used for the first time, and beheaded a bandit named Pelissier. This was in the Place de Greve, where some twenty years previously Damiens had been tormented for days in precisely the same way as Ravallac had been for the assassination of Henry IV.

During four months after the execution the machine which was eventually to achieve such sinister celebrity was disused. In August it was transferred to the Place du Carousel, and a few weeks later it was alternately stationed in the Place de Greve, the center of what is now called the Place de la Concorde, and in the Place du Trone.

It was in the Place de la Concorde that Louis XVI, Marie Antoinette, Mme. Elizabeth and some 8,000 other victims fell beneath the identical blade which, by a curious irony of fate, is now to be seen in the chamber of horrors at Mme. Tussaud's. As it is impossible now to ascertain the exact number of the victims of the massacre of St. Bartholomew, so it is impossible to give a correct estimate of the number of persons who were put to death by the guillotine in France between August 10, 1792, and the 9th "Thermidor," 1794, but it was certainly not under 40,000.

Lamartine and Thiers gave the number as under 20,000, but they do not seem to have been acquainted with the evidence which has been discovered during the last few years of the facts of the "Comite du Salut Public" in the small towns and villages where rudely constructed guillotines were erected and performed their awful work with appalling regularity. Under the empire and restoration the guillotine was permanently stationed in the Place de Greve, and executed annually between

thirty and forty persons. During the reign of Louis Phillippe the guillotine was transferred to the Barriere St. Jacques, and under the second empire to the Place de la Roquette, where it remains.

During the Commune the old guillotine was burnt by the people, and the present instrument is quite new. Sanson, who was the public executioner throughout the Reign of Terror, sold the original guillotine to Curtius for £1,000, and he in his turn disposed of it for a larger sum to his niece, Mme. Tussaud. Dr. Guillotin, who died in 1814, energetically, but vainly, protested against the use of his name in connection with this disagreeable subject.

Another evidence, if one were wanted, of the great difficulty there is of correcting a popular error. Needless to say that the legend that Dr. Guillotin was among the victims of his friend's ingenious and merciful instrument of destruction is wholly apocryphal. He died at a good old age, and in his bed, surrounded by his children, who, however, obtained permission to change their name.—*London Saturday Review*.

### The Pious-Looking Stranger.

Over in Missouri there is a certain plank road and a certain toll-gate. Beside the toll-gate there is a farm-house, on the cool and comfortable porch whereof the worthy farmer usually sits, waiting to collect toll, while his boy Bill ploughs the corn in the field away beyond. On a certain recent occasion, however, this worthy farmer happened to be over in the field helping his boy Bill when a pious-looking stranger drove up to the toll-gate. There was no one in the farm house, no one nearer than the farmer and his boy Bill, half a mile away in the field. The toll-gate was unlocked—open, in fact—but this pious stranger was temptation-proof. He hitched his horse to a tree and proudly floundered out to where the farmer and his boy Bill were at work.

"My good man," said he, "are you the keeper of this toll-gate?"

"Yep," said the worthy farmer.

"What is the toll, my good man?"

"Five cents."

"Well, I wish to drive through, my good man, and here is your five cents."

The worthy farmer scratched his head anxiously for a brief period. "Did you come out here just to give me that nickel?" he asked presently.

"For no other purpose, my good sir," and the pious-appearing man ambled soulfully away.

"Bill," said the farmer to his boy in an agitated undertone, "get on the old gray mare and watch that stranger till he gets to town."—*Quincy, Ill., Herald*.

### Large Landowners.

There is only one landed proprietor in England possessed of more than 100,000 acres in one county, there being three in Ireland and no less than fourteen in Scotland. In England the Duke of Northumberland is proprietor of 181,616 acres in Northumberland. In Ireland Mr. Richard Burridge is proprietor of 160,152 acres in Galway, the Marquis Conyngham 129,846 acres in Donegal, and the Marquis of Sligo 122,992 in Mayo. In Scotland the Duke of Argyll is proprietor of 168,315 acres in Argyll, the Earl of Breadalbane 234,166 acres in Perth and 204,192 acres in Argyll; Mr. Evan Bailie, of Dochfour, 141,148 acres in Inverness; the Duke of Buccleuch, 253,179 acres in Dumfries and 104,461 in Roxburgh; Mr. Donald Cameron, of Lochiel, 109,574 acres in Inverness; the Earl of Dalhousie 136,602 acres in Forfar, the Duke of Fife 139,829 acres in Aberdeen, the Duke of Hamilton 102,210 acres in Bute, Sir George Macpherson-Grant 103,372 acres in Inverness, Sir James Matheson 406,070 acres in Ross, the Duke of Richmond 159,952 acres in Banff, Sir Charles Ross 110,445 acres in Ross, the Earl of Seafield 160,224 acres in Inverness, and last, but not least, the Duke of Sutherland with no less than 1,176,454 acres in Sutherland, so that his grace is possessed of very nearly the whole county, the total area of which is 1,297,846 acres.

### Writ of Injunction.

Senator Allen, of Nebraska, has introduced in Congress a bill for the "prevention of the abuse of the writ of injunction." The bill provides that it shall be unlawful for any Court of the United States, or Judge thereof, to issue a writ of injunction, mandate, or restraining order against any labor organization, its officers or members, in any manner affecting their full freedom to peacefully and quietly quit the service of any person or corporation at any time they may see proper to do so. Mr. McGinn, of Illinois, introduced in the House a resolution directing the Judiciary Committee to investigate the charges made against Judge Jenkins, who issued the injunction against Northern Pacific employees in Wisconsin, and to report whether they warrant the presentment of articles of impeachment; also to report what action is necessary to prevent a recurrence of the conditions now laid by the injunction upon the Northern Pacific and other railroad employees and labor organizations. The resolution has a long preamble, reciting the right of employees to organize and strike, and Judge Jenkins' order restraining the employees of the Northern Pacific from exercising this right.

## GRAND LODGE.

**Assessment Notice for May.**

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., May 1, 1894.  
ASSESSMENT No. 45, \$2.00.

**To Receivers of Subordinate Lodges:**

SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members entitled to all the benefits of the order, viz:

CLAIM No. 1233. Enoch B. Henney, of Davy Crockett Lodge, No. 145, died of Ulceration of Bowels, November 16, 1893.

CLAIM No. 1234. Frank Simmons, of Just in Time Lodge, No. 149, died of Small Pox, December 11, 1893.

CLAIM No. 1235. Cornelius Collins, of Golden Eagle Lodge, No. 78, was killed by Gun Shot Wound, December 23, 1893.

CLAIM No. 1236. John Ragan, of Mt. Helena Lodge, No. 123, was killed in a Railway Accident, December 31, 1893.

CLAIM No. 1237. James G. Cary, of Red Mountain Lodge, No. 339, was declared totally disabled by Loss of Arm, January 12, 1894.

CLAIM No. 1238. Michael Corcoran, of Resurrection Lodge, No. 189, was declared totally disabled by Compound Fracture of Ankle, January 13, 1894.

CLAIM No. 1239. Frank Smith, of Golden Rod Lodge, No. 504, was killed in a Railway Accident, January 14, 1894.

CLAIM No. 1240. Arthur C. Briggs, of Golden Gate Lodge, No. 91, was Drowned, January 14, 1894.

CLAIM No. 1241. John Hewitt, of Golden Gate Lodge, No. 91, died of Phthisis, January 14, 1894.

CLAIM No. 1242. John F. Birdsell, of Big Four Lodge, No. 337, was declared totally disabled by Loss of Leg, January 16, 1894.

CLAIM No. 1243. E. S. Stickle, of Taylor Lodge, No. 175, was declared totally disabled by Disease of Brain, January 19, 1894.

CLAIM No. 1244. James Flynn, of Onward Lodge, No. 41, was Run Over and killed, January 25, 1894.

CLAIM No. 1245. Frank Lee, of Three Branch Lodge, No. 304, died of Pneumonia, January 31, 1894.

CLAIM No. 1246. John R. Johnson, of Adopted Daughter Lodge, No. 3, died of Pulmonary Tuberculosis, February 1, 1894.

CLAIM No. 1247. Seborn W. Powell, of Magnolia Lodge, No. 226, was declared totally disabled by Heart Disease, February 3, 1894.

CLAIM No. 1248. Frank McCouley, of Holbrook Lodge, No. 378, died of La Grippe, February 12, 1894.

CLAIM No. 1249. Harry W. Hass, of Weaver Lodge, No. 379, was killed by Gun Shot Wound, February 17, 1894.

CLAIM No. 1250. Walter Cheatham, of Midland Lodge, No. 147, was declared totally disabled by Loss of Leg, February 26, 1894.

CLAIM No. 1251. J. W. Mayberry, of J. M. Dodge Lodge, No. 79, was declared totally disabled by Loss of Hand, March 5, 1894.

CLAIM No. 1252. Eugene T. Sullivan, of Decoration Lodge, No. 144, died of Tuberculosis, March 9, 1894.

CLAIM No. 1253. J. R. P. Black, of Kaw Valley Lodge, No. 313, was declared totally disabled by Sclerotic Rheumatism, March 17, 1894.

CLAIM No. 1254. Lewis F. White, of Petroleum Lodge, No. 383, was declared totally disabled by Concussion of Spine, January 3, 1894.

CLAIM No. 1255. Patrick Shea, of Fellowship Lodge, No. 121, was killed by Falling from Engine, January 28, 1894.

CLAIM No. 1256. De O. Ham, of Northwestern Lodge, No. 82, was killed by Jumping from Engine, February 8, 1894.

CLAIM No. 1257. M. T. McNally, of Altoona Lodge, No. 287, was declared totally disabled by Loss of Hand, February 15, 1894.

CLAIM No. 1258. Chas. W. Keeling, of Union Lodge, No. 138, died of Pneumonia, February 20, 1894.

CLAIM No. 1259. Arthur Masters, of Orange Grove Lodge, No. 97, was killed in a Railway Accident, February 16, 1894.

CLAIM No. 1260. Archie K. Lake, of Lake Erie Lodge, No. 211, died of Diphtheria, February 21, 1894.

CLAIM No. 1261. George Jump, of Federation Lodge, No. 122, was killed in a Railway Accident, March 1, 1894.

CLAIM No. 1262. Ben Bennett, of Trinity Lodge, No. 83, died of Pneumonia, March 9, 1894.

CLAIM No. 1263. Thomas Sweeney, of Hoboken Lodge, No. 354, was declared totally disabled by Cardiac Disease, March 12, 1894.

CLAIM No. 1264. George W. Curry, of Nauvoo Lodge, No. 391, was declared totally disabled by Phlegmonocies, March 12, 1894.

CLAIM No. 1265. Archie W. Graham, of Metropolitan Lodge, No. 363, was declared totally disabled by Fracture of Arm, March 12, 1894.

CLAIM No. 1266. John K. Lorentz, of Lucky Thought Lodge, No. 252, was declared totally disabled by Enlargement of the Liver, March 13, 1894.

CLAIM No. 1267. Isaac C. Richwine, of Rocky Mountain Lodge, No. 77, was declared totally disabled by Loss of Foot, March 14, 1894.

CLAIM No. 1268. John F. Hanrahan, of Eureka Lodge, No. 14, was declared totally disabled by Neurasthenia, March 21, 1894.

CLAIM No. 1269. W. F. Brundage, of Rocky Mountain Lodge, No. 77, was declared totally disabled by Disease of Nervous System, March 22, 1894.

CLAIM No. 1270. James C. Friery, of Pride of the West Lodge, No. 6, died of Consumption, March 28, 1894.

CLAIM No. 1271. Michael Fadden, of Chamberlain Lodge, No. 186, was declared totally disabled with Sclerosis of Spinal Cord, April 2, 1894.

CLAIM No. 1272. Chas. L. Stelner, of Guiding Star Lodge, No. 130, was declared totally disabled by Injury to Pelvic Bones, April 3, 1894.

CLAIM No. 1273. F. A. McLaughlin, of Compound Lodge, No. 499, was declared totally disabled by Loss of Hand, April 3, 1894.

An assessment of Two DOLLARS (\$2.00) has been levied for the payment of the above claims, and you are required to forward said amount for each member whose name appears on the rolls of membership MAY 1st, 1894 (also for all members having taken a withdrawal (final) or final) after MAY 1st, and for all members who died or were totally disabled since that date), said remittance to reach the Grand Lodge not later than MAY 20th, 1894, as provided by Section 56 of the Constitution. Any lodge failing to make returns as above provided will stand suspended from all the benefits of the order, as per Section 32 of the Constitution.

Yours fraternally, F. P. SARGENT, G. M.  
F. W. ARNOLD, G. S. AND T.

**Beneficiary Statement.**

OFFICE OF GRAND SECRETARY AND TREASURER,  
TERRE HAUTE, IND., April 1, 1894.

*Subordinate Lodges:*

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund for the month of March, 1894:

**RECEIPTS.**

Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.
222	78	322	145	4172	217	862	289	1118	361
58	78	102	146	175	218	80	290	54	382
178	78	192	147	152	219	130	291	176	363
212	78	300	148	120	220	148	292	54	364
128	78	194	150	174	222	96	294	82	366
214	79	62	151	89	223	84	295	18	367
222	80	58	152	136	224	80	296	102	368
292	81	160	153	80	225	48	297	131	369
294	82	332	154	102	226	136	298	70	370
394	83	230	155	114	227	118	299	106	371
362	84	216	156	104	228	382	300	118	372
140	85	142	157	42	229	70	301	90	373
220	86	130	158	144	230	104	302	88	374
116	87	159	159	204	231	160	303	80	375
120	88	161	160	242	232	86	304	114	376
150	89	161	161	40	233	76	305	58	377
92	90	142	162	262	234	110	306	176	378
106	91	114	163	124	235	307	327	379	272
48	92	102	164	134	236	308	64	380	44
68	93	84	165	128	237	198	309	162	381
102	94	146	166	218	238	118	310	70	382
172	95	214	167	96	239	104	311	50	383
168	96	189	168	148	240	204	312	48	384
158	97	218	169	316	241	386	313	30	385
128	98	170	170	98	242	214	314	84	386
70	99	242	171	74	243	40	315	158	387
84	100	184	172	210	244	26	316	104	388
72	101	132	173	148	245	178	317	86	389
84	102	164	174	142	246	128	318	64	390
116	103	286	175	186	247	212	319	122	391
136	104	80	176	8	248	170	320	164	392
70	105	110	177	90	249	112	321	46	393
110	106	54	178	166	250	242	322	54	394
110	107	196	179	80	251	306	323	26	395
110	108	74	180	56	252	166	324	43	396
110	109	146	181	58	253	96	325	82	397
62	110	188	182	86	254	168	326	100	398
154	111	160	183	180	255	70	327	110	399
58	112	62	184	112	256	54	328	224	400
44	113	128	185	62	257	132	329	40	401
144	114	52	186	130	258	78	330	170	402
160	115	90	187	86	259	132	331	403	403
224	116	174	188	228	260	94	332	92	404
80	117	110	189	134	261	333	333	174	405
216	118	62	190	46	262	334	334	136	406
172	119	42	191	126	263	130	335	94	407
212	120	122	192	218	264	94	336	38	408
154	121	152	193	89	265	134	337	202	409
214	122	58	194	150	266	144	338	34	410
80	123	144	195	44	267	150	339	270	411
164	124	100	196	102	268	74	340	74	412
100	125	82	197	114	269	132	341	66	413
220	126	84	198	128	270	216	342	61	414
66	127	110	199	52	271	84	343	46	415
32	128	68	200	104	272	52	344	100	416
320	129	192	201	100	273	110	345	62	417
72	130	236	202	136	274	44	346	38	418
146	131	80	203	148	275	80	347	74	419
24	132	120	204	72	276	70	348	82	420
190	133	120	205	102	277	20	349	116	421
150	134	130	206	102	278	38	350	116	422
102	135	98	207	210	279	42	351	48	423
132	136	52	208	80	280	56	352	88	424
126	137	64	209	102	281	112	353	52	425
96	138	122	210	56	282	66	354	156	426
218	139	52	211	242	283	90	355	48	427
102	140	172	212	76	284	290	356	48	428
58	141	314	213	52	285	236	357	62	429
92	142	220	214	110	286	126	358	70	430
168	143	215	215	134	287	359	359	68	431
190	144	216	216	78	288	70	360	74	432

**RECEIPTS—Continued.**

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
438	\$76	447	..	461	\$52	475	\$114	489	\$82
444	178	448	\$112	462	118	476	44	490	64
435	44	449	90	463	192	477	48	491	54
436	..	450	76	464	38	478	88	492	72
437	34	451	28	465	52	479	72	493	58
438	44	452	72	466	136	480	36	494	62
439	76	453	..	467	58	481	80	495	50
440	86	454	116	468	46	482	96	496	54
441	76	455	40	469	..	483	58	497	51
442	70	456	70	470	72	484	..	498	34
443	78	457	46	471	62	485	204	499	40
444	142	458	54	472	344	486	50	500	50
445	48	459	60	473	84	487	84	501	66
446	134	460	86	474	50	488	40	502	58

Balance on hand March 1, 1894 . . . . . \$31,329 75  
Received during month . . . . . 55,084 00

Total . . . . . \$86,413 75

**DISBURSEMENTS.**

By claims 1231, 1234, 1245, 1236, 1237, 1238,  
1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246,  
1247, 1248, 1249, 1250, 1251, 1252, 1253 . . . . . \$31,500 00

Balance on hand April 1, 1894 . . . . . \$54,913 75  
Respectfully submitted,

F. W. ARNOLD, G. S. and T.

**Special Assessment Notice.**

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., April 1, 1894.

SPECIAL ASSESSMENT No. 3, \$0.75.

To all Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified that Special Assessment No. 3, amounting to seventy-five cents (\$0.75), has this day been levied by the grand lodge for the Protective Fund, to be used in paying the striking firemen on the Lehigh Valley Railroad who engaged in a strike, beginning November 18th, 1893, and ending December 6th, 1893, under the laws of our order. A majority of the lodges belonging to the Brotherhood of Locomotive Firemen have voted to levy this special assessment, and the will of the majority becoming the law, this levy is made. (See Section 41, Page 16, of Constitution.) This assessment is payable by all members whose names appear on the rolls of membership on April 1st, 1894, and must be paid to the Collector on or before May 1st, 1894. Any member failing to pay the foregoing assessment within the time specified will stand expelled as provided by the laws of the order.

Collectors are required to deliver the foregoing assessment to the Receivers of their respective lodges on or before May 2d, and Receivers are required to forward the same so as to reach the grand lodge on or before May 10th, 1894.

Collectors and Receivers are required to make collection and returns of the above assessment in all things as provided by law for the collection and returns of assessments for the beneficiary department.

Collectors will receipt for this assessment on the usual form, as no special slips have been issued.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. and T.

## GRAND LODGE.

- F. P. SARGENT . . . . . Grand Master  
Terre Haute, Indiana.
- J. J. HANNAHAN . . . . . Vice Grand Master  
5949 Princeton ave., Englewood, Ill.
- F. W. ARNOLD . . . . . Grand Secretary and Treasurer  
Terre Haute, Indiana.

## BOARD OF GRAND TRUSTEES.

- WM. F. HYNES . . . . . Chairman  
935 Eleventh St., Denver Col.
- CHAS. W. MAIER . . . . . Secretary  
1714 E. Clark ave, Parsons, Kan.
- ALEX. H. SUTTON . . . . . 975 N. Water st., Decatur, Ill

## GRAND EXECUTIVE BOARD.

- EUGENE A. BALL . . . . . Chairman  
Stratford, Ontario, Box 123.
- T. P. O'ROURKE . . . . . Secretary  
Pocatello, Idaho.
- HENRY WALTON, 3837 Hamilton st.,  
W. Philadelphia, Pa
- FRED. KEELER, . . . . . 1503 Brooks St., Houston, Tex
- E. H. BROWN . . . . . 119 So. Green St., Chicago, Ill

## SUBORDINATE LODGES.

1. **DEER PARK; Port Jarvis, N. Y.**  
Meets in Engineers' Hall, corner Ball and Pike  
sta. every Wednesday.  
G. G. Carmer, 151 W. Main st. . . . . Master  
F. B. Rishop, 21 Broome st. . . . . Secretary  
C. E. Barkman, 101 Pike st. . . . . Collector  
F. H. Bogardus, 40 W Main st . . . . . Receiver  
J. T. Duffey, 52 W. Main st . . . . . Magazine Agent
2. **SPARTAN; Moson, Ind.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays.  
Clint Williams . . . . . Master  
Frank Fahnestock . . . . . Secretary  
Clint Williams . . . . . Collector  
E. J. Shields . . . . . Receiver  
A. M. Holmes . . . . . Magazine Agent
3. **ADOPTED DAUGHTER; Jersey City, N. J.**  
Meets in Fisher's Hall, cor. Erie st. and Newark  
ave., 2d and 4th Sundays.  
T. W. Venner, 507 Grove st. . . . . Master  
E. V. Coar, 286 Monmouth st . . . . . Secretary  
J. B. Sweet, 125 Academy st . . . . . Collector  
E. M. McMahon, 58 Gregory st . . . . . Receiver  
F. G. Hodges, 117 Glenwood ave . . . . . Mag. Agent
4. **GREAT KANTERN; Portland, Maine.**  
Meets in B. of L. E. Hall, cor Temple and Con-  
gress sts., 1st and 3d Sundays.  
C. E. Creamer, 3 Briggs st . . . . . Master  
J. J. Bennett, 9 Briggs st . . . . . Secretary  
J. S. Lowell, G.T.R.R. Rd. House . . . . . Collector  
C. E. Creamer, 3 Briggs st . . . . . Receiver  
W. F. Coffin, 1019 Congress st. . . . . Magazine Agent
5. **CHARITY; St. Thomas, Ont.**  
Meets in Conductors' Hall every Tuesday at 2:30  
P. M.  
Robt. Forster, Box 1273 . . . . . Master  
Eli Cowles, Box 1273 . . . . . Secretary  
P. D. McCarthy, Box 1273 . . . . . Collector  
H. H. Tedford, Box 1273 . . . . . Receiver  
H. C. Burtch, Box 1273 . . . . . Magazine Agent
6. **PRIDE OF THE WEST; DeSoto, Mo.**  
Meets in K. P. Hall, cor. Second and Boyd sts.,  
every Monday at 2 P. M.  
Jno. McBride . . . . . Master  
P. N. Pile, Box 41 . . . . . Secretary  
Bertrand Buzzell . . . . . Collector  
W. B. Hart, Box 191 . . . . . Receiver  
J. C. Vandye . . . . . Magazine Agent
7. **POTOMAC; Washington, D. C.**  
Meets in McCauley's Hall, 2d and 4th Sundays.  
R. M. Smith, 129 Carol st S. E. . . . . Master  
Jeremiah Reagan, 613 6th St. S. W. . . . . Secretary  
N. H. Roberts, 1238 1/2 St. S. E. . . . . Collector  
H. A. Newman, N. E. cor. 4 1/2 and G.  
sts. S. W. . . . . Receiver  
L. E. Denny, 466 1 st. S. W. . . . . Magazine Agent

8. **RED RIVER; Deason, Tex.**  
Meets in I. O. O. F. Hall every Saturday at 8 P.  
M.  
C. J. Turner . . . . . Master  
H. P. French, 209 Rusk ave. . . . . Secretary  
T. J. Dryer, 709 W Shepard st . . . . . Collector  
L. S. Cox, 210 E Munson st. . . . . Receiver  
W. B. Stafford, L. Box 292 . . . . . Magazine Agent
9. **FRANKLIN; Columbus, Ohio.**  
Meets in L. W. C. Div. B. of L. E. Hall, 80 1/2 N.  
High st., alternate Mondays at 8 P. M.  
K. G. Hoag, 160 1/2 N High st . . . . . Master  
Melvin Berlin, 435 Galloway ave . . . . . Secretary  
P. J. Singleton, 468 Grove st . . . . . Collector  
J. F. McNamee, 1050 Atchison st . . . . . Receiver  
R. G. Bradley, 1115 Atchison st. . . . . Mag. Agent
10. **FOREST CITY; Cleveland, Ohio.**  
Meets at 182 Ontario st, 1st and 3d Sundays at  
1:30 P. M.  
J. F. Bennett, 21 Dyke st. . . . . Master  
S. R. Tate, 79 Professor st . . . . . Secretary  
A. G. Laubscher, West Cleveland . . . . . Collector  
T. P. Curtis, 39 W. Madison ave . . . . . Receiver  
T. J. Dicks, 39 W. Madison st. . . . . Magazine Agent
11. **EXCELSIOR; Phillipsburg, N. J.**  
Meets in Gwinner's Hall, 2d and 4th Sundays.  
A. S. Cole, 313 Chambers st. . . . . Master  
David Gorgas, Summit ave. . . . . Secretary  
C. J. Herbert, 827 Main st. . . . . Collector  
J. W. Sinclair, L. Box 96 . . . . . Receiver  
A. M. Vanatta . . . . . Magazine Agent
12. **BUFFALO; Buffalo, N. Y.**  
Meets in Firemen's Hall, 198 Seneca st, every  
Tuesday evening.  
G. S. Fladung, 111 Colist . . . . . Master  
F. J. Brennan, 175 S. Division st . . . . . Secretary  
J. J. Knauf . . . . . Collector  
P. J. McNamara, 70 Michigan st . . . . . Receiver  
P. M. Cleary, 139 N. Ogden st. . . . . Magazine Agent
13. **WASHINGTON; Jersey City, N. J.**  
Meets in Masonic Hall, cor. Pacific ave and Ma-  
ple st, every 3d Sunday at 10:30 A. M.  
T. J. Carroll, 152 Pacific ave . . . . . Master  
J. C. Ballinger, 25 W 8th st, Bayonne . . . . . Secretary  
G. S. Quick, 178 Jackson ave . . . . . Collector  
W. J. Lewis, 401 1/2 Communipaw ave . . . . . Receiver  
G. R. Rowland, 224 Franklin st, Elizabeth, .  
Magazine Agent
14. **EUREKA; Indianapolis, Ind.**  
Meets in Griffith Block, 34 W. Washington st,  
every Tuesday at 8 P. M.  
Henry Zink, 410 S. Illinois st . . . . . Master  
W. J. Hugo, 45 Ruckle st . . . . . Secretary  
E. J. Kline, 631 N. West st . . . . . Collector  
W. J. Hugo, 45 Ruckle st . . . . . Receiver  
A. H. Reynolds, 81 Gillard ave. Magazine Agent
15. **ST. LAWRENCE; Montreal, Canada.**  
Meets in St. Charles Club Hall 1st and 3rd Tues-  
days  
Chas. McCauley, 77 Mullin st., Pt. St. . . . . Master  
Charles . . . . . Secretary  
Robt. Williamson, 119 Leboe st., Pt. St. . . . . Collector  
Charles . . . . . Receiver  
Jas. Murphy, 63 Richmond st., Pt. St. . . . . Magazine Agent
16. **VIGO; Terre Haute, Ind.**  
Meets in Brotherhood Hall, S. E. cor. Wabash  
ave. and 7th st., 2d and 4th Wednesdays at 7:30  
P. M.  
E. H. Brannan . . . . . Master  
J. F. O'Reilly, 624 N. 5th st . . . . . Secretary  
W. J. Butler, 402 N. 12th st . . . . . Collector  
C. A. Bennett, 1004 N. 9th st . . . . . Receiver  
P. H. Smith, 339 N 12th st . . . . . Magazine Agent
17. **PINE RIDGE; Chadron, Neb.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays.  
H. O. Smith, Box 501 . . . . . Master  
J. E. Platner . . . . . Secretary  
H. M. Cram . . . . . Collector  
H. O. Smith, Box 501 . . . . . Receiver  
J. A. Powers . . . . . Magazine Agent
18. **WEST END; Slater, Mo.**  
Meets in K. of P. Hall every Saturday evening.  
F. G. Klein . . . . . Master  
Jno. Reid, Box 134 . . . . . Secretary  
W. W. Golladay . . . . . Collector  
J. J. Day . . . . . Receiver  
H. W. Redman . . . . . Magazine Agent

**19. TRUCKEE; Wadsworth, Nevada.**

Meets in B. of L. E. and B. of L. F. Hall every Friday at 7 P. M.

Jno Micander . . . . . Master  
G. W. Lindsay . . . . . Secretary  
W. F. Brown . . . . . Collector  
F. R. Fitch . . . . . Receiver  
W. H. Osborn . . . . . Magazine Agent

**20. STUART; Stuart, Iowa.**

Meets in Engineer's Hall every Tuesday at 2:30 P. M.

J. W. Taylor, Box 172 . . . . . Master  
O. R. Conyers, Box 460 . . . . . Secretary  
Grafton Zenor, L. Box 17 . . . . . Collector  
J. L. Williams . . . . . Receiver  
R. B. Hash, Box 391 . . . . . Magazine Agent

**21. INDUSTRIAL; St. Louis, Mo.**

Meets in Haylin's Theatre, S. E. cor. 6th and Walnut sts., 2d and 4th Fridays.

W. G. Canfield, 1422 Clark ave . . . . . Master  
T. B. Victor, 1109 Morrison ave . . . . . Secretary  
Louis Volker, 1008 Park ave . . . . . Collector  
W. A. Murphy, Ellendale, St. Louis . . . . . Receiver  
Edw. Voelker, 816 Souldard st . . . . . Magazine Agent

**22. CENTRAL; Urbana, Ill.**

Meets in I. O. O. F. Hall 2d and 4th Sundays.

F. M. Call . . . . . Master  
Mott Bussey, Box 61 . . . . . Secretary  
W. H. Scroggin, Box 301 . . . . . Collector  
F. M. Call . . . . . Receiver  
W. F. Lewis, Box 324 . . . . . Magazine Agent

**23. PRINCETON; Brookfield, Mo.**

Meets in I. O. O. F. Hall, 1st and 3d Wednesdays at 7:30 P. M.

Joshua Proctor, Box 60 . . . . . Master  
A. S. Lucas, Box 608 . . . . . Secretary  
Jno. Braddock . . . . . Collector  
A. S. Lucas, Box 608 . . . . . Receiver  
J. F. Holland . . . . . Magazine Agent

**24. GREAT WESTERN; Parsons, Kan.**

Meets in Brotherhood Hall, Forest ave, every Wednesday at 1:30 P. M.

J. P. Forbes . . . . . Master  
Bryant Lanham . . . . . Secretary  
Henry Lichesky, 2208 Crawford ave . . . . . Collector  
J. H. Galvin, 1930 Washington st . . . . . Receiver  
Wm. Milne, 2224 W. Washington ave . . . . . Magazine Agent

**25. CONNECTING LINK; Boone, Iowa.**

Meets in Red Men's Hall, cor. 7th and Story sts., 1st and 3d Sundays at 2 P. M.

B. H. Smith, Box 311 . . . . . Master  
M. N. Crane, L. Box 775 . . . . . Secretary  
M. N. Crane, L. Box 775 . . . . . Collector  
A. M. Sourwine . . . . . Receiver  
C. W. Roach . . . . . Magazine Agent

**26. ALPHA; Saraboo, Wis.**

Meets in B. of L. E. Hall, 2d and 4th Mondays.

Henry Wettstein . . . . . Master  
Fred Van Leashout, Box 896 . . . . . Secretary  
W. H. Pobloy . . . . . Collector  
Fred Van Leashout, Box 896 . . . . . Receiver  
Arthur Argyle . . . . . Magazine Agent

**27. HAWKEYE; Cedar Rapids, Iowa.**

Meets in B. of L. F. Hall, 9 2d st., 2d Sunday at 2:30 P. M., and 4th Monday at 7 P. M.

C. H. Wheeler . . . . . Master  
F. A. Hobson, 657th ave . . . . . Secretary  
A. H. McKenzie, 174 B. ave. E . . . . . Collector  
J. L. Jennings, 351 B. ave. W . . . . . Receiver  
C. L. Clark B.C.R. & N. Rd. H. see Magazine Agent

**28. ELKHORN; North Platte, Neb.**

Meets in First National Bank Hall, cor. 5th and Spruce sts, every Sunday at 1:30 P. M.

C. R. DeMott . . . . . Master  
S. H. Donehower, L. Box 402 . . . . . Secretary  
T. A. Duke, Box 173 . . . . . Collector  
W. E. Jackson . . . . . Receiver  
T. E. Morrison, Box 224 . . . . . Magazine Agent

**29. CERO GUERO; Mason City, Iowa.**

Meets in Odd Fellows' Hall, Main st., 1st Monday at 7:30 P. M., and 3d Sunday at 2:30 P. M.

W. R. Rouse, 508 E. Huntley st . . . . . Master  
Max Newbowers, 410 E. Miller st . . . . . Secretary  
Eugene Bowen . . . . . Collector  
Lewis Leitner . . . . . Receiver  
Max Newbowers, 410 E. Miller st . . . . . Mag. Agent

**30. CEDAR VALLEY; Waterloo, Iowa.**

Meets in Select Knights' Hall, Sycamore and 4th sts, 1st and 3d Sundays at 2 P. M.

H. A. Poley . . . . . Master  
R. A. Corson, Box 1154 . . . . . Secretary  
H. B. Doney . . . . . Collector  
R. A. Corson, Box 1154 . . . . . Receiver  
M. F. Whitney . . . . . Magazine Agent

**31. R. E. CENTRE; Atchison, Kansas.**

Meets in Woodman's Hall, cor. 6th and Santa Fe sts, 2d and 4th Sundays at 2 P. M.

F. A. Short, 1417 Atchison st . . . . . Master  
Jno. O'Connor, 1428 Santa Fe st . . . . . Secretary  
Edwin McKeen, 1531 Commercial st . . . . . Collector  
Jno. O'Connor, 1428 Santa Fe st . . . . . Receiver  
F. A. Short, 1417 Atchison st . . . . . Magazine Agent

**32. BORDER; Ellis, Kansas.**

Meets in K. of P. Hall every Sunday at 3 P. M.

Gustave Ebeling, Box 213 . . . . . Master  
G. S. Leisenring, L. Box 355 . . . . . Secretary  
W. M. Griest, L. Box 135 . . . . . Collector  
G. S. Leisenring, L. Box 355 . . . . . Receiver  
J. C. Barnes, Box 218 . . . . . Magazine Agent

**33. SUCCESS; Trenton, Mo.**

Meets in K. P. Hall 1st and 3d Monday afternoons and 2d and 4th Monday evenings.

W. M. Goode . . . . . Master  
G. N. Liston, Box 506 . . . . . Secretary  
G. N. Liston, Box 506 . . . . . Collector  
W. C. Gallup, L. Box 34 . . . . . Receiver  
C. H. Torpey . . . . . Magazine Agent

**34. CLINTON; Clinton, Iowa.**

Meets in Engineers' Hall, 1st and 3d Sundays at 2:30 P. M.

P. J. Coffey, 919 3d st . . . . . Master  
C. E. Potter, 848 Sunnyside ave . . . . . Secretary  
W. N. Smith, 425 8th ave . . . . . Collector  
P. J. Coffey, 919 3d st . . . . . Receiver  
Parker Lillis, 529 9th ave . . . . . Magazine Agent

**35. AMBOY; Amboy, Ill.**

Meets in Engineers' Hall 1st and 3d Monday evenings.

J. D. Mahoney . . . . . Master  
J. B. Eason, Box 457 . . . . . Secretary  
C. H. Perry . . . . . Collector  
J. H. Dick . . . . . Receiver  
Edw. Underwood . . . . . Magazine Agent

**36. TIPPECANOE; Lafayette, Ind.**

Meets in K. P. Hall, Fifth and Columbia sts, at 2 P. M., Sundays.

Chas. Ernst, 164 Salem st . . . . . Master  
T. A. Vaughan, 131 Alabama st . . . . . Secretary  
Chas. Ernst, 164 Salem st . . . . . Collector  
W. R. Johnson, 110 S. 4th st . . . . . Receiver  
Jno. Morrow, L. E. & W. R. R. . . . . Magazine Agent

**37. NEW HOPE; Centralia, Ill.**

Meets in Engineers' Hall, every Wednesday at 7:30 P. M.

A. J. Randall, Box 238 . . . . . Master  
Ferdinand Bauer, Box 206 . . . . . Secretary  
E. S. Adams, Box 314 . . . . . Collector  
W. R. Pixley, Box 548 . . . . . Receiver  
D. A. Smith . . . . . Magazine Agent

**38. AVON; Stratford, Ont.**

Meets in Forrester's Hall 1st and 3d Sundays.

W. H. Whitechurch, Box 318 . . . . . Master  
Jos. Gant, Box 318 . . . . . Secretary  
W. H. Chidley, Box 318 . . . . . Collector  
Robt. McIntosh, Box 318 . . . . . Receiver  
Wm. Stanford, Box 318 . . . . . Magazine Agent

**39. TWIN CITY; Rock Island, Ill.**

Meets in Engineers' Hall, 2d Sunday and 4th Monday.

E. J. Mooney, 26th and Vine sts. . . . . Master  
Daniel Maroney, 2737 8th ave . . . . . Secretary  
G. B. Dodge, 9th ave. and 30th st . . . . . Collector  
J. P. Dolly, 6th ave. and 25th st . . . . . Receiver  
Wm. McElrath, Vine st., bet. 25th and 26th sts . . . . . Mag. Agent

**40. BLOOMING; Bloomington, Ill.**

Meets in Engineers' Hall every Tuesdays at 7:30 P. M.

W. F. Costigan, 714 O'Hara st . . . . . Master  
Chris Baum, 1408 Western ave . . . . . Secretary  
Chris Baum, 1408 Western ave . . . . . Collector  
R. J. McDonald, 712 W. Walnut st . . . . . Receiver  
F. E. DuBois, 509 W. Chestnut st . . . . . Mag. Agent

**41. ONWARD; Dickinson, N. Dakota.**

Meets in Odd Fellows Hall, every Thursday at 8:00 P. M.

H. F. Repke, Box 103 . . . . . Master  
W. J. Breckon, Jr. . . . . Secretary  
J. R. Morrison . . . . . Collector  
Brooks Goodall . . . . . Receiver  
P. J. Needham . . . . . Magazine Agent

**42. ELMO; Madison, Wis.**

Meets in Sharpe's Hall, Keyes' Block, Mifflin st. 2d and 4th Sundays.

C. M. Slightam, 341 W. Wilson st . . . . . Master  
W. J. Parsons, 409 W. Gorham st . . . . . Secretary  
Jno. Harrington, 520 W. Main st . . . . . Collector  
S. E. Alvord, 118 10th st., Milwaukee . . . . . Receiver  
S. E. Alvord, 118 10th st., Milwaukee, Mag. Agent

- 43. ST. JOSEPH; St. Joseph, Mo.**  
Meets in Brockaw's Hall, Eighth and Locust sts., 2d and 4th Thursdays.  
J. E. Shortle, 817 S. 11th st. . . . . Master  
W. E. Sullivan, 2219 S. 6th st. . . . . Secretary  
J. T. Downs, 709 S. 8th st. . . . . Collector  
Jos. Kane, 105 N. 18th st. . . . . Receiver  
E. S. Lynn, 15th and Sacramento sts. Mag. Agent
- 44. F. W. ARNOLD; East St. Louis, Ill.**  
Meets in Geary's Hall, 124 Main st, 1st and 3d Tuesdays, at 7:30 P. M.  
R. H. Stevenson, 14 S. 4th st. . . . . Master  
W. W. Gillis, 739 Collinsville ave. . . . . Secretary  
L. G. Denbach, 1908 E. Grand ave., St. Louis, Mo. . . . . Collector  
T. M. Leonard, 310 Market ave. . . . . Receiver  
W. J. Weick, 402 Victor St. St. Louis, Mo. Magazine Agent
- 45. ROSE CITY; Little Rock, Ark.**  
Meets in O. R. C. Hall, corner Markham and Chester sts., 1st and 3d Sundays at 2:30 P. M., and 2d and 4th Sundays at 7:30 P. M.  
Jno. O'Malley, 1122 North st. . . . . Master  
J. J. Murphy, 206 Cross st. . . . . Secretary  
Mathias Laux, L. Box 2 Union Depot. Collector  
T. P. Homard, 121 Riverside ave. . . . . Receiver  
G. W. Edrington, 1822 W. 7th st. Magazine Agent
- 46. CAPITOL; Springfield, Ill.**  
Meets in Engineers' Hall, 5th st., bet. Monroe and Adams, 1st and 3d Sundays at 2 P. M.  
G. W. Price, 9th and Cass sts. . . . . Master  
A. P. Marsh, 1216 E. Capital ave. . . . . Secretary  
C. F. Sells, 1415 S. 9th st. . . . . Collector  
C. W. Hall, 1604 S. 10th st. . . . . Receiver  
E. A. Watkins, 926 S. 13th st. Magazine Agent
- 47. TRIUMPHANT; Chicago, Ill.**  
Meets in Prosperity Hall, N. E. cor. State and 18th sts, 1st Monday at 8 P. M. and 3d Sunday at 2 P. M.  
W. A. Leonard, 1731 Wabash ave. . . . . Master  
J. W. McIntosh, 9143 Ontario ave., So. Chicago. Secretary  
F. L. Schrader, 1641 Wabash ave. . . . . Collector  
Jno. Glover, 1558 Wabash ave. . . . . Receiver  
F. B. Seyl, 3842 Langley ave. Magazine Agent
- 48. W. F. HYNN; Peoria, Ill.**  
Meets in K. P. Hall, Observatory Building, 2d Saturday at 8 P. M. and 4th Sunday at 2 P. M.  
J. D. Potter, 623 Howette st. . . . . Master  
W. A. McMillan, 206 State st. . . . . Secretary  
W. A. McMillan, 206 State st. . . . . Collector  
D. W. Watt, 617 1st st. . . . . Receiver  
F. P. Railsback, 406 Lincoln ave. Mag. Agent
- 49. J. M. RAYMOND; Decatur, Ill.**  
Meets in Engineers' Hall, 2d and 4th Sundays at 2 P. M.  
Thos Nash, 929 E. North st. . . . . Master  
J. F. Doster, 1145 E. North st. . . . . Secretary  
J. B. Lonnou, 1057 N. Clayton st. . . . . Collector  
A. H. Sutton, 975 N. Water st. . . . . Receiver  
F. W. Marsh, 638 E. Eldorado st. Mag. Agent
- 50. GARDEN CITY; Chicago, Ill.**  
Meets in Brown's Hall, 47th and State sts, 1st Saturday evening and 3d Sunday afternoon.  
Frank Hannahan, 4089 Dearborn st. . . . . Master  
W. E. Briden, 4718 Atlantic st. . . . . Secretary  
G. E. Polk . . . . . Collector  
J. H. Stephens, 5051 Dearborn st. . . . . Receiver  
J. T. Lee, 4404 Armour ave. Magazine Agent
- 51. FRISCO; North Springfield, Mo.**  
Meets in Engineers' and Firemen's Hall, Commercial st., every Wednesday at 2:30 P. M.  
F. E. Gano, 1934 N. Roberson ave. . . . . Master  
B. C. Reddick, 1602 Florence st. . . . . Secretary  
W. H. Hulse, 1153 Thomas st. . . . . Collector  
H. F. Hill, 1104 Blaine st. . . . . Receiver  
S. C. Marcroft, 1307 Lyon st. Station A. Springfield. Magazine Agent
- 52. GOOD WILL; Logansport, Ind.**  
Meets in Firemen's Hall, N. E. cor. Fourth and Market sts., 1st and 3d Sundays.  
J. J. Fitzgerald, Washington st. . . . . Master  
F. P. Jackson, 631 Lyndon ave. . . . . Secretary  
Jno. Rombolt, 106 Osage st. . . . . Collector  
F. P. Beam, 325 Miami st. . . . . Receiver  
F. P. Jackson, 631 Lyndon ave. Magazine Agent
- 53. EMPORIA; Emporia, Kansas.**  
Meets in Federation Hall, cor. 3d ave and West sts., 1st and 3d Mondays at 1:30 P. M.  
F. E. Maier, 325 West st. . . . . Master  
O. T. Pearce, 332 Constitution st. . . . . Secretary  
I. M. Hadley, 332 Constitution st. . . . . Collector  
S. A. Doty, 302 West st. . . . . Receiver  
E. S. Pearce, 332 Constitution st. Magazine Agent
- 54. ANCHOR; Moberly, Mo.**  
Meets in Engineers' Hall, cor 5th and Reed sts., every Tuesday evening.  
Frank Fitzpatrick, 333 N. Clark st. . . . . Master  
Eugene Shedd, L. Box 1442 . . . . . Secretary  
Max Owen, 438 E. Rollins st. . . . . Collector  
G. N. Cornell, 311 Hagood st. . . . . Receiver  
J. J. Cain, 334 N. Williams st. Magazine Agent
- 55. BLUFF CITY; Memphis, Tenn.**  
Meets in K. P. Hall, 1st and 3d Monday evenings.  
P. M. Ford, 93 Alabama st. . . . . Master  
L. J. Lucke, 237 Greenlaw st. . . . . Secretary  
Edw. Pacey, L. & N. R. R. shops. . . . . Collector  
L. J. Lucke, 237 Greenlaw st. . . . . Receiver  
Michael Cady, 510 Bender st. Magazine Agent
- 56. BANNER; Stanberry, Mo.**  
Meets in B. of L. E. Hall, every Saturday evening.  
T. B. Cambron . . . . . Master  
Thos. Sanford, Box 44 . . . . . Secretary  
Nealy Stamper . . . . . Collector  
T. B. Cambron . . . . . Receiver  
J. S. McLaughlin. Magazine Agent
- 57. BOSTON; Boston, Mass.**  
Meets in Rathbun Hall, 604 Washington st., 2d and 4th Sundays at 10:30 A. M.  
J. E. Gorbham, South Braintree Plain. . . . . Master  
L. M. Howard, 45 Everett st., Jamaica Plain. . . . . Secretary  
J. E. Gorbham, South Braintree. . . . . Collector  
C. P. Shufelt, 11 Sarsted st. . . . . Receiver  
G. W. Dunlap, Cooks Ct., Mattapan. Mag. Agent
- 58. SACRAMENTO; Rocklin, Cal.**  
Meets in Masonic Hall, every Monday and Thursday.  
J. H. Penney . . . . . Master  
W. B. Morton, Box 2 . . . . . Secretary  
A. R. Walther . . . . . Collector  
A. E. Harter . . . . . Receiver  
H. W. Noethig, Box 2. Magazine Agent
- 59. ROYAL GORGE; Pueblo, Colo.**  
Meets in B. of L. F. Hall, cor. D st. and Union ave., every Monday at 7:30 P. M.  
E. S. Miller, 732 Miller st. . . . . Master  
P. B. Bradford 37 Block X . . . . . Secretary  
C. E. Blackburn, 29 Block O. . . . . Collector  
J. F. Garrett, 7 Terrace View . . . . . Receiver  
J. K. Allen. Magazine Agent
- 60. UNITED; Philadelphia, Pa.**  
Meets in Dover Hall, 2204 Marshall st., 1st and 3d Saturday evenings.  
W. J. Rogers, 4744 Main st, Germantown, Philadelphia. . . . . Master  
J. H. Mohr, 2312 Fawn st. . . . . Secretary  
Jas. Wertz, 3420 York Road . . . . . Collector  
B. F. Pettit, 1727 N. 9th st. . . . . Receiver  
B. F. Pettit, 1727 N. 9th st. Magazine Agent
- 61. MINNEHAHA; St. Paul, Minn.**  
Meets in Druid's Hall, cor. Seventh and Jackson sts., 2d and 4th Sundays at 2 P. M.  
J. F. Driscoll, 180 Penna ave. . . . . Master  
F. W. Ferguson, 1029 Front st. . . . . Secretary  
J. V. Piper, 107 Sycamore st. . . . . Collector  
T. T. Hart, 709 Tuscarora ave. . . . . Receiver  
Jos. Kellow, 605 Mississippi st. Magazine Agent
- 62. VANBERGEN; Carbondale, Pa.**  
Meets in Odd Fellows' Hall, 2d and 4th Sundays at 2 P. M.  
E. F. Atkinson, 122 Belmont st. . . . . Master  
G. P. Berry, 83 Park st. . . . . Secretary  
J. E. McCawley, 30 River st. . . . . Collector  
W. H. Brockshire, 51 Garfield ave. . . . . Receiver  
G. P. Berry, 83 Park st. Magazine Agent
- 63. HERCULES; Danville, Ill.**  
Meets in K. of H. Hall, over N. E. cor. Main and Walnut sts., 1st and 3d Sundays at 2:30 P. M.  
W. J. Harter, 720 Wellington st. . . . . Master  
E. E. Partlow, Box 927 . . . . . Secretary  
Fred Krauel . . . . . Collector  
W. J. Harter, 720 Wellington st. . . . . Receiver  
F. J. Lorenz, 421 Short st. Magazine Agent
- 64. SIOUX; Sioux City, Iowa.**  
Meets in Lyons Hall, 418 Pearl st., 2d and 4th Sundays at 2:30 P. M.  
J. N. Barber, 609 Lafayette st. . . . . Master  
T. F. Dolan, 2013 3d st. . . . . Secretary  
F. J. Anderson, 511 Wall st. . . . . Collector  
T. F. Dolan, 2013 3d st. . . . . Receiver  
M. J. Mangin, 1516 E 7th st. Magazine Agent



- 65. FORT RIDGELY; Waseca, Minn.**  
Meets in Engineers' Hall, 1st and 3d Sundays.  
Wm. Carroll . . . . . Master  
E. R. Holbrook . . . . . Secretary  
Ira Blowers . . . . . Collector  
Jas. Hockenbuhl . . . . . Receiver  
E. G. Face . . . . . Magazine Agent
- 66. CHALLENGE; Belleville, Ontario.**  
Meets in B. of L. E. Hall, Station st., 2d and 4th Sundays.  
Thos. Marshall, Jr., Belleville Station . . . . . Master  
Wm. Andrews, Belleville Station . . . . . Secretary  
M. A. Bonisteel, Belleville Station . . . . . Collector  
W. J. Logue, Belleville Station . . . . . Receiver  
J. W. Barlow, G. T. Ry. P. O. . . . . Magazine Agent
- 67. DOMINION; Toronto, Canada.**  
Meets in I. O. O. F. Hall, cor. Queen st and Spadine ave., 2d and 4th Sundays at 2:30 P. M.  
Jno Lee, 21 Robinson st . . . . . Master  
Thos. Hueston, 157 Euclid ave . . . . . Secretary  
Philip Richardson, 30 Stafford st . . . . . Collector  
Jas. Pratt, 172 Huron st . . . . . Receiver  
Frederick Fox, 342 Adelaide st, W. . . . . Magazine Agent
- 68. LAU CLAIRE; Altoona, Wis.**  
Meets in Fireman's Hall, 2d and 4th Sundays.  
J. F. Powell . . . . . Master  
Wm. McLyman . . . . . Secretary  
Jno Morgan . . . . . Collector  
Stanley Ives . . . . . Receiver  
Wm. McLyman . . . . . Magazine Agent
- 69. ISLAND CITY; Brockville, Ontario.**  
Meets in Merrill's Hall every Tuesday at 7:30 P. M.  
W. J. Dowell, Box 183 . . . . . Master  
Chas. Brownlow . . . . . Secretary  
Alexander Wood . . . . . Collector  
W. J. Dowell, Box 183 . . . . . Receiver  
J. B. Hislop, Box 620 . . . . . Magazine Agent
- 70. LONE STAR; Longview, Texas.**  
Meets in K. of P. Hall every Saturday at 7:30 P. M.  
Harry Finnegan, Box 141 . . . . . Master  
Drura Vandewater, Box 208 . . . . . Secretary  
L. D. Oden, Box 203 . . . . . Collector  
Harry Finnegan, Box 141 . . . . . Receiver  
Jno. Fogarty . . . . . Magazine Agent
- 71. NUNQUEHANNA; Oneonta, N. Y.**  
Meets in Odd Fellows' Hall 2d and 4th Mondays at 7:30 P. M.  
F. A. Yorkey, 178 Main st . . . . . Master  
W. P. Emery, 66 1/2 Delts st . . . . . Secretary  
J. N. Stone, 4 Fairview st . . . . . Collector  
Jas. Walters, 9 Baker st . . . . . Receiver  
J. J. Carr, 25 Fairview st . . . . . Magazine Agent
- 72. WELCOME; Camden, N. J.**  
Meets 2d and Taylor ave., 2d and 4th Sundays  
F. A. Potts, 643 Clinton st. . . . . Master  
Jno Colton, 412 S. 6th st. . . . . Secretary  
G. W. Tash, 529 S. 3d st. . . . . Collector  
Jno Colton, 412 S. 6th st. . . . . Receiver  
G. W. Tash, 529 S. 3d st. . . . . Magazine Agent
- 73. BAY STATE; Worcester, Mass.**  
Meets at Commonwealth Hall, 566 Main st., 2d and 4th Sundays at 1 P. M.  
L. D. Chaffin, 38 Cutler st. . . . . Master  
Thos. Loynd, 8 Glenwood st. . . . . Secretary  
A. N. Hoyt, 2 Davis Court. . . . . Collector  
Thos. Loynd, 8 Glenwood st. . . . . Receiver  
G. P. Newton, 6 Penn ave . . . . . Magazine Agent
- 74. KANSAS CITY; Argentine, Kan.**  
Meets in Noke Opera House, Silver ave., bet. 1st and 2d sts., 2d and 4th Sundays at 2 P. M.  
Henry Best . . . . . Master  
R. W. Bidwell . . . . . Secretary  
Anton Vogel . . . . . Collector  
O. F. Dewey . . . . . Receiver  
Thos. Donohue, Box 421 . . . . . Magazine Agent
- 75. ENTERPRISE; Philadelphia, Pa.**  
Meets in Rodgers' Hall, 4118 Lancaster ave., alternate Sunday afternoons.  
W. A. Whitman, 898 Belmont ave., West Philadelphia . . . . . Master  
J. L. Strouse, 3305 Rockland st., West Philadelphia . . . . . Secretary  
D. S. Moore, 661 N. 37th st., West Philadelphia . . . . . Collector  
J. S. Hemphill, 763 N. 38th st., West Philadelphia . . . . . Receiver  
D. S. Moore, 661 N. 37th st., West Philadelphia . . . . . Magazine Agent
- 76. NEW ERA; Willmar, Minn.**  
Meets in I. O. O. F. Hall 1st and 3d Sundays.  
W. E. McLaughlin . . . . . Master  
Albert Baldwin . . . . . Secretary  
Nels Larson . . . . . Collector  
Gunder Osmundson, Box 454 . . . . . Receiver  
Alfred Larsen, Box 34 . . . . . Magazine Agent
- 77. ROCKY MOUNTAIN; Denver, Colo.**  
Meets at 3804 Market st., every Thursday at 7:30 P. M.  
F. H. Lehman, 3931 Franklin st. . . . . Master  
W. F. Brundage, 1216 Larimer st. . . . . Secretary  
S. L. Kanaga, 3362 Market st. . . . . Collector  
W. F. Brundage, 1216 Larimer st. . . . . Receiver  
S. L. Kanaga, 3362 Market st. . . . . Magazine Agent
- 78. GOLDEN EAGLE; Sedalia, Mo.**  
Meets in Hart's Hall, E. 3d st., every Tuesday at 7:30 P. M.  
Sam'l Bowser, 1113 E. 5th st. . . . . Master  
L. B. Alsopach, 1307 E. 4th st. . . . . Secretary  
Sam'l Bowser, 1113 E. 5th st. . . . . Collector  
W. O. Webster, 1206 E. 3d st. . . . . Receiver  
J. P. Baty, 1700 E. 4th st. . . . . Magazine Agent
- 79. J. M. DODGE; Boodhouse, Ill.**  
Meets in K. of P. Hall, Worcester Building, every Monday at 2:00 P. M.  
C. A. Sheppard . . . . . Master  
C. A. Hannaford, Box 347 . . . . . Secretary  
Albert Banks . . . . . Collector  
Dan'l Stultz . . . . . Receiver  
Alonso Griffin, Box 366 . . . . . Magazine Agent
- 80. SELF HELP; Aurora, Ill.**  
Meets in B. of L. E. and F. Hall, 19 Broadway, every 2d Sunday.  
J. S. Slick, 462 Sexton st. . . . . Master  
W. H. Roe, 280 S Broadway . . . . . Secretary  
C. H. Kelley, 444 2d ave . . . . . Collector  
C. O. Spencer, 706 S. Lake st. . . . . Receiver  
W. H. Roe, 280 S. Broadway . . . . . Magazine Agent
- 81. PINE CITY; Staples, Minn.**  
Meets in Miller's Hall, 2d and 4th Sundays.  
Jas. Riley . . . . . Master  
P. F. McDonnell, Box 47 . . . . . Secretary  
Jacob Everhart . . . . . Collector  
G. H. Littlemore, Box 181 . . . . . Receiver  
J. H. Greenhalgh, Box 95 . . . . . Magazine Agent
- 82. NORTHWESTERN; Minneapolis, Minn.**  
Meets in Lodge Parlors 1st and 3d Sunday afternoons.  
E. B. Mayo, 906 Fremont ave. N. . . . . Master  
W. E. Richmond, 820 N. Girard ave. . . . . Secretary  
E. B. Mayo, 906 Fremont ave N. . . . . Collector  
W. E. Richmond, 820 N. Girard ave. . . . . Receiver  
Edw. Sheasgreen, 2025 Emersonave. N. . . . . Magazine Agent
- 83. TRINITY; Fort Worth, Texas.**  
Meets in B. of L. F. Hall, So. Rusk st., every Wednesday at 8 P. M.  
S. M. Dunaway, 1014 W. Dagget ave . . . . . Master  
Jacob Weeman, cor. Cal houn and Elizabeth sts. . . . . Secretary  
I. M. Dean, 801 Crawford st . . . . . Collector  
I. M. Dean, 801 Crawford st . . . . . Receiver  
Burk Michael, Clarendon . . . . . Magazine Agent
- 84. CALHOUN; Rattle Creek, Mich.**  
Meets in B. of L. E. Hall, 2d and 4th Sunday afternoons and 1st Monday evening.  
E. A. Ratcliff, 111 Green st. . . . . Master  
J. D. Peppers, 84 Beach st. . . . . Secretary  
D. L. Munsell, 76 Mary st . . . . . Collector  
Jno. Tighe, 79 Hart st . . . . . Receiver  
E. J. Roach, 36 Lansing ave . . . . . Magazine Agent
- 85. FARGO; Fargo, N. Dakota.**  
Meets in G. A. R. Hall 2d and 4th Tuesdays at 7:30 P. M.  
Paul Boleyn, 15 9th at S. . . . . Master  
C. H. Sheppard, 1540 Front st. . . . . Secretary  
Silas Zwright, Arlington Hotel . . . . . Collector  
L. G. Snyder, cor. 16th st. and 1st ave. S. Receiver  
N. A. Nielsen, 1421 3d ave. N. . . . . Magazine Agent
- 86. BLACK HILLS; Laramie, Wyoming.**  
Meets in G. A. R. Hall, cor. 2d and Garfield sts., every Friday evening.  
Thos. Lynott, Box 111 . . . . . Master  
W. N. Roth, 806 3d st . . . . . Secretary  
W. P. Davis . . . . . Collector  
Edw. McBroom, 7125th st . . . . . Receiver  
C. A. Anderson, 338 W. Grand ave. . . . . Mag. Agent

- 87. SUMMIT; Rawlins, Wyoming.**  
Meets in I.O.O.F. Hall 1st and 3d Thursdays.  
J. O. Quinn . . . . . Master  
Henry O'Donnell, L. Box 159 . . . . . Secretary  
Jas. Weightman . . . . . Collector  
G. W. McNair . . . . . Receiver  
P. H. Daley . . . . . Magazine Agent
- 88. MORNING STAR; Evanston, Wyoming.**  
Meets in K. P. Hall, every Saturday at 2 P. M.  
H. J. Cramer, L. Box 2 . . . . . Master  
T. H. Hollingsworth, L. Box 212 . . . . . Secretary  
Amenzo Graves, Box 156 . . . . . Collector  
J. J. Harrop, L. Box 48 . . . . . Receiver  
Fred Clement . . . . . Magazine Agent
- 89. CHERAW; Selma, Ala.**  
Meets in Elks Hall, cor. Broad and Alabama sts. Thursdays evenings.  
E. L. Cranford, 321 Selma and St. Ann sts. . . . . Master  
P. C. Tynan, 129 Water st. . . . . Secretary  
B. O. Harris, 310 Alabama st. . . . . Collector  
E. L. Cranford, 321 Selma and St. Ann sts. . . . . Receiver  
P. C. Tynan, 129 Water st. . . . . Magazine Agent
- 90. SAN DIEGO; Los Angeles, Cal.**  
Meets in McDonald's Hall, 127 N. Main st, alternate Saturdays at 7:30 P. M.  
Wm. Fleming, 417 Amelia st. . . . . Master  
J. H. Hayes, 626 Stephenson ave. . . . . Secretary  
C. E. Rhodes, 220 N. Cummings st., Boyle Heights . . . . . Collector  
J. T. Higgins, 808 E. 3d st. . . . . Receiver  
R. O. Quackenbush, 1821 E. 3d st. . . . . Magazine Agent
- 91. GOLDEN GATE; San Francisco, Cal.**  
Meets in Champion Hall, corner Valencia and 16th sts every Monday at 8 P. M.  
C. E. Bradley, 249 Washington st., San Jose . . . . . Master  
J. R. Cassidy, 1723 San Carlos st., bet. 18th and 19th sts. . . . . Secretary  
Nelson Barton, 111 16th st. . . . . Collector  
W. S. Johnson, 135 16th st. . . . . Receiver  
W. M. Flack, 2309 Polson st. . . . . Magazine Agent
- 92. FRONTIER CITY; Owego, N. Y.**  
Meets in Jefferson Hall, 2d and 4th Sundays.  
Frank Welch, 211 W. 8th st. . . . . Master  
J. E. Dowd, 59 W. 9th and Utica sts. . . . . Secretary  
Jas. Whalen, 290 W. 7th st. . . . . Collector  
Jas. Whalen, 290 W. 7th st. . . . . Receiver  
Geo. Cole, 111 W. Liberty st. . . . . Magazine Agent
- 93. GATE CITY; Keokuk, Iowa.**  
Meets in Engineer's Hall, 2d So. Third st. 2d and 4th Sundays at 7:30 P. M.  
Andrew Malum, Walsh . . . . . Master  
Jno. Stanley, Box 18, Walsh . . . . . Secretary  
Laurence Walsh, Walsh . . . . . Collector  
Henry Montgomery, 222 Exchange st. . . . . Receiver  
Jno Stanley, Box 19, Walsh . . . . . Magazine Agent
- 94. CACTUS; Tucson, Arizona.**  
Meets in Masonic Hall every Monday at 1:30 P. M.  
H. F. Michels, Box 504 . . . . . Master  
R. W. Anderson, Box 218 . . . . . Secretary  
H. H. Dockham, Box 504 . . . . . Collector  
F. G. Church, Box 504 . . . . . Receiver  
W. Barnett, Box 504 . . . . . Magazine Agent
- 95. CHICAGO; Chicago, Ill.**  
Meets in Concordia Hall, 237 Milwaukee ave., 2d Tuesday at 7:30 P. M. and 4th Sunday at 9 A. M.  
Edw. Seavert, 213 W. Indiana st. . . . . Master  
L. H. Evans, 456 W. Adams st. . . . . Secretary  
E. O. Moody, Chicago ave. and Halsted st. . . . . Collector  
D. M. Leavitt, 70 Central Park ave. . . . . Receiver  
J. J. Keveny, 174 N. Halstead st. . . . . Magazine Agent
- 96. ALEXIA; Wellsville, Ohio.**  
Meets in Engineers' Hall, Main st, 1st and 3d Sundays.  
A. B. Arkew, Box 695 . . . . . Master  
Chas. Maley, Box 810 . . . . . Secretary  
Chas. Maley, Box 810 . . . . . Collector  
O. H. Kelly . . . . . Receiver  
L. P. Satow . . . . . Magazine Agent
- 97. ORANGE GROVE; Los Angeles, Cal.**  
Meets in B. of L. F. Hall, cor. Leroy and New Main sts., every Friday at 8 P. M.  
C. M. Warner, 199 Sotello st. . . . . Master  
H. C. Forsyth, 122 R. R. st. . . . . Secretary  
A. A. Elliott . . . . . Collector  
H. F. Bell, 902 Buena Vista st. . . . . Receiver  
J. A. Fenton, 1440 San Fernando st. . . . . Mag. Agent
- 98. PERSERVERANCE; Terrace, Utah.**  
Meets in Engineers' Hall every Wednesday evening.  
L. F. Zimmerman . . . . . Master  
R. P. Moffett, Box 24 . . . . . Secretary  
F. J. Berryessa . . . . . Collector  
R. P. Moffett, Box 24 . . . . . Receiver  
Hyrum Ohlson . . . . . Magazine Agent
- 99. ROCHESTER; Rochester, N. Y.**  
Meets in B. of L. E. Hall, over 88 State st., 1st and 3d Tuesday evenings.  
E. E. Pruyn, 41 First ave. . . . . Master  
W. P. Couch, 24 Thompson ave. . . . . Secretary  
W. N. Kingsley, 71 Hayward ave. . . . . Collector  
G. N. Kingsley, 71 Hayward ave. . . . . Receiver  
H. H. Meyers, 211 N. Goodman st. . . . . Mag. Agent
- 100. ADAIR; Bowling Green, Ky.**  
Meets in Wright's Hall cor. Main and Adams sts. every Monday at 2:30 P. M.  
S. F. Price, 437 Church st. . . . . Master  
T. H. Glenn, 220 10th st. . . . . Secretary  
W. D. Perry, 282 6th st. . . . . Collector  
Harold Porter, 1149 Adams st. . . . . Receiver  
R. C. Johnson, 232 6th st. . . . . Magazine Agent
- 101. ADMIRATION; Buffalo, N. Y.**  
Meets in Burgard's Hall, East Buffalo, every Thursday at 8 P. M.  
Edw. Cooke, 103 Sumner ave., E. Buffalo . . . . . Master  
Robt. Fowler, 182 May st. E. Buffalo . . . . . Secretary  
Frank McKnight, 108 Fay st., E. Buffalo . . . . . Collector  
J. G. Smith, 69½ St. Joseph ave., E. Buffalo, . . . . . Receiver  
W. M. Ellis, 109 May st., E. Buffalo . . . . . Mag. Agent
- 102. CONFIDENCE; West Des Moines, Iowa.**  
Meets in Flynn's Hall, cor. 7th and Locust sts., Des Moines, alternate Sundays.  
C. M. Krull, 1019 E. Center st., Des Moines . . . . . Master  
Wm. Beese, 1457 E. Court ave., Des Moines . . . . . Secretary  
Albert Brown, 802 E. Elm st, East Des Moines . . . . . Collector  
A. W. Conner, 503 8th st., Des Moines . . . . . Receiver  
Jos. Krissinger, Jr., 1005 E. Maple st., Des Moines . . . . . Magazine Agent
- 103. FALLS CITY; Louisville, Ky.**  
Meets in Colgan's Hall, cor. 10th and Walnut sts., every Thursday.  
Fred St. John, Y.M.C.A., 1023 W. Broadway . . . . . Master  
Patrick Filburn, 1415 W. Broadway . . . . . Secretary  
Gottlieb Kundingger, 1428 12th st. . . . . Collector  
Patrick Filburn, 1415 W. Broadway . . . . . Receiver  
Henry Blume, Scottsburg, Ind. . . . . Magazine Agent
- 104. "OLD KENTUCKY;" Ludlow, Ky.**  
Meets in Odd Fellows Hall, 1st and 3d Fridays at 7:30 P. M.  
H. E. Jorden . . . . . Master  
Jas. Quinn . . . . . Secretary  
Chas. Heimburger, Box 151 . . . . . Collector  
E. A. Fleming, Box 82 . . . . . Receiver  
Michael Cooney, Jr., W. Covington . . . . . Mag. Agent
- 105. PROGRESS; Chillicothe, Ill.**  
Meets in Dougherty's Hall, 1st and 3d Mondays and 2d and 4th Tuesdays at 8 P. M.  
S. P. Bourne, N. Chillicothe . . . . . Master  
A. G. Gillen, N. Chillicothe . . . . . Secretary  
S. P. Bourne, N. Chillicothe . . . . . Collector  
Fred Cornell, N. Chillicothe . . . . . Receiver  
R. E. Lawrence, N. Chillicothe, Magazine Agent
- 106. KEY CITY; Dubuque, Iowa.**  
Meets in Dorf's Hall, 19th and Jackson sts., 2d and 4th Tuesday evenings.  
C. E. Redmond, cor 15th and Clay sts. . . . . Master  
Martin Boelyn, C. M. & St. P. shops . . . . . Secretary  
Sam Schaner, Box 46 E. Dubuque . . . . . Collector  
O. B. Ridgeway, 1615 Elm st. . . . . Receiver  
A. S. Graham, 446 Rhomborg ave, Magazine Agent
- 107. ECLIPSE; Gallon, Ohio.**  
Meets in B. of R. T. Hall, every Wednesday evening.  
P. D. Greig, Box 677 . . . . . Master  
C. G. Douglas, Box 644 . . . . . Secretary  
W. A. Townsend . . . . . Collector  
H. U. Grenolds, Box 55 . . . . . Receiver  
F. P. Motingr-r, Box 155 . . . . . Magazine Agent
- 108. PIONEER; Chama, New Mexico.**  
Meets in Pioneer Hall, 1st and 3d Thursdays at 7 P. M.  
J. C. Basher, Box 40 . . . . . Master  
J. W. Hopper, L. Box 7 . . . . . Secretary  
Jno. Reddington . . . . . Collector  
J. M. Hayden . . . . . Receiver  
V. L. Coulson . . . . . Magazine Agent

**PEACE; St. Louis, Mo.**

Meets in Summit Hall, Ewing ave and Market st., 2d and 4th Mondays at 7:30 P. M.  
 Jno. Woods, 7516 O'Reilly ave, So. St. . . . . Master  
 Louis . . . . . Secretary  
 Benj. Stych, 3138 Rutger st. . . . . Collector  
 W. J. Pourcille, 2949 Clark ave . . . . . Receiver  
 G. A. La Bee, 8219 S Broadway . . . . . Magazine Agent  
 G. H. Baird, 3009 Rutger st. . . . .

**OLD GUARD; Bucyrus, Ohio.**

Meets in Engineers' Hall 2d and 4th Sundays.  
 Wm. Fitzmaurice, 633 E. Rensslear st. . . . . Master  
 B. A. Huson, 623 E. Rensslear st. . . . . Secretary  
 G. L. Hutchison, 665 E. Rensslear st. . . . . Collector  
 T. E. Lowry, 341 cor. Wiley and Charles sts. . . . . Receiver  
 B. A. Huson, 623 Rensslear st. . . . . Magazine Agent

**BEACON; Mattoon, Ill.**

Meets in K. of L. Hall, Sundays at 1:30 P. M.  
 S. E. Callahan, 69 Champaign st. . . . . Master  
 W. P. Fitzgerald, 102 E. Broadway . . . . . Secretary  
 S. E. Callahan, 69 Champaign st. . . . . Collector  
 A. E. Marshall, 74 Richmond st. . . . . Receiver  
 Lee Sommer . . . . . Magazine Agent

**EVENING STAR; Howell Sta., Evansville, Ind.**

Meets in Weason's Hall, 2d and 4th Sundays at 1:30 P. M.  
 W. R. Crowder . . . . . Master  
 G. T. Colvin, care Jacob Rettig, cor. Law ave. and Upper Mountain Road . . . . . Secretary  
 M. J. Riethmann . . . . . Collector  
 J. C. Foster, 507 N. 6th st., East St. . . . . Receiver  
 Louis, Ill. . . . . Magazine Agent

**CLARK-KIMBALL; Pocatello, Idaho.**

Meets in Masonic Hall every Monday at 7:30 P. M.  
 Peter Durham . . . . . Master  
 J. F. Holloway, Box 165 . . . . . Secretary  
 W. H. Zeltzer, Box 162 . . . . . Collector  
 S. G. Doane, Box 84 . . . . . Receiver  
 H. F. Best . . . . . Magazine Agent

**BLACK HAWK; Keithsburg, Ill.**

Meets in Mason Hall, 4th and Washington sts., 1st and 3d Sundays.  
 Dan'l Hammond . . . . . Master  
 Ellsworth Newell, L. Box 39 . . . . . Secretary  
 Ellsworth Newell, L. Box 39 . . . . . Collector  
 W. E. Burch . . . . . Receiver  
 F. E. Cole . . . . . Magazine Agent

**GULF CITY; Galveston, Texas.**

Meets in Legion of Honor Hall, 3d floor, 22 Mechanic st., n. w. cor., 1st and 3d Wednesdays.  
 H. L. Briggs, 8th and Mechanic st. . . . . Master  
 E. W. Boddeker, 910 ave I . . . . . Secretary  
 C. H. Hawkins, 37th st and Ave H . . . . . Collector  
 Fred. Oehlert, ave N. bet. 31st and 32d sts. . . . . Receiver  
 E. W. Boddeker, 910 ave. I . . . . . Magazine Agent

**ST. CLAIR; Fort Gratiot, Mich.**

Meets in Engineers' Hall 1st and 3d Sundays at 1:30 P. M.  
 Jno. Gould . . . . . Master  
 U. G. Miller, Box 197 . . . . . Secretary  
 R. B. Wilson . . . . . Collector  
 E. G. Hubbard, Box 127 . . . . . Receiver  
 C. E. Topp . . . . . Magazine Agent

**BEAVER; London, Ontario.**

Meets in K. P. Hall, cor. Dundas and Clarence sts., 2d and 4th Sundays.  
 Geo. Thody, 724 King st. . . . . Master  
 E. R. Atkins, 238 Clarence st. . . . . Secretary  
 A. G. McHarg, 579 Horton st. . . . . Collector  
 Wm. Kermath, 560 Grey st. . . . . Receiver  
 Wm. Kermath, 560 Grey st. . . . . Magazine Agent

**STAR OF THE EAST; Richmond, Quebec.**

Meets in McMorine's Hall, Main st., 1st Sunday and 3d Wednesday.  
 G. A. Pye, Melbourne . . . . . Master  
 J. E. Linahen . . . . . Secretary  
 J. E. Linahen . . . . . Collector  
 Jno. Kelly . . . . . Receiver  
 Wm. Fletcher, Box 113, Richmond Station . . . . . Magazine Agent

**COLONIAL; River du Loup, Quebec.**

Meets in English School, River du Loup Station, 2d and 4th Sundays.  
 Timothy Brule, River du Loup Station, Master  
 L. D. Poulin, River du Loup Station, Secretary  
 L. D. Poulin, River du Loup Station, Collector  
 C. J. Levesque, River du Loup Station, Receiver  
 Felix Gagnon, River du Loup Station. . . . . Magazine Agent

**120. FORTUNE; Syracuse, N. Y.**

Meets in B. of L. E. Hall, cor. Seymore and Oswego sts., Wednesdays at 7:30 P. M.  
 Wm. Houston, 107 Oswego st. . . . . Master  
 Jno. Martin, 465 Shonnard st. . . . . Secretary  
 L. G. Rousson, 101 Bertha Place . . . . . Collector  
 Isaac Gilbo, 138 Richmond ave . . . . . Receiver  
 Jno. Martin, 465 Shonnard st. . . . . Magazine Agent

**121. FELLOWSHIP; Corning, N. Y.**

Meets in Engineers' Hall, Grifpin Block, Market st., 1st and 3d Sundays at 3 P. M.  
 C. S. Wilson, Wall st. . . . . Master  
 J. L. Krebs, 22 W. 4th st. . . . . Secretary  
 J. L. Krebs, 22 W. 4th st. . . . . Collector  
 E. E. Everts, 87 Mill st. . . . . Receiver  
 W. L. Carson, 321 E. Market st. . . . . Magazine Agent

**122. FEDERATION; Pana, Ill.**

Meets in I. O. O. F. Hall 2nd and 4th Sundays.  
 Wm. Wolf . . . . . Master  
 W. E. Gray, L. Box 306 . . . . . Secretary  
 Wm. Wolf . . . . . Collector  
 W. E. Gray, L. Box 306 . . . . . Receiver  
 Wm. Cruthers . . . . . Magazine Agent

**123. OVERLAND; Omaha, Neb.**

Meets in Redman's Hall, 1623 Farnham st., 2d and 4th Wednesday at 8 P. M.  
 G. W. Carr, 1014 S. 11th st. . . . . Master  
 B. H. Winkelman, 1204 S. 9th st. . . . . Secretary  
 C. H. Forster, 1540 S. 17th st. . . . . Collector  
 Jno. Nilsson, 1018 S. 11th st. . . . . Receiver  
 B. H. Winkelman, 1204 S. 9th st. . . . . Magazine Agent

**124. PILOT; Perry, Iowa.**

Meets in Red Men's Hall, 2d and 4th Monday evenings, at 7:30 P. M.  
 W. B. Howe, Box 153 . . . . . Master  
 W. H. Gilroy, Box 339 . . . . . Secretary  
 J. E. Banyard, Box 267 . . . . . Collector  
 Oscar Woods . . . . . Receiver  
 W. F. Bower, Box 404 . . . . . Magazine Agent

**125. GUIDE; Marshalltown, Iowa.**

Meets in I. O. O. F. Hall, 126 E. Main st., 2d and 4th Sunday afternoons.  
 S. S. Swanson, 111 S. 3d ave. . . . . Master  
 J. N. Hunt, 206 W. Rail Road st. . . . . Secretary  
 S. S. Swanson, 111 S. 3d ave. . . . . Collector  
 W. A. Holmes, 207 W. Boone st. . . . . Receiver  
 W. A. Holmes, 207 W. Boone st. . . . . Magazine Agent

**126. COMET; Austin, Minn.**

Meets in B. of L. E. Hall, 1st and 3d Mondays and 2d and 4th Sundays.  
 J. D. Sharrah . . . . . Master  
 Wm. Ryan . . . . . Secretary  
 J. C. Erickson . . . . . Collector  
 W. H. Teeter . . . . . Receiver  
 J. C. Erickson . . . . . Magazine Agent

**127. NORTHERN LIGHT; Winnipeg, Manitoba.**

Meets in K. P. Hall, Clement Block, Main st., 1st Tuesdays and 3d Wednesdays.  
 H. A. English, 524 Rose st. . . . . Master  
 Paul Elcombe, 571 7th ave N . . . . . Secretary  
 Harry Wise, 636 McWilliams st . . . . . Collector  
 E. M. Sawyer, 625 7th ave. N . . . . . Receiver  
 U. H. H. Goodwin, 496 Logan ave. . . . . Mag. Agent

**128. LANDMARK; Glendive, Montana.**

Meets in Masonic Hall, every Tuesday evening.  
 B. P. Johnson . . . . . Master  
 S. N. Van Blaricom, Forsyth . . . . . Secretary  
 S. N. Van Blaricom, Forsyth . . . . . Collector  
 Jas. McKenzie, Forsyth . . . . . Receiver  
 T. G. Sorenson, Forsyth . . . . . Magazine Agent

**129. MINERAL KING; Mecanaba, Mich.**

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.  
 Coleman Nee . . . . . Master  
 C. J. Dady, Box 452 . . . . . Secretary  
 M. A. Berrigan, 819 Ludington st. . . . . Collector  
 H. C. Gibbs, 425 Campbell st. . . . . Receiver  
 E. A. Young, 510 Sarah st. . . . . Magazine Agent

**130. GUIDING STAR; Milwaukee, Wis.**

Meets in Firemen's Hall, Lake and Reed sts. 2d and 4th Sundays.  
 C. S. McAuliffe, 3116 Mt. Vernon ave . . . . . Master  
 F. J. Kline, 225 Greenbush st. . . . . Secretary  
 J. E. Roberts, 34 34th st. . . . . Collector  
 J. E. Roberts, 34 34th st. . . . . Receiver  
 P. J. Yerick, 673 National ave. . . . . Magazine Agent

**131. GOLDEN RULE; Stevens Point, Wis.**

Meets in Adams' Hall, 2d and 4th Sundays at 2:30 P. M.  
 T. E. McPhail, 402 Center st. . . . . Master  
 F. C. Holman, 418 Dixon st. . . . . Secretary  
 E. J. O'Brien . . . . . Collector  
 T. E. McPhail, 402 Center st. . . . . Receiver  
 F. C. Holman, 418 Dixon st. . . . . Magazine Agent

- 132. MARVIN HUGHITT; Eagle Grove, Iowa.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2:30 P. M.  
O. F. Schoonover . . . . . Master  
Wm. Muir . . . . . Secretary  
Nelson Marshall . . . . . Collector  
J. H. Howell . . . . . Receiver  
W. J. Robinson . . . . . Magazine Agent
- 133. SPRAGUE; Sprague, Wash.**  
Meets in B. of L. F. Hall every Monday at 1:30 P. M.  
J. S. Burns . . . . . Master  
C. W. Shunk . . . . . Secretary  
W. K. Stormont . . . . . Collector  
J. S. Burns . . . . . Receiver  
W. K. Stormont . . . . . Magazine Agent
- 134. EASTMAN; Farnham, Quebec.**  
Meets in I. O. O. F. Hall every Sunday at 8 P. M.  
Wm. Watts . . . . . Master  
E. J. McConomy . . . . . Secretary  
Chas. McGuire . . . . . Collector  
E. W. Gibson . . . . . Receiver  
J. E. Blackburn . . . . . Magazine Agent
- 135. NEW YEAR; El Paso, Texas.**  
Meets in Myer's Opera House, every Tuesday at 7:30 P. M.  
J. C. Simino, Box 256 . . . . . Master  
Jno. Connell, Box 108 . . . . . Secretary  
J. T. McManus, Box 108 . . . . . Collector  
O. W. Bernard, Box 108 . . . . . Receiver  
M. E. Welsh, 405 Texas st . . . . . Magazine Agent
- 136. J. SCOTT; Lindsay, Ontario.**  
Meets in S. O. F. Hall alternate Sundays at 2:30 P. M.  
Wm. Dolby, Box 516 . . . . . Master  
Geo. Moore, Box 516 . . . . . Secretary  
W. H. Drummond, Box 516 . . . . . Collector  
Geo. Moore, Box 516 . . . . . Receiver  
Sam'l. Harris . . . . . Magazine Agent
- 137. PROTECTION; Eldon, Iowa.**  
Meets in K. of P. Hall 2d Sunday and 4th Monday at 2:30 P. M.  
Wm. Taylor . . . . . Master  
R. H. Finney, Box 422 . . . . . Secretary  
J. L. Chinn . . . . . Collector  
G. W. Trott . . . . . Receiver  
E. C. Wright . . . . . Magazine Agent
- 138. UNION; Freeport, Ill.**  
Meets in A. O. U. W. Hall, 2d and 4th Sundays.  
W. T. Vifond . . . . . Master  
E. J. Scanlan, 209 Van Buren st . . . . . Secretary  
F. C. Stevenson, 13 Wenneshirk st . . . . . Collector  
E. J. Scanlan, 209 Van Buren st . . . . . Receiver  
F. B. Taylor, 151 Spring st . . . . . Magazine Agent
- 139. MT. WHITNEY; Sumner, Cal.**  
Meets in Druids' Hall every Saturday at 2 P. M.  
C. A. Devins . . . . . Master  
W. H. Cleveland . . . . . Secretary  
Milton Nicholson . . . . . Collector  
F. A. Crosby . . . . . Receiver  
Milton Nicholson . . . . . Magazine Agent
- 140. MOUNT OURAY; Salida, Colo.**  
Meets in Odd Fellows' Hall, every Monday at 7:30 P. M.  
Henry Wise . . . . . Master  
C. W. Woody, 1. Box 181 . . . . . Secretary  
E. J. Templeton, Box 599 . . . . . Collector  
M. M. Smith, Box 599 . . . . . Receiver  
B. A. Coupland, Box 125 . . . . . Magazine Agent
- 141. A. G. FORTE; Fort Wayne, Ind.**  
Meets in B. of L. F. Hall, 79 and 81 Calhoun st., every Monday at 7:30 P. M.  
M. G. Walker, 278 E. Jefferson st . . . . . Master  
P. H. Ryan, 210 Lafayette st . . . . . Secretary  
Wm. O'Connell, 97 E. Jefferson st . . . . . Collector  
Wm. Dexter, 16 Brackenridge st . . . . . Receiver  
U. G. Rhodes, 131 Holman st . . . . . Mag. Agent
- 142. SAFETY; Toledo, Ohio.**  
Meets in Emery Hall, Broadway, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.  
C. E. Starkey, 918 Broadway . . . . . Master  
Geo. Bittman, 634 S. St. Clair st . . . . . Secretary  
C. E. Starkey, 918 Broadway . . . . . Collector  
Geo. Bittman, 634 S. St. Clair st . . . . . Receiver  
G. E. Cole, 126 Jarvis st . . . . . Magazine Agent
- 143. E. C. FELLOWS; West Oakland, Cal.**  
Meets in Bartlett Hall every Wednesday evening.  
J. H. Follrath, 1361 E. 11th st, E Oakland, Master  
T. J. Roberts, 1762 1/2 8th st . . . . . Secretary  
W. J. Edwards, 1235 7th st . . . . . Collector  
T. J. Roberts, 1762 1/2 8th st . . . . . Receiver  
C. B. Danielson, 1787 7th st . . . . . Magazine Agent
- 144. DECORATION; Chicago, Ill.**  
Meets in Schoen's Hall, Ogden ave. and 12th st., 1st Sunday afternoons and 2d and 4th Thursday evenings.  
Martin Murphy, 979 W. 12th st . . . . . Master  
F. E. Neely, 470 Campbell ave . . . . . Secretary  
Frank Lump, 334 Hastings st . . . . . Collector  
F. E. Neely, 470 Campbell ave . . . . . Receiver  
E. G. Aldrich, 1017 W. 12th st . . . . . Magazine Agent
- 145. DAVY CROCKETT; San Antonio, Texas.**  
Meets in Jones' Hall, 710 Austin st., every Tuesday at 7:30 P. M.  
J. R. Norton, 1225 ave. D . . . . . Master  
G. A. Cook, 409 Sherman st . . . . . Secretary  
Jos. Braun, 118 Milan st . . . . . Collector  
G. A. Cook, 409 Sherman st . . . . . Receiver  
S. C. Ramsey, 923 ave. B . . . . . Magazine Agent
- 146. BAYOU CITY; Houston, Texas.**  
Meets in Bell's Hall, Liberty ave, Fifth Ward, every Monday at 2:30 P. M.  
J. C. Cole, 1805 Hardy st . . . . . Master  
Thos. Ballard, 1712 Nance st . . . . . Secretary  
Wm. Whiting, 1209 Chapman st . . . . . Collector  
W. H. Kimmer 1018 McKee st . . . . . Receiver  
E. J. Speer . . . . . Magazine Agent
- 147. MIDLAND; Temple, Texas.**  
Meets in B. of R. T. Hall every Thursday at 8 P. M.  
Arthur Haines, L Box 106 . . . . . Master  
H. C. Pitts, L Box 105 . . . . . Secretary  
W. T. McGinnis, L Box 906 . . . . . Collector  
W. L. Boyd, L Box 105 . . . . . Receiver  
B. P. Wellborn, Call Box 166 . . . . . Magazine Agent
- 148. SUNNY SOUTH; Tyler, Texas.**  
Meets in Engineers' Hall every Thursday at 7:30 P. M.  
Jos. Conerton . . . . . Master  
W. J. Lankford, Box 132 . . . . . Secretary  
W. H. McCorkle, 1001 North and B. sts., Collector  
Daniel Fogarty, 524 Valentine st . . . . . Receiver  
W. T. Phillips, 922 N. Fannie ave . . . . . Mag. Agent
- 149. JUNT IN TIME; New York, N. Y.**  
Meets in Horton Hall, 110 E. 125th st., 2d and 4th Thursdays at 8 P. M. and 2d Sunday forenoon.  
A. H. Hawley, 88 W. 134th st . . . . . Master  
S. D. Lappine, 1863 4th ave . . . . . Secretary  
P. J. Gabagan, 2534 8th ave . . . . . Collector  
R. T. Roscoe, 944 E. 176th st . . . . . Receiver  
J. F. MacVeigh, Lind ave. and Union st., High Bridge . . . . . Magazine Agent
- 150. S. M. STEVENS; Marquette, Mich.**  
Meets in L. Huillier's Hall, 1st and 3d Sundays.  
J. W. Watt, 347 Fisher st . . . . . Master  
J. B. Crowley, 127 Fisher st . . . . . Secretary  
N. W. Thomas, 412 W. Washington st . . . . . Collector  
G. McK. Gibson, 212 Division st . . . . . Receiver  
W. B. Cooke, W Bridge st . . . . . Magazine Agent
- 151. MAPLE LEAF; Hamilton, Ontario.**  
Meets in Maccabees Hall, Hughson st., 1st and 3d Sundays.  
Chas. Morgan, 30 Barton st . . . . . Master  
C. E. Southerst, 44 Florence st . . . . . Secretary  
Chas. Evans, 432 Locke st N . . . . . Collector  
J. D. Mills, 32 Inchbury st . . . . . Receiver  
Wm. Perkins, 304 Catherine st N . . . . . Mag. Agent
- 152. NORTH POLE; West Bay City, Mich.**  
Meets in New K. P. Hall, 1st and 3d Sundays at 2 P. M.  
J. A. Deen, 109 Hart st . . . . . Master  
R. A. McPeak, 512 State st . . . . . Secretary  
J. B. Miller, 733 N. Union st . . . . . Collector  
R. A. McPeak, 512 State st . . . . . Receiver  
Thos. Doyle . . . . . Magazine Agent
- 153. H. C. LORD; Fort Scott, Kansas.**  
Meets in K. of P. Hall, Main and 2d sts., 1st and 3d Mondays at 2 P. M.  
J. P. O'Brien, 124 S. Margrave st . . . . . Master  
J. M. Farnley, 102 S. Barbee st . . . . . Secretary  
W. W. Lampton, 201 Arthur st . . . . . Collector  
W. B. Lane, 215 Hill st . . . . . Receiver  
J. M. Farnley, 102 S. Barbee st . . . . . Mag. Agent
- 154. McKEEN; Chanute, Kansas.**  
Meets in Masonic Hall, every Thursday at 7:30 P. M.  
P. M. Roby, Box 629 . . . . . Master  
F. C. Hughes Box 247 . . . . . Secretary  
J. W. Fox . . . . . Collector  
J. H. Forbes, Box 375 . . . . . Receiver  
E. B. Fortney . . . . . Magazine Agent
- 155. J. F. BINGHAM; New York, N. Y.**  
Meets in Central Hall, 147 W. 32d st, 1st and 3d Saturdays at 8 P. M.  
W. F. Robinson, 12 Derce st., High Bridge, Master  
J. J. Lovett, 302 W. 116th st . . . . . Secretary  
J. J. Lovett, 302 W. 146th st . . . . . Collector  
Thos. Fry, 306 W. 125th st . . . . . Receiver  
W. C. O'Donnell, 263 8th ave. . . . . Magazine Agent

- 153. NECHES; Palestine, Texas.**  
Meets in Engineers' Hall every Monday at 7:30 P. M.  
Joe. Terre, Box 92 . . . . . Master  
J. H. Frost, Box 232 . . . . . Secretary  
M. A. Richardson, Box 232 . . . . . Collector  
F. C. Imrie, Box 232 . . . . . Receiver  
Geo Batt . . . . . Magazine Agent
- 157. ECHO; Peru, Ind.**  
Meets in B. of L. F. Echo Hall, 1st and 2d Sundays at 2 P. M. and 2d and 4th Tuesdays at 7 P. M.  
F. L. Wade . . . . . Master  
Lincoln Scott . . . . . Secretary  
M. E. Whetsel . . . . . Collector  
T. P. Doud, 180 W. 7th st . . . . . Receiver  
G. M. Jackson . . . . . Magazine Agent
- 158. STANDARD; Detroit, Mich.**  
Meets in B. of R. T. Hall, 82 and 84 Gratiot ave., 1st and 3d Sundays at 2 P. M.  
S. L. Warren . . . . . Master  
C. E. McAuliffe, 187 Orleans st . . . . . Secretary  
Cardon Keyes, 378 Welch ave . . . . . Collector  
L. S. Lutherland, 848 Junction ave . . . . . Receiver  
Jno. O'Neill, 378 Welch ave . . . . . Magazine Agent
- 159. W. H. THOMAS; Nashville, Tenn.**  
Meets in I. O. O. F. Hall, corner Church and High sts., every Monday at 9:30 A. M.  
J. M. Aughey, 1104 Cedar st. . . . . Master  
J. H. Porter, 1902 State st . . . . . Secretary  
Jas. Gibbons, 1901 Patterson st . . . . . Collector  
W. C. McCombs, 321 Knowles st . . . . . Receiver  
J. M. Fleming, 1910 State st . . . . . Magazine Agent
- 160. C. J. HEPBURN; Evansville, Ind.**  
Meets in Royal Arcanum Hall, cor. Main and Fifth sts., 2d and 4th Sundays at 2 P. M.  
J. M. Clark, 507 William st . . . . . Master  
Lou. Heimroth, 924 E Indiana st . . . . . Secretary  
Geo. Shoemaker, 1913 Main st . . . . . Collector  
Lou. Heimroth, 924 E. Indiana st . . . . . Receiver  
E. F. Stiker, 1120 Cherry st . . . . . Magazine Agent
- 161. HERALD; Burlington, Iowa.**  
Meets in K. P. Hall, 210-214 N. 4th st., 2d and 4th Sundays.  
J. A. Richards, 1709 Orchard st. . . . . Master  
Lewis Benthel, 818 N. 10th st . . . . . Secretary  
J. A. Richards, 1709 Orchard st . . . . . Collector  
J. D. Hawksworth, 2003 Madison st . . . . . Receiver  
H. C. Sieben, 820 N. Oak st . . . . . Magazine Agent
- 162. PROSPECT; Elkhart, Ind.**  
Meets in Blackburn Hall 1st and 3d Sundays at 2 P. M., and 2d and 4th Wednesdays at 7 P. M.  
Wallace Marker, 122 State st . . . . . Master  
J. C. Doty, 510 Harrison st . . . . . Secretary  
J. C. Doty, 510 Harrison st . . . . . Collector  
Stephen Dusseau, 323 Jefferson st . . . . . Receiver  
J. C. Doty, 510 Harrison st . . . . . Magazine Agent
- 163. ETNA; Pine Bluff, Ark.**  
Meets in Atkinson Hall, cor. Main and 2d ave., 1st and 3d Fridays at 2:30 P. M., and 2d and 4th Fridays at 7:30 P. M.  
Thaddeus Coshey, 1905 E. Boreque st. . . . . Master  
Wm. Mason, 104 Pennsylvania st. . . . . Secretary  
Wm. Farley, Avenue Hotel . . . . . Collector  
W. H. Rice, 519 E. 8th ave . . . . . Receiver  
W. H. Graves, 1005 Alabama st . . . . . Mag. Agent
- 164. EEL RIVER; Ashley, Ind.**  
Meets in Engineer's Hall every Wednesday evening.  
F. M. Kelley . . . . . Master  
C. E. Blair . . . . . Secretary  
G. E. Scoville . . . . . Collector  
W. H. Tucker . . . . . Receiver  
F. M. Stafford, 648 LaFayette ave., Detroit, Mich . . . . . Magazine Agent
- 165. ROBERT ANDREWS; Andrews, Ind.**  
Meets in Firemen's Hall every Monday evening.  
L. L. Wisner . . . . . Master  
W. J. Gleason, Box 169 . . . . . Secretary  
C. H. Keefer . . . . . Collector  
G. W. Adams, Box 166 . . . . . Receiver  
T. J. Henderson . . . . . Magazine Agent
- 166. WM. HUGO; Huntington, Ind.**  
Meets in Firemen Hall, Geo. Cerlew Bldg, 1st, 2d and 3d Wednesday evenings and 4th Sunday at 2 P. M.  
C. M. Keller, 118 E Washington st . . . . . Master  
W. H. Willets, 68 Webster st . . . . . Secretary  
G. H. Holland, 63 Henry st . . . . . Collector  
Alvin McEnderler, 14 N Jefferson st . . . . . Receiver  
O. C. Marston, 16 Briant st . . . . . Magazine Agent
- 167. MOUNT HOOD; The Dalles, Oregon.**  
Meets in K. of P. Hall every Wednesday at 7:30 P. M.  
W. W. Young, Box 308 . . . . . Master  
Alex. Clegg, Box 266 . . . . . Secretary  
J. H. Douglas . . . . . Collector  
J. P. Linehard, 555 Mitchell st, Portland . . . . . Receiver  
F. E. Adams . . . . . Magazine Agent
- 168. GUARD RAIL; North La Crosse, Wis.**  
Meets in K. of P. Hall, 715 Rose st., La Crosse, 1st and 3d Mondays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M.  
A. E. Ross, 1545 Loomis st . . . . . Master  
J. E. Wells, Batavian Bank Building, Room 15, La Crosse . . . . . Secretary  
E. C. Schneider, Portage . . . . . Collector  
A. T. Combellick, 1608 Lomis st . . . . . Receiver  
Chauncy Winn . . . . . Magazine Agent
- 169. H. G. BROOKS; Hornellsville, N. Y.**  
Meets in B. of L. F. Hall every Monday at 7:30 P. M.  
J. L. Collins, 43 E. Main st . . . . . Master  
T. J. Glynn, 11 Pardee st . . . . . Secretary  
A. H. Spencer, 18 Elm st . . . . . Collector  
A. H. Spencer, 18 Elm st . . . . . Receiver  
J. R. Saunders, 43 Hartshorn st. . . . . Magazine Agent
- 170. PRAIRIE; Huron, S. Dakota.**  
Meets in I. O. O. F. Hall, cor. 3d and Wisconsin sts, 2d and 4th Sundays at 10 A. M.  
W. H. Bliss, 534 Utah st . . . . . Master  
T. R. Cooper . . . . . Secretary  
F. M. Brown . . . . . Collector  
G. E. Briggs, 466 Idaho st . . . . . Receiver  
A. W. Harvey, Beach st. . . . . Magazine Agent
- 171. SUNBEAM; Truro, Nova Scotia.**  
Meets in McKay's Hall, 1st Saturday and 3d and 4th Wednesdays.  
J. K. Fraser, Box 436 . . . . . Master  
T. G. Dickson, Box 239 . . . . . Secretary  
Wm. McLean . . . . . Collector  
F. M. White . . . . . Receiver  
J. A. Gazeley . . . . . Magazine Agent
- 172. F. G. LAWRENCE; Ottawa, Ontario.**  
Meets in Manchester Hall, alternate Sundays.  
H. A. H. McCauley, Hintonburg P. O. . . . . Master  
Chas. Sims, 680 Albert st . . . . . Secretary  
W. H. Wood, 217 Bridge st . . . . . Collector  
J. F. Sundaby, 307 Ann st . . . . . Receiver  
R. H. Fraser, 131 Spruce st . . . . . Magazine Agent
- 173. PACIFIC; Winslow, Arizona.**  
Meets in B. of L. F. Hall every Sunday at 2 P. M.  
H. H. Downs . . . . . Master  
B. A. Workman, L Box 3 . . . . . Secretary  
S. S. Harris . . . . . Collector  
B. A. Workman, L Box 3 . . . . . Receiver  
Mark Whitaker . . . . . Magazine Agent
- 174. HARRISBURG; Harrisburg, Pa.**  
Meets in Bible's Hall, S. E. cor. 3d and Cumberland sts., 2d and 4th Sundays at 1 P. M.  
T. R. Koons, 606 Kelker st . . . . . Master  
H. O. Motter, 1945 Moltke ave . . . . . Secretary  
R. J. Seitz, 613 Harris st . . . . . Collector  
Wm. Blessing, 422 Riley st . . . . . Receiver  
E. E. Ewing, 104 Calder st . . . . . Magazine Agent
- 175. TAYLOR; Newark, O.**  
Meets in O. R. C. Hall, south side square, every Wednesday evening.  
T. F. Roberts, 56 Mill st . . . . . Master  
O. A. Simcox, 49 Cedar st . . . . . Secretary  
J. W. Taylor, 234 Race st . . . . . Collector  
W. S. Fletcher, 25 Cedar st . . . . . Receiver  
W. R. Stone, 76 Gay st . . . . . Magazine Agent
- 176. MAIN LINE; Clinton, Ill.**  
Meets in Firemen's Hall every Monday evening.  
S. F. Burt . . . . . Master  
J. H. Colgan, 239, N. 14th st., Springfield, . . . . . Secretary  
L. P. Kurt . . . . . Collector  
A. S. Owen, Box 231 . . . . . Receiver  
J. B. Johnson, Box 31 . . . . . Magazine Agent
- 177. SUNSET; Marshall, Texas.**  
Meets in B. of L. F. Hall, 614 Railroad ave., every Tuesday at 7:30 P. M.  
Gleun Holmes . . . . . Master  
E. S. Hardy, Box 184 . . . . . Secretary  
E. S. Hardy, Box 184 . . . . . Collector  
H. H. Edwards, Box 184 . . . . . Receiver  
J. C. Brown . . . . . Magazine Agent
- 178. SALT LAKE; Salt Lake City, Utah.**  
Meets in Temple of Honor Hall, cor. Main and 1st South sts., every Monday evening.  
C. J. Selby, 346 S. 7th West st. . . . . Master  
F. W. Mitchell, Box 17 . . . . . Secretary  
G. C. Woodruff, 472 N. 3d West st. . . . . Collector  
Jno. Mace, 634 S. 8th West st. . . . . Receiver  
C. J. Selby, 346 S. 7th West st . . . . . Mag. Agent

- 179. BEE HIVE; Lincoln, Neb.**  
Meets in Young's Hall, 1519 O st., 2d and 4th  
Sundays at 2 P. M.  
J. V. Hall, 229 N. 10th st. . . . . Master  
J. K. Robinson, Box 981 . . . . . Secretary  
W. A. Hammond . . . . . Collector  
J. K. Robinson, Box 981 . . . . . Receiver  
C. E. Rambo . . . . . Magazine Agent
- 180. THREE STATES; Cairo, Ill.**  
Meets in Casino Hall, cor. 12th st. and Washing-  
ton ave., 1st and 3d Monday evenings.  
Wm. O'Connell, 2017 Poplar st. . . . . Master  
J. J. Kelly, 2501 Poplar st. . . . . Secretary  
J. H. Pollock, 210 20th st. . . . . Collector  
Frank Gilman, 509 Center st. . . . . Receiver  
Robt. White, 3101 Park ave. . . . . Magazine Agent
- 181. WELLINGTON; Palmerston, Ontario.**  
Meets in Odd Fellows Hall 1st and 3d Sundays.  
A. Dunbar . . . . . Master  
Wm. Wilson, Box 43 . . . . . Secretary  
S. P. Stringer . . . . . Collector  
Jas Nicholson, Box 21 . . . . . Receiver  
Alex. Edmiston, Box 11 . . . . . Magazine Agent
- 182. MAGIC CITY; Roanoke, Va.**  
Meets in Odd Fellows' Hall, cor. Salem ave and  
Jefferson st., 2d and 4th Sundays at 10 A. M.  
D. Ledgerwood, 717 4th ave. N. W. . . . . Master  
W. W. Sims, 718 Salem ave. . . . . Secretary  
J. W. Sawyer, 721 4th ave. N. W. . . . . Collector  
Lee Moore, 514 4th ave. N. E. . . . . Receiver  
L. C. Dickens, 301 10th st. S. W. . . . . Mag. Agent
- 183. LAKE SHORE; Collinwood, Ohio.**  
Meets in I. O. O. F. Hall every Thursday even-  
ing.  
C. E. Bell . . . . . Master  
J. H. Sturges, Box 19 . . . . . Secretary  
I. H. Pickard . . . . . Collector  
C. H. Sherman, Box 377 . . . . . Receiver  
D. B. Gordon . . . . . Magazine Agent
- 184. LIMA; Lima, Ohio.**  
Meets in B. of L. F. Hall, 1st and 3d Sundays at  
2 P. M. and 2d and 4th Thursdays at 7 P. M.  
C. M. Johnson, 127 W. Market st. . . . . Master  
A. J. Gustason, 768 Broadway . . . . . Secretary  
J. A. Sheely, 206 Water st. . . . . Collector  
J. N. Clutter, 817 W. High st. . . . . Receiver  
L. P. Tolby, 609 N. West st. . . . . Magazine Agent
- 185. FIDELITY; Delphos, Ohio.**  
Meets in G. A. R. Hall, Main st., 2d and 4th Sun-  
days at 2 P. M.  
A. A. Washburn, L. Box 78 . . . . . Master  
Henry Buckpitt . . . . . Secretary  
P. H. Cowdin . . . . . Collector  
A. A. Washburn, L. Box 78 . . . . . Receiver  
L. E. Ackerly . . . . . Magazine Agent
- 186. CHAMBERLIN; Chicago, Ill.**  
Meets in Walther's Hall, 3934 State st., 1st and 3d  
Sundays.  
W. H. E. Green, 3609 Portland st. . . . . Master  
W. M. Manning, 408 Duncan Park . . . . . Secretary  
Edw. Koch . . . . . Collector  
Jno. Vass, 1087 E. North st., Decatur . . . . . Receiver  
Jno. Klier, 4235 Princeton ave. . . . . Magazine Agent
- 187. LITTLE GIANT; Charleston, Ill.**  
Meets in Red Men's Hall 1st and 3d Sundays at 2  
P. M. and 2d and 4th Tuesdays at 7:30 P. M.  
W. B. Brown . . . . . Master  
W. F. Freeman, Box 156 . . . . . Secretary  
LeRoy Anderson . . . . . Collector  
W. F. Freeman, Box 156 . . . . . Receiver  
G. C. Barnes . . . . . Magazine Agent
- 188. S. S. MERRILL; Chicago, Ill.**  
Meets in Michle Hall, cor. Western ave. and In-  
diana St., 1st and 3d Sundays at 2:30 P. M.  
E. R. Roderick, 869 Indiana st. . . . . Master  
Fred Myers, 170 N. Western ave. . . . . Secretary  
T. Wells, 1120 Superior st. . . . . Collector  
L. L. Gay, 32 California ave. . . . . Receiver  
E. R. Roderick, 869 Indiana st. . . . . Magazine Agent
- 189. BALDWIN; Ft. Howard, Wis.**  
Meets in B. of L. F. Hall, cor. Adams and Pine  
sts., 2d and 4th Sundays at 2 P. M.  
Martin Sheehy . . . . . Master  
D. E. Hogan, L. Box 305 . . . . . Secretary  
B. C. Crane, 320 Chicago st. Green Bay . . . . . Collector  
Martin Sheehy . . . . . Receiver  
H. G. Kull . . . . . Magazine Agent
- 190. FERGUSON; Sanborn, Iowa.**  
Meets in I. O. O. F. Hall, 2d and 4th Sundays at 7  
P. M.  
Emmet Wentworth, Box 102 . . . . . Master  
F. L. Powell . . . . . Secretary  
C. J. Walston . . . . . Collector  
C. J. Walston . . . . . Receiver  
Thos. Helman . . . . . Magazine Agent
- 191. CUSTER; Livingston, Montana.**  
Meets in Miles' Hall every Wednesday at 7:30  
P. M.  
J. A. Marshall, Box 303 . . . . . Master  
J. M. Lannon, L. Box 412 . . . . . Secretary  
A. C. Wilson, L. Box 303 . . . . . Collector  
A. M. Getchell, L. Box 321 . . . . . Receiver  
O. F. Wessel . . . . . Magazine Agent
- 192. MT. TACOMA; Tacoma, Wash.**  
Meets in I. O. O. F. Hall, 314 E. 26th st., every  
Tuesday at 7:30 P. M.  
A. E. Swab, 413 E. 28th st. . . . . Master  
W. W. Thompson, 403 Puyallup ave . . . . . Secretary  
J. J. Driscoll, 409 21st st. . . . . Collector  
J. M. Matheson, 218 E 26th st. . . . . Receiver  
V. A. Eckstein, 402 E 26th st. . . . . Magazine Agent
- 193. J. B. MAYNARD; East Portland, Oregon.**  
Meets in Ross Hall, 24½ Union ave. So. Portland  
alternate Thursdays, at 7:30 P. M.  
J. F. McQuaid, S. P. R. Shops, Portland . . . . . Master  
G. B. Gollings, 209 E. 5th st., Portland . . . . . Secretary  
J. S. Montgomery, 24½ Union ave., So. . . . . Collector  
Portland  
D. J. Byrne, 20th and E. Glisan sts., Port-  
land . . . . . Receiver  
J. J. Lynch, 249 Kearney st., Portland . . . . . Magazine Agent
- 194. BONANZA; Missoula, Montana.**  
Meets in Odd Fellows' Hall 1st and 3d Sundays  
at 2:30 P. M.  
W. G. Marshall . . . . . Master  
W. J. Hannan . . . . . Secretary  
S. L. Kelley . . . . . Collector  
H. L. Shapard . . . . . Receiver  
A. S. Ericsson . . . . . Magazine Agent
- 195. RE-CHO; Montpelier, Idaho.**  
Meets in Montpelier Hall, 1st and 3d Fridays at  
7:30 P. M.  
Wm. Richmond, Box 37 . . . . . Master  
Jno. Gallagher . . . . . Secretary  
Jos. McIlwain . . . . . Collector  
Henry Douglas, Box 12 . . . . . Receiver  
Ira Chafin . . . . . Magazine Agent
- 196. CLOUD CITY; Leadville, Colo.**  
Meets in Kottlich Hall, 615 Har ave., 1st and 3d  
Tuesdays at 7:30 P. M.  
S. H. Sollers . . . . . Master  
G. W. Buefner, 217 E. 12th st. . . . . Secretary  
G. McGonigal, 306 W. 4th st. . . . . Collector  
T. J. Welsh, 12 Union Block . . . . . Receiver  
F. W. Strasser, Minturn . . . . . Magazine Agent
- 197. RIVERSIDE; Savannah, Ill.**  
Meets in Engineers' Hall, 1st and 3d Mondays at  
9 A. M.  
P. J. McGarvey . . . . . Master  
L. D. McKee . . . . . Secretary  
J. H. Fulford, Jr. Box 875 . . . . . Collector  
Jas. Bailey, L. Box B . . . . . Receiver  
F. L. Williams . . . . . Magazine Agent
- 198. MAPLE CITY; Massillon, Ohio.**  
Meets in K. of P. Hall, 1st Sunday afternoon  
and 3d Sunday evening.  
W. Y. Dennis, 31 w. Seminary st. Norwalk . . . . . Master  
M. E. Church . . . . . Secretary  
E. C. Somers, Norwalk . . . . . Collector  
W. Y. Dennis, 31 w. Seminary st. Norwalk . . . . . Receiver  
W. C. Wright, 7 Ford ave. Norwalk . . . . . Magazine Agent
- 199. MAHONING; Youngstown, Ohio.**  
Meets in Trainers' Hall, 22 W. Federal st., 2d  
Sunday and 4th Thursday.  
M. J. Welch, 25 Darrow st. . . . . Master  
J. P. Hogan, Niles . . . . . Secretary  
Jno. Farragher . . . . . Collector  
Michael Hallisy . . . . . Receiver  
M. J. Welch, 25 Darrow st. . . . . Magazine Agent
- 200. FAITH; Meridian, Miss.**  
Meets in B. of L. E. Hall every Monday at 2 P. M.  
R. L. Armistead, 495 39th ave . . . . . Master  
Albert Stockdale, 425 39th ave . . . . . Secretary  
J. E. Mitchell . . . . . Collector  
O. E. Cassidy, 642 35th ave. . . . . Receiver  
M. A. Cassidy, 642 35th ave. . . . . Magazine Agent
- 201. FRIENDLY HAND; Jackson, Tenn.**  
Meets in Greer Hall, cor. Main and Market sts.  
every Saturday evening.  
J. C. Lindsey, Box 125 . . . . . Master  
J. S. King, 136 Mobile ave . . . . . Secretary  
Wm. Cook, 185 Earley st. . . . . Collector  
J. D. Bledsoe, 443 Hale st. . . . . Receiver  
Mark Lawrence, I. C. R. Shops, Magazine Agent

- 303. SCIOTO; Chillicothe, O.**  
Meets in Scioto Lodge Hall, 1st and 3d Sundays at 2 P. M.  
Patrick Donovan, 70 S. Sugar st. . . . . Master  
C. D. Waterman, 325 E. Main st. . . . . Secretary  
Albert Maunsell, E. Water st. . . . . Collector  
J. R. Schooley, 38 S. Paint st. . . . . Receiver  
Alfred Dakin, 231 E. 2d st. . . . . Magazine Agent
- 304. GARFIELD; Garrett, Ind.**  
Meets in Frederick Hall every Sunday at 2 P. M.  
W. F. Egan . . . . . Master  
S. G. Pierce, Box 163 . . . . . Secretary  
Chas. Krutch . . . . . Collector  
C. F. Reneman, Box 96 . . . . . Receiver  
H. C. Barretta, Box 270 . . . . . Magazine Agent
- 305. COTTON BELT; Jonesborough, Ark.**  
Meets in K. of P. Hall every Saturday at 2 P. M.  
J. L. Spence . . . . . Master  
W. E. Smith . . . . . Secretary  
W. E. Smith . . . . . Collector  
A. A. Gold . . . . . Receiver  
J. A. Blackwood . . . . . Magazine Agent
- 306. FLOWER OF THE WEST; Topeka, Kan.**  
Meets in B. of L. E. Hall, cor. E. 4th and Adams sts., 2d and 4th Sundays at 2 P. M.  
Christ. McGinnis, 322 Jefferson st. . . . . Master  
E. D. Webb, 2 Brooks Block . . . . . Secretary  
E. H. Powell, 1301 E. 4th st. . . . . Collector  
Christ. McGinnis, 322 Jefferson st. . . . . Receiver  
W. M. Robinson, 714 E. 4th st. . . . . Magazine Agent
- 307. PORT PICKERING; Memphis, Tenn.**  
Meets in Miller's Hall, cor. Penna. and Iowa aves., every Tuesday at 7:30 P. M.  
J. J. Quinn . . . . . Master  
W. A. Weatherall, Station A . . . . . Secretary  
J. A. Murray, 62 Virginia ave . . . . . Collector  
W. A. Weatherall, Station A . . . . . Receiver  
J. E. Hellon, 135 Pennsylvania ave . . . . . Mag. Agent
- 308. LOYAL; Meadville, Pa.**  
Meets in B. of L. F. Hall, 912 Water st., every Tuesday evening.  
Lou Byers, 287 Walnut st. . . . . Master  
J. H. Kerr . . . . . Secretary  
Thos. Newberry . . . . . Collector  
W. F. Emerick, Vallonia . . . . . Receiver  
W. I. Schadt, 868 Water st. . . . . Magazine Agent
- 309. KEYSTONE; Susquehanna, Pa.**  
Meets in Doran's Hall, alternate Tuesday evenings.  
Daniel Creagan, Box 291 . . . . . Master  
C. W. Anderson, Box 337 . . . . . Secretary  
Jno Hile, Box 82 . . . . . Collector  
C. W. Anderson, Box 337 . . . . . Receiver  
J. J. Horan, Box 987 . . . . . Magazine Agent
- 310. SARATOGA; Whitehall, N. Y.**  
Meets in B. of L. F. Hall, Old National Bank building, alternate Sundays at 2:30 P. M.  
B. A. Long, Box 302 . . . . . Master  
L. C. Gray . . . . . Secretary  
H. E. Gaines, Box 123 . . . . . Collector  
Walter Johnson, Box 59 . . . . . Receiver  
L. C. Gray, Box 414 . . . . . Magazine Agent
- 311. 18-K; Schenectady, N. Y.**  
Meets in Carpenters' and Joiners' Hall, 386 State st., 1st and 3d Tuesdays.  
J. E. Van Vranken, Box 497 . . . . . Master  
Homer Egnar, 302 Paige st. . . . . Secretary  
Jno. Vrooman, Box 497 . . . . . Collector  
J. E. Van Vranken, Box 497 . . . . . Receiver  
August Ruter, 606 Peek st. . . . . Magazine Agent
- 312. ONOKO; South Easton, Pa.**  
Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.  
H. R. Bowes, 707 Berwick st. . . . . Master  
C. L. McKee, 209 S. 5th st., Easton . . . . . Secretary  
E. T. James, 432 Wilksbarre st. . . . . Collector  
F. O. Beber, 109 Delaware st. . . . . Receiver  
W. C. Stocker, 31 Coal st. . . . . Mag. Agent
- 313. EMPIRE; Watertown, N. Y.**  
Meets in Red Men's Hall, 2d and 4th Sundays.  
Aaron Cartwright, 17 Meadows st. . . . . Master  
T. H. Lynch, 101 Factory st. . . . . Secretary  
G. W. Stumpf, 2 Orchard st. . . . . Collector  
F. C. Nichols, 12 Poplar st. . . . . Receiver  
F. A. Fisher, Waltham st. . . . . Magazine Agent
- 314. WEST SHORE; Syracuse, N. Y.**  
Meets in Olbeter Hall, 1120 Bennett ave., every Thursday evening.  
A. F. Riley, 642 Bennett ave . . . . . Master  
F. L. Crosby, 314 Henderson st. . . . . Secretary  
A. Pfeiffer, 140 Oak st. . . . . Collector  
M. J. Melroy, 140 Oak st. . . . . Receiver  
E. J. Hoolihan, 140 Oak st. . . . . Magazine Agent
- 315. ORIOLE; Baltimore, Md.**  
Meets in Smith's Hall, 20th st., 2d and 4th Sundays.  
I. H. White, 20 W. Oliver st. . . . . Master  
Jas. Magraw, 1817 Barclay st. . . . . Secretary  
H. W. M. Banks, 1015 Clifton Place . . . . . Collector  
T. C. Lambden, 1404 W. Franklin st. . . . . Receiver  
E. J. McClary, 702 E. Chase st. . . . . Mag. Agent
- 316. EAST ALBANY; East Albany, N. Y.**  
Meets in B. of L. F. Hall, every Tuesday evening.  
J. W. Reed, 61 Pine st. . . . . Master  
D. F. Teeling, 21 Broadway, Bath-on-Hudson . . . . . Secretary  
G. A. March, 358 Broadway . . . . . Collector  
G. B. Cone, 7 Park st, Bath-on-Hudson . . . . . Receiver  
Thos. Paul, Jr., 5 Aiken ave. Greenbush . . . . . Magazine Agent
- 317. LYON BROOK; Norwich, N. Y.**  
Meets in B. of L. F. Hall, Daniels Block, 191 Broad st., 1st Monday and 3d Sunday.  
G. W. Obenauer, Birdall st. . . . . Master  
R. E. Rowe, Globe Hotel . . . . . Secretary  
F. M. Fenton, L. Box 120 . . . . . Collector  
F. V. Thorp, L. Box 120 . . . . . Receiver  
J. M. Coleman, 6 Mechanic st. . . . . Magazine Agent
- 318. HEADLIGHT; Brazil, Ind.**  
Meets in K. of P. Hall 2d and 4th Sunday at 2 P. M.  
J. N. Miller, Box 547 . . . . . Master  
Albert Swinehart, Box 638 . . . . . Secretary  
C. W. Miller, Box 547 . . . . . Collector  
Jno. Boucher . . . . . Receiver  
Elza Ax . . . . . Magazine Agent
- 319. PIKE'S PEAK; Colorado City, Colo.**  
Meets in Odd Fellows' Hall, 1st and 3d Tuesdays at 7:30 P. M.  
L. L. Smith, Jr. . . . . Master  
C. N. Snyder, L. Box 847 . . . . . Secretary  
J. F. Murray . . . . . Collector  
C. N. Snyder, L. Box 847 . . . . . Receiver  
C. B. Oren . . . . . Magazine Agent
- 320. SMOKY CITY; Allegheny, Pa.**  
Meets in B. of L. F. Hall, cor. Pennsylvania ave and Bidwell st., every Monday at 1:30 P. M.  
Jos. Desmond, 26 Wayne st. . . . . Master  
J. A. Frost, Jr., Colorado st. . . . . Secretary  
Peter Martin, 50 Kirkpatrick ave . . . . . Collector  
D. J. Woods, 109 Juniata st. . . . . Receiver  
I. E. Stahl, 107 Lake st. . . . . Magazine Agent
- 321. PROVIDENT; Sanbury, Pa.**  
Meets in P. O. B. of A. Hall, Market st., 1st and 3d Sundays at 1 P. M.  
H. W. Schoffstall, Box 836 . . . . . Master  
Wm. Park, Box 836 . . . . . Secretary  
G. H. Morton . . . . . Collector  
Solomon Cherry, 209 4th st. . . . . Receiver  
H. S. Beverlin . . . . . Magazine Agent
- 322. HUBON; Point Edward, Ontario.**  
Meets in Odd Fellows' Hall 1st and 3d Tuesdays.  
J. R. Kee . . . . . Master  
Dennis Burgess, L. Box 18 . . . . . Secretary  
F. J. Burgess . . . . . Collector  
J. S. Crawford . . . . . Receiver  
Frank McNally . . . . . Magazine Agent
- 323. WEBSTER; Fort Dodge, Iowa.**  
Meets in G. A. R. Hall, cor. 5th and Walnut sts., 2d and 4th Sundays at 2 P. M.  
C. E. Snook . . . . . Master  
O. G. Andersen, 1 River st. . . . . Secretary  
T. F. Lowry . . . . . Collector  
O. G. Andersen, 1 River st. . . . . Receiver  
G. H. Trusty, cor. 5th and Locust sts., . . . . . Magazine Agent
- 324. GREEN VALLEY; Grafton, W. Va.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 1:30 P. M.  
G. D. Kellar, West Grafton . . . . . Master  
J. D. E. Huffman . . . . . Secretary  
J. C. Bishop, West Grafton . . . . . Collector  
J. D. E. Huffman . . . . . Receiver  
M. J. Tighe . . . . . Magazine Agent
- 325. T. C. BOERN; St. Cloud, Minn.**  
Meets in U. O. of W. Hall, cor. 5th ave. and 1st st. South, 2d Sunday at 2 P. M. and Wednesday at 7:30 P. M.  
J. A. Heath, 10th ave. N. . . . . Master  
H. G. Ford, 407 19th ave N. . . . . Secretary  
Hugh Gallagher, 7th st. N. . . . . Collector  
Walter Bach, Box 159 . . . . . Receiver  
Jno. Mournan, 815 10th ave. N. . . . . Magazine Agent

- 225. SUPERIOR, Fort William West, Ontario.**  
Meets in McDougal Hall, Fort William, every Wednesday at 2 P. M.  
Jno. Whitehurst, Fort William . . . . . Master  
Wm. Hall, Fort William . . . . . Secretary  
A. N. Hobkirk, Fort William . . . . . Collector  
Alfred Wankling, Fort William . . . . . Receiver  
W. W. Garrett, Box 141, Ft. William, Mag. Agent
- 226. MAGNOLIA; Ennis, Texas.**  
Meets in I. O. O. F. Hall 2d and 4th Wednesdays at 7:30 P. M.  
H. H. Kendall, H. & T. C. Shops . . . . . Master  
W. M. Nicol, L. Box 136 . . . . . Secretary  
W. M. Nicol, L. Box 136 . . . . . Collector  
W. M. Nicol, L. Box 136 . . . . . Receiver  
W. G. Snodgrass, H. & T. C. Shops . Mag. Agent
- 227. MAGNET; Binghamton, N. Y.**  
Meets in Red Men's Hall, over Robinson's Planing Mill, office Chenango st., 2d and 3d Sundays at 2 P. M.  
Mahlon Fraunfelker . . . . . Master  
J. T. Lewis, 238 Chenango st . . . . . Secretary  
F. S. Williams, 24 Virgil st . . . . . Collector  
Theo. Haskins, 25 Frederick st . . . . . Receiver  
C. H. Hamblin, 8 Morgan st . . . . . Magazine Agent
- 228. ACME; Scranton, Pa.**  
Meets in G. A. R. Hall 1st and 3d Sundays at 2 P. M.  
R. S. Gillingham, 128 10th st . . . . . Master  
J. G. Burnett, 338 Lincoln ave . . . . . Secretary  
A. J. Thomas, 317 S. Hyde Park ave . . . . . Collector  
R. S. Gillingham, 128 10th st . . . . . Receiver  
Frank Trumbower, 706 Scranton st., . . . . . Magazine Agent
- 229. RICKARD; Utica, N. Y.**  
Meets in Post Bacon Hall 2d and 4th Sundays.  
J. J. Quirk, Albany st . . . . . Master  
C. A. Pease, 72½ Whitesboro st . . . . . Secretary  
W. F. Foley, 4 Montgomery st . . . . . Collector  
C. A. Pease, 72½ Whitesboro st . . . . . Receiver  
Wm. Barden, 122 Whitesboro st . . . . . Mag. Agent
- 230. ALBANY CITY; Albany, N. Y.**  
Meets in Stremple Hall, 253 Central ave, 1st, 3d and 5th Mondays at 7:30 P. M.  
G. W. Gilkerson, 485 1st st . . . . . Master  
G. M. Jeffers, 36 Ontario st . . . . . Secretary  
Courtland Maher, 11 Prospect ave . . . . . Collector  
G. M. Jeffers, 36 Ontario st . . . . . Receiver  
A. H. Vincent, 15 Hunter ave . . . . . Magazine Agent
- 231. DELAWARE; Wilmington, Del.**  
Meets in B. of L. F. Hall, 3d and Market sts., 1st and 3d Sundays.  
A. C. Stidham, 221 E. 6th st . . . . . Master  
A. C. Dunn, 410 Taylor st . . . . . Secretary  
J. A. Donlin, 417 E. 4th st . . . . . Collector  
A. C. Dunn, 410 Taylor st . . . . . Receiver  
W. H. Adams, 406 E 4th st . . . . . Magazine Agent
- 232. LUCKY THOUGHT, Middletown, N. Y.**  
Meets in A. O. of H. Hall, 2d and 4th Sundays.  
M. J. Kerrigan, 75 Linden Terrace . . . . . Master  
W. J. Luddy, 277 North st . . . . . Secretary  
Jno. Dunham, 125 Wickham ave . . . . . Collector  
Jno. O'Farrell, 331 North st . . . . . Receiver  
V. L. Powell, 28 Broad st . . . . . Magazine Agent
- 233. GLAD TIDINGS; Moncton, New Brunswick.**  
Meets in Victoria Hall 1st and 3d Sundays at 2 P. M.  
H. S. Cutten . . . . . Master  
G. W. Speer . . . . . Secretary  
Frank Gibson . . . . . Collector  
Harry Snider, Box 158 . . . . . Receiver  
Jas. King . . . . . Magazine Agent
- 234. NORTH BAY; North Bay, Ontario.**  
Meets in B. of L. F. Hall 1st and 3d Tuesdays.  
Jno. Clemenson, Box 11 . . . . . Master  
Thos. Healy . . . . . Secretary  
W. H. Bowman . . . . . Collector  
Wm. McRae, Box 126 . . . . . Receiver  
J. A. Lynch, Box 126 . . . . . Magazine Agent
- 235. THREE BROTHERS; Pittsburgh, Pa.**  
Meets in Franks Bros. Hall, Walurba, alternate Sundays at 1:30 P. M.  
N. E. Biesecker, cor. 38th st and Howlie ave . . . . . Master  
Chas. Longacre, Jr., 28th st. Reading room . . . . . Secretary  
J. G. Wagner, 3710 Mifflin st . . . . . Collector  
C. G. Parsholl, cor. 38th st and Howlie ave . . . . . Receiver  
Chas. Longacre, Jr., 28th st. Reading room . . . . . Magazine Agent
- 236. HINTON; Hinton, West Virginia.**  
Meets in Masonic Hall, every Saturday at 7:30 P. M.  
Lynn Gardner . . . . . Master  
F. A. Cundiff . . . . . Secretary  
J. P. Lear . . . . . Collector  
J. E. Hogan . . . . . Receiver  
J. M. Morrison . . . . . Magazine Agent
- 237. CENTRAL PARK; Central Park, Ill.**  
Meets in Rebmann's Hall, cor. Lake and 41st sts., 1st and 3d Sundays.  
W. H. Bradley, 135 N. Avers ave, Chicago . . . . . Master  
Harry Lynch, 3 Metropolitan Place, Chicago . . . . . Secretary  
J. C. Todd, Box 124 . . . . . Collector  
Thaddeus Chew, Box 39 . . . . . Receiver  
Robt. Todd . . . . . Magazine Agent
- 238. PLAIN CITY; Paducah, Ky.**  
Meets in Rogers' Hall, 12th and Broadway, every Tuesday at 7:30 P. M.  
Lloyd Grimes, 1301 Broadway . . . . . Master  
L. L. Hutchinson, 1247 Broadway . . . . . Secretary  
Thos. Challenor, 430 S. 10th st . . . . . Collector  
J. P. Wesley, 986 Broadway . . . . . Receiver  
M. J. Ervin, 1120 Madison st . . . . . Magazine Agent
- 239. BUCKEYE; Delaware, Ohio.**  
Meets in Henry's Hall, 61 Lake st., 2d and 4th Sundays at 1 P. M.  
J. W. Hattenbaugh, 169 E. William st . . . . . Master  
Dan'l Broderick, 239 E. Central ave . . . . . Secretary  
Leonard Schoeller, 207 E. Winter st . . . . . Collector  
Chas. Hirsch, 216 E. Central ave . . . . . Receiver  
Jas. Guinan, 161 W. Spruce st. . . . . Mag. Agent
- 240. GILBERT; Jackson, Mich.**  
Meets in Engineers' Hall, cor. Jackson and Main sts., 1st and 3d Mondays at 7:30 P. M., and 2d and 4th Mondays at 2:30 P. M.  
Henry Mosher, 23 W. Main st . . . . . Master  
G. A. Holden, 1023 E. Main st . . . . . Secretary  
Henry Mosher, 23 W. Main st . . . . . Collector  
M. A. Henry, 327 Quarry st . . . . . Receiver  
C. G. Conklin, 114 E. Wilkins st . Magazine Agent
- 241. LAKE ERIE; Buffalo, N. Y.**  
Meets in B. L. E. Hall, 412 So Division st., alternate Fridays.  
J. I. Barker, 436 Swan st . . . . . Master  
C. W. Halbin, 17 Superior st . . . . . Secretary  
F. V. Miner, 25 Vary st . . . . . Collector  
I. H. Crossman, 500 Swan st . . . . . Receiver  
F. C. Loomis, 59 Watson st . . . . . Magazine Agent
- 242. LIBERTY; Elmira, N. Y.**  
Meets in D. L. & W.-Y. M. C. A. Hall, 2d and 4th Sundays at 2 P. M.  
Dennis McCarty, 405 Crescent ave . . . . . Master  
A. J. Keefe, 360 W. 5th st . . . . . Secretary  
J. F. Lonergan, Jr., 1101 Lake st . . . . . Collector  
A. L. Doolittle, 1022½ Lake st . . . . . Receiver  
L. F. Burke, 365 Thurston st . . . . . Magazine Agent
- 243. J. H. SELBY; Texarkana, Texas.**  
Meets in Engineers' Hall, 1st and 3d Fridays at 7:30 P. M., and 2d and 4th Wednesdays at 9 P. M.  
C. J. Neef, Box 64, Texarkana, Ark . . . . . Master  
C. H. Moore, care T. & P. R. R. Texarkana, Ark . . . . . Secretary  
J. L. Simmons . . . . . Collector  
J. C. Reinhardt, Box 56, Texarkana, Ark, Receiver  
T. O. Black, Bonham . . . . . Magazine Agent
- 244. T. P. O'BURKE; Chicago, Ill.**  
Meets at 314 W. Twelfth st., 1st Sunday at 2 P. M. and 3d Friday at 8 P. M.  
P. C. Winn, 314 W. 12th st. . . . . Master  
Jno. O'Malley, 166 W. 18th st. . . . . Secretary  
Jno. O'Malley, 166 W. 18th st. . . . . Collector  
P. C. Winn, 314 W. 12th st. . . . . Receiver  
Magazine Agent
- 245. GEORGIA; Savannah, Ga.**  
Meets in Firemen's Hall, Sorrell Building, cor. of Bull and Bay sts., every Thursday at 7:30 P. M., and 3d Sunday at 2:30 P. M.  
W. E. King, 199 Waldburg st . . . . . Master  
Adam Hutton, 271 Bull st . . . . . Secretary  
G. K. Knight, 90 W. Broad st . . . . . Collector  
Fleming Goolsby, 84 Montgomery st . . . . . Receiver  
F. J. Trott, 77½ Jones st . . . . . Magazine Agent
- 246. MACON; Macon, Ga.**  
Meets in Morgans Hall, 1444 4th st. every Sunday.  
Chas. Green, 416 Elm st . . . . . Master  
J. T. Roach, 432 Hazel st . . . . . Secretary  
T. W. Hines, 816 3d st . . . . . Collector  
Chas. Green, 416 Elm st . . . . . Receiver  
J. M. Richards, 137½ 2d st . . . . . Magazine Agent



**KENNESAW; Atlanta, Ga.**  
Meets in Red Men's Hall, 6½ N. Broad st, every Sunday at 2 P. M.  
I. O. Test, 85 Hood st. . . . . Master  
J. H. Elliott, 168 Peters st. . . . . Secretary  
V. B. Watters, 305 Woodward ave. . . . . Collector  
L. Francis, Clara . . . . . Receiver  
Reinhold Wureschke, 1 N Boulevard st . . . . . Magazine Agent

**WESTERN RESERVE; Ashtabula, Ohio.**  
Meets in Fasset Hall, Main st., 1st and 3d Mondays at 7:30 P. M.  
A. McDaniel, 17 Colorado st. . . . . Master  
D. Weisell, 42 King st. . . . . Secretary  
V. Hillyer, 218 West st. . . . . Collector  
G. Goutts, 56 Lockwood st. . . . . Receiver  
E. Benham, 76 Fisk st. . . . . Magazine Agent

**CALUMET; South Chicago, Ill.**  
Meets in I. O. O. F. Hall, cor. 92d street and South Chicago ave, 2d and 4th Sundays at 7:30 P. M.  
X. Wall, 91st st, and S. Chicago ave. . . . . Master  
muel O'Connell, 8852 Houston ave. . . . . Secretary  
J. Lynch, 3306 Ontario ave. . . . . Collector  
A. Purvis, 9012 Houston ave. . . . . Receiver  
m. Zacher, 10203 Ave L, Colehour, Ind. . . . . Magazine Agent

**GOLDEN LINK; Wilkes Barre, Pa.**  
Meets in Memorial Hall, So. Main st. 1st and 3d Sundays at 2 P. M.  
M. Fox, 249 Kidder st. . . . . Master  
O. Hale, Box 322, Kingston, Luzerne . . . . . Secretary  
O. Deels, Box 49, Kingston, Luzerne . . . . . Collector  
J. Keefer, Kingston, Luzerne Co. . . . . Receiver  
E. Canfield, Kingston, Luzerne Co. . . . . Magazine Agent

**ERHIG; Manach Chunk, Pa.**  
Meets in Stahl's Hall, Upper Manach Chunk, 1st and 3d Sundays at 2 P. M.  
J. Sandhas . . . . . Master  
J. Fulton . . . . . Secretary  
W. Smith, L. Box 365 . . . . . Collector  
S. Roberts, L. Box 365 . . . . . Receiver  
Spencer . . . . . Magazine Agent

**COLUMBIA; Columbia, Pa.**  
Meets in Fendrick's Hall, 2d and 4th Mondays 7:30 P. M.  
J. Heiser, 164 Walnut st. . . . . Master  
J. Klugh, 242 New 31st . . . . . Secretary  
J. Hinkle, 570 Walnut st. . . . . Collector  
Dennison, 640 Chestnut st. . . . . Receiver  
Dennell, 313 and 315 Locust st., . . . . Magazine Agent

**LENTON; Trenton, N. J.**  
Meets in Stradling Hall, 131 N. Broad st, 1st and 3d Sundays.  
Cope, 17 Southard st. . . . . Master  
Stackhouse, 306 Genesee st. . . . . Secretary  
Shelly, 405 Monmouth st. . . . . Collector  
Parsons, 175 Brunswick ave. . . . . Receiver  
Caffey, 17 Southard st. . . . . Magazine Agent

**IMAX; Missouri Valley, Iowa.**  
Meets in G. A. R. Hall 2d and 4th Sundays at 7:30 P. M.  
Halstead . . . . . Master  
French, Box 561 . . . . . Secretary  
Masters, Norfolk, Neb. . . . . Collector  
Hibben . . . . . Receiver  
ew Dryden . . . . . Magazine Agent

**AL CITY; Arkansas City, Kan.**  
Meets in I. O. O. F. Hall, 1st and 3d Wednesdays 30 P. M.  
J. Crabe . . . . . Master  
Ciser, 807 So. C. st. . . . . Secretary  
ew Craig, 1008 So. C. st. . . . . Collector  
m. L. Box 291, Purcell, I. T. . . . . Receiver  
k Caldron, 1526 So. G st . . . . . Magazine Agent

**H LINE; Como, Colo.**  
Meets in Slater's Hall, every Sunday at 2:30 P. M.  
Don . . . . . Master  
Jorgan . . . . . Secretary  
Gallagher . . . . . Collector  
Adams . . . . . Receiver  
Jorgan . . . . . Magazine Agent

**CARSON; Baton, New Mexico.**  
Meets in I. O. O. F. Hall every Monday at 9 A. M.  
forchouse . . . . . Master  
Linwood . . . . . Secretary  
by . . . . . Collector  
n Oldham . . . . . Receiver  
olf . . . . . Magazine Agent

**258. RENO; Nickerson, Kan.**  
Meets in K. of P. Hall every Wednesday at 7:30 P. M.  
C. W. Arnold . . . . . Master  
C. N. Woodell . . . . . Secretary  
Emil Misker . . . . . Collector  
G. E. Payne . . . . . Receiver  
I. E. Grimes . . . . . Magazine Agent

**259. D. J. CHASE; Ashland, Wis.**  
Meets in Good Templars' Hall, cor. Second st. and 4th ave. W., 1st and 3d Sundays at 2 P. M.  
R. W. Harrison, Commercial Hotel . . . . . Master  
E. C. Schilling, 421 3d st E. . . . . Secretary  
Fred. Godfrey, 818 4th ave W. . . . . Collector  
Wm. Buckley, 720 Ellis ave . . . . . Receiver  
W. C. Vallie, 411 7th ave E. . . . . Magazine Agent

**260. CALIFORNIA; Sacramento, Cal.**  
Meets in Smith's Hall, 7th st., bet. K and L, every Thursday at 7:30 P. M.  
G. W. Vice, Box 107 . . . . . Master  
R. E. Nobel, Box 107 . . . . . Secretary  
Jas. Mullen, Box 107 . . . . . Collector  
P. J. McEnerney, 711 H st . . . . . Receiver  
W. J. Fetherston, Box 107 . . . . . Magazine Agent

**261. MAGDALENA; San Marcial, New Mexico.**  
Meets in Masonic Hall every Sunday at 7 P. M.  
W. R. Fisher . . . . . Master  
C. M. Grover . . . . . Secretary  
Gus Leslman . . . . . Collector  
C. H. D. Haines . . . . . Receiver  
Geo. Bruno . . . . . Magazine Agent

**262. QUEEN CITY; West Toronto Junct, Ont.**  
Meets in Campbell Hall, alternate Sundays at 2 P. M.  
Ernest McConnell . . . . . Master  
Fred Sharpe, 77 Louisa st., Toronto . . . . . Secretary  
Junction . . . . . Collector  
Geo. Wauless . . . . . Receiver  
W. D. Donaldson, Toronto Junct. . . . . Magazine Agent

**263. ALAMO; Taylor, Texas.**  
Meets in Union Hall, every Saturday at 8 P. M.  
W. H. Pipkin, Box 241 . . . . . Master  
G. J. Colton . . . . . Secretary  
G. W. Payne . . . . . Collector  
J. R. Steadman, Box 165 . . . . . Receiver  
J. R. Steadman, Box 165 . . . . . Magazine Agent

**264. J. K. GILBREATH; Butte City, Montana.**  
Meets in Frost's Hall, South Butte, 2d and 4th Thursdays.  
A. R. McDuffie, Box 94, S. Butte . . . . . Master  
J. M. Hennessy, 126 Utah ave, S. Butte . . . . . Secretary  
Wm. Sweeney, S. Butte . . . . . Collector  
A. R. McDuffie, Box 94, S. Butte . . . . . Receiver  
J. H. Ryan, S. Butte . . . . . Magazine Agent

**265. GRAND RIVER; Grand Rapids, Mich.**  
Meets in K. P. Hall, 2d and 4th Sundays.  
C. E. Rundell, 344 S Union st. . . . . Master  
L. A. Ogden, 219 Central ave. . . . . Secretary  
C. E. Rundell, 344 S Union st. . . . . Collector  
L. A. Ogden, 219 Central ave. . . . . Receiver  
Jno. Cunningham, 505 Ionia st. . . . . Magazine Agent

**266. JOHN HICKEY; South Kaukanna, Wis.**  
Meets in Duggan Hall 2d and 4th Sundays at 1:30 P. M.  
J. J. Palmer . . . . . Master  
J. M. Golden, Box 324 . . . . . Secretary  
R. B. Powers . . . . . Collector  
Jas. McGraw . . . . . Receiver  
F. L. Fosha, Box 272 . . . . . Magazine Agent

**267. ENDEAVOR; Algiers, La.**  
Meets in Castle Hall 1st and 3d Thursdays at 1:30 P. M., 2d and 4th Thursdays at 7:30 P. M.  
J. H. Hibben, Chestnut st . . . . . Master  
R. J. McCluskey, 122½ Pacific ave. . . . . Secretary  
F. J. Myers, 122 Pacific ave. . . . . Collector  
Jno. Mitchell, 86½ Pacific ave. . . . . Receiver  
S. S. Andrews, 99½ Elmira st. . . . . Magazine Agent

**268. CLIFTON HEIGHTS; New Albany, Ind.**  
Meets in Odd Fellows' Hall, cor. State and Market sts. 1st and 3d Sundays at 2 P. M.  
C. L. Plowman, 194 cor. 4th and Oak sts. . . . . Master  
Geo. Tharp, 94 E. Main st. . . . . Secretary  
I. D. Stevens, 143 Sycamore st. . . . . Collector  
T. L. Teives, 485 Culbertson ave. . . . . Receiver  
A. D. Austin . . . . . Magazine Agent

**269. O. K.; Cincinnati, Ohio.**  
Meets in Castle Hall, S. E. cor. Genesee and Central ave., 1st and 3d Thursdays at 7 P. M.  
Adam Dods, Montgomery . . . . . Master  
J. R. Constable, Northern ave., Mt. Auburn, Cincinnati . . . . . Secretary  
W. J. Haight, 98 Glenway ave. . . . . Collector  
J. S. Sheehan, 84 State ave. . . . . Receiver  
Cornelius Coakley, Hamilton . . . . . Magazine Agent

**270. MINNEAPOLIS; Minneapolis, Minn.**

Meets in P. O. S. of A. Hall, 2006 Cedar ave So., 1st Sunday at 1:30 P. M. and 3d Monday at 7:30 P. M.

Patrick Perusse, 116 Cedar ave. . . . . Master  
H. W. Beater, 2624 Bloomington ave. . . . . Secretary  
A. H. Titus, 3108 Cedar ave S. . . . . Collector  
Oliver Johnson, 2106 Bloomington ave. . . . . Receiver  
W. H. Dickinson, 2301 18th ave S. . . . . Mag. Agent

**271. BYRAM; Port Morris, N. J.**

Meets in Union Hall 1st and 3d Sundays.

A. P. Stackhouse . . . . . Master  
Wm. Weller, Box 25 . . . . . Secretary  
C. L. Miller . . . . . Collector  
Wm. Weller, Box 25 . . . . . Receiver  
S. R. McConnell, Box 42 . . . . . Magazine Agent

**272. WILSON; Junction, N. J.**

Meets in Wells' Hall 1st and 3d Sundays.

J. S. Eveland, Jr., Box 106 . . . . . Master  
J. E. Dineen, Somerville . . . . . Secretary  
Wm. Walsh . . . . . Collector  
Jno. Everitt . . . . . Receiver  
J. S. Eveland, Jr., Box 106 . . . . . Magazine Agent

**273. DENVER; Denver, Colo.**

Meets in Independent Hall, cor. Santa Fe st. and W. 8th ave, every Friday at 7:30 P. M.

G. D. Blackford, 105 S. 9th st. . . . . Master  
C. H. Curtis, 860 S. 9th st. . . . . Secretary  
C. H. Curtis, 860 S. 9th st. . . . . Collector  
R. B. Hind, 1024 S. 7th st. . . . . Receiver  
Patrick Kennern, 979 S 10th st. . . . . Magazine Agent

**274. JACKSON; Clifton Forge, Va.**

Meets in Masonic Hall, 2d and 4th Tuesdays at 7:30 P. M.

S. M. Anderson, Box 171 . . . . . Master  
H. S. Hunt . . . . . Secretary  
J. S. Chittum . . . . . Collector  
E. G. Monroe, Box 145 . . . . . Receiver  
W. S. Sydnor, Box 14 . . . . . Magazine Agent

**275. WEST CHICAGO; Chicago, Ill.**

Meets in Rebman's Hall, 2074 W. Lake st., 1st and 3d Sundays at 2 P. M.

J. P. Sheffield, 264 N. May st. . . . . Master  
H. G. Kull, 81 Austin ave . . . . . Secretary  
E. E. Ellsworth, W. Lake st. . . . . Collector  
F. N. Anderson, 230 W. Superior st. . . . . Receiver  
Jas. Pierce, 230 N. May st. . . . . Magazine Agent

**276. REGINA; Vancouver, B. C.**

Meets in Good Templar's Hall every Monday at 8 P. M.

Thos. Clouston . . . . . Master  
F. J. Coombs . . . . . Secretary  
A. D. Ostram, North Bend . . . . . Collector  
Robt. Bunt, Kamloops . . . . . Receiver  
R. A. Moscrop . . . . . Mag. Agent

**277. ALABAMA; Mobile, Ala.**

Meets in Odd Fellows' Hall cor. Royal and Michael sts., 1st and 3d Sunday mornings.

J. B. Webster, Palmetto st. near Lawrence st. . . . . Master  
J. F. McDonnell, 463 S. Lawrence st. . . . . Secretary  
J. F. McDonnell, 463 S. Lawrence st. . . . . Collector  
C. C. Redwood, 901 Dauphin st. . . . . Receiver  
J. F. McDonnell, 463 S. Lawrence st. . . . . Mag. Agent

**278. WHITE BREAST; Laredo, Texas.**

Meets in K. P. Hall, cor. Convent and Farragut sts., 1st and 3d Sundays at 7:30 P. M.

J. H. Mahlin, Mex. Nat'l Shops . . . . . Master  
Ed. Chamberlain, Box 108 . . . . . Secretary  
J. B. G'Sell, Mex. Nat'l Shops . . . . . Collector  
Ed. Chamberlain, Box 108 . . . . . Receiver  
J. A. Funk . . . . . Magazine Agent

**279. MONTE SANO; Tusculum, Ala.**

Meets in Pythian Hall every Saturday evening.

J. W. Smith . . . . . Master  
H. H. Burkhardt . . . . . Secretary  
Jno. Farr . . . . . Collector  
H. H. Burkhardt . . . . . Receiver  
J. M. Kerby . . . . . Magazine Agent

**280. OZARK; Thayer, Mo.**

Meets in Boyd's Hall, cor. 2d and Chestnut sts. every Wednesday at 7 P. M.

C. P. Stevens, Box 143 . . . . . Master  
R. M. Slaughter, Box 124 . . . . . Secretary  
H. N. Powell, L. Box 8 . . . . . Collector  
W. W. Lewis, L. Box 9 . . . . . Receiver  
J. H. Kellner . . . . . Magazine Agent

**281. MISSION; Yoakum, Texas.**

Meets in K. of P. Hall every Wednesday at 7:30 P. M.

O. L. Kinsley, Box 38 . . . . . Master  
J. F. Massey, Box 179 . . . . . Secretary  
Thos. Smith, Box 38 . . . . . Collector  
Jas. Covert, Box 38 . . . . . Receiver  
E. E. Potillo, Box 38 . . . . . Magazine Agent

**282. BURNSIDE; Mt. Carmel, Ill.**

Meets in Union Hall every Thursday evening.

J. D. Devore . . . . . Master  
G. E. Poole . . . . . Secretary  
C. H. Tennyson . . . . . Collector  
W. M. Birkitt . . . . . Receiver  
Henry Volght . . . . . Magazine Agent

**283. LACKAWANNA; Great Bend, Pa.**

Meets in Roosa Hall 2d and 4th Sundays at 2:30 P. M.

A. M. Sliker, Hallstead . . . . . Master  
Elwood Edinger . . . . . Secretary  
W. B. Trowbridge, Hallstead . . . . . Collector  
S. H. Wells, Hallstead . . . . . Receiver  
R. A. Barber, Hallstead . . . . . Magazine Agent

**284. ELM CITY; New Haven, Conn.**

Meets in Elk's Hall, 352 Chapel st., 1st and 3d Sundays.

W. H. Norton, 63 Hulbut st. . . . . Master  
J. H. Kenney, 196 Cedar st. . . . . Secretary  
Louis Bassmier, 133 Spring st. . . . . Collector  
R. A. Bishop, 100 Park st. . . . . Receiver  
J. W. Kenney, 119 Putnam st. . . . . Magazine Agent

**285. CHARTER OAK; Hartford, Conn.**

Meets in Bliss Hall, cor. Pratt and Main sts., 2d and 4th Sundays.

D. C. Vanderburgh, E. Hartford . . . . . Master  
F. S. Fish, 918 Main st. . . . . Secretary  
J. H. Osmond, 18 Walnut st. . . . . Collector  
Henry Vanderburgh, E. Hartford . . . . . Receiver  
F. S. Fish, 918 Main st. . . . . Magazine Agent

**286. SAGINAW VALLEY; Saginaw E. S., Mich.**

Meets in B. of L. E. Hall, 2d and 4th Sundays.

Geo. McNicoll, N. 6th st. . . . . Master  
Alfred Bush, 110 Dwight st. . . . . Secretary  
Jas. Killen, 712 N. 5th st. . . . . Collector  
J. H. Abrahams, care F. & P. M. Eng. House . . . . . Receiver  
J. H. Abrahams, 611 Kirk st. . . . . Magazine Agent

**287. ALTOONA; Altoona, Pa.**

Meets in Couch's Hall, 11th ave. and 13th st. 2d and 4th Sundays.

F. A. Davis, 2408 11th ave. . . . . Master  
J. B. Fogle, 1819 Union ave. . . . . Secretary  
J. I. Anthony, Box 185 . . . . . Collector  
W. J. Buhr, 1003 Bridge st. . . . . Receiver  
J. B. Fogle, 1819 Union ave. . . . . Magazine Agent

**288. EMMET; Etherville, Iowa.**

Meets in Masonic Hall, 1st Tuesday and 3d Monday.

A. L. Houlthouser, Box 5 . . . . . Master  
P. J. Sullivan, Box 48 . . . . . Secretary  
A. L. Houlthouser, Box 5 . . . . . Collector  
Wm. McArdle, Box 109 . . . . . Receiver  
C. V. Fendergast . . . . . Magazine Agent

**289. MT. LOOKOUT, Chattanooga, Tenn.**

Meets in B. of L. E. Hall, 1st, 3d and 5th Tuesdays at 7:30 P. M., and 2d and 4th Tuesdays at 2 P. M.

T. P. Pennebaker, Box 266 . . . . . Master  
Keno Bailey, Box 266 . . . . . Secretary  
T. P. Pennebaker, Box 266 . . . . . Collector  
R. M. Smith, Box 266 . . . . . Receiver  
R. M. Smith, Box 266 . . . . . Magazine Agent

**290. MARION; Hannibal, Mo.**

Meets in A. O. U. W. Hall, cor. Main and Broadway, 2d and 4th Sundays at 2 P. M.

J. S. Ott, 312 Center st. . . . . Master  
Jno. Hyde, 421 Hill st. . . . . Secretary  
J. T. Hart, 416 Washington st. . . . . Collector  
J. T. Hart, 416 Washington st. . . . . Receiver  
John Hyde, 421 Hill st. . . . . Magazine Agent

**291. ATLANTIC; Brooklyn, N. Y.**

Meets in Triangle Hall, Halsey st. and Broadway, 1st and 3d Sundays at 8 P. M. and 2d and 4th Sundays at 10 A. M.

J. H. Daley, 174 A. Hull st. . . . . Master  
Jno. Scully, 28 Jamaica ave. . . . . Secretary  
Wm. Young, 41 Williams st. . . . . Collector  
Lawrence Donehue, 250 47th st. . . . . Receiver  
J. M. Kuhn, 260 Cleveland st. . . . . Magazine Agent

**292. J. L. HARRIS, East Grand Forks, Minn.**

Meets in Brotherhood Hall 2d Saturday at 7:30 P. M. and 4th Sunday at 1:30 P. M.

Mark Purcell, L. Box 20 . . . . . Master  
Alex. Thomson, L. Box 20 . . . . . Secretary  
Geo. Clifton, L. Box 20 . . . . . Collector  
D. E. Frost, L. Box 20 . . . . . Receiver  
J. J. Best . . . . . Magazine Agent

**303. LAFAYETTE; Marion, Iowa.**

Meets in A. O. U. W. Hall, 1st Monday at 9 A. M.  
and 3d Sunday at 2:30 P. M.  
C. A. Millerke, Box 155 . . . . . Master  
J. W. Johnston, Box 367 . . . . . Secretary  
S. E. Anson, Box 24 . . . . . Collector  
J. W. Humble, Box 221 . . . . . Receiver  
C. M. Johnston, Box 367 . . . . . Magazine Agent

**304. OHIO RIVER; Huntington, W. Va.**

Meets in Roxley Hall, every Friday at 7 P. M.  
A. M. Haight . . . . . Master  
J. E. Peralinger, 1840 8th ave . . . . . Secretary  
L. M. Loudon . . . . . Collector  
W. T. Henley, 1323 6th ave . . . . . Receiver  
M. A. Quinlan, 706 6th ave . . . . . Magazine Agent

**305. U. S.; Davenport, Iowa.**

Meets in A. O. U. W. Hall 1st and 3d Sundays.  
J. A. Clapper, 3045 5th ave., Rock Island,  
Ill . . . . . Master  
J. V. Cunningham, 216 E. 6th st. . . . . Secretary  
J. V. Cunningham, 216 E. 6th st . . . . . Collector  
Thos. Stapleton, 306 E 9th st. . . . . Receiver  
Jerry Mansfield, 2528 6th ave, Rock  
Island, Ill . . . . . Magazine Agent

**306. IRON RANGE; West Superior, Wis.**

Meets in A. O. U. W. Hall, Agen Block, 2d and  
4th Sundays at 2:30 P. M.  
F. J. Smith, 1616 Oaks ave . . . . . Master  
T. R. Taylor, 1913 11th st N. . . . . Secretary  
Geo. Leek, 514 Ogden ave . . . . . Collector  
T. R. Taylor, 1913 11th st N. . . . . Receiver  
B. W. Pink, 2316 22d st . . . . . Magazine Agent

**307. CLARK; Jeffersonville, Ind.**

Meets in Becht Hall, every Sunday at 9 A. M.  
J. D. Bigelow, 255 E. Maple st. . . . . Master  
J. E. Northam, 277 E. Chestnut st. . . . . Secretary  
Christopher Sellmer, 234 Mechenic st. . . . . Collector  
W. H. Phillips . . . . . Receiver  
F. A. Hutcherson, 113 E Maple st. . . . . Mag. Agent

**308. SNOW FLAKE, Glasgow, Mont.**

Meets in B. R. T. Hall 2d and 4th Saturdays.  
Alex. McLaughry . . . . . Master  
Chas. Mason . . . . . Secretary  
J. W. Hoffman . . . . . Collector  
R. J. Kane . . . . . Receiver  
J. O'Neill, Box 97 . . . . . Magazine Agent

**309. CENTRAL OHIO; Crestline, Ohio.**

Meets in Engineers' Hall every Wednesday at 7  
P. M.  
F. M. Johnson, Alliance . . . . . Master  
H. E. Cotner . . . . . Secretary  
W. J. Wise . . . . . Collector  
G. W. Reed, Box 93 . . . . . Receiver  
Adam Wertenberger, Alliance . . . . . Magazine Agent

**300. HARBOR CITY, Michigan City, Ind.**

Meets in Amon Lodge, cor. Franklin and 6th sts  
2d and 4th Sundays at 2 P. M.  
W. P. Pickett, 112 Michigan st . . . . . Master  
C. F. LaFlare, 206 E. 2d st . . . . . Secretary  
C. C. Holtgreen, 223 W 7th st . . . . . Collector  
Frank Smotzer, 121 E Boston st . . . . . Receiver  
C. C. Holtgreen, 223 W 7th st . . . . . Magazine Agent

**301. GREEN MOUNTAIN; Lyndonville, Vt.**

Meets in Engineers' Hall 1st and 3d Sundays at  
10 A. M. and 2d Friday at 7 P. M.  
A. C. Eastman . . . . . Master  
W. M. Weeks . . . . . Secretary  
D. W. Oakley . . . . . Collector  
W. M. Weeks . . . . . Receiver  
G. O. Fowler . . . . . Magazine Agent

**302. YOUGHIOGENY; Connellsville, Pa.**

Meets in Reisinger's Hall 2d and 4th Sundays at  
2 P. M.  
Edw. Stevens . . . . . Master  
W. A. Wallace, Box 324 . . . . . Secretary  
J. J. Kelly, Box 386 . . . . . Collector  
J. J. Kelly, Box 386 . . . . . Receiver  
W. A. Wallace, Box 324 . . . . . Magazine Agent

**303. VILLA PARK; Streator, Ill.**

Meets in Union Hall, 127 N. Bloomington st., 2d  
and 4th Tuesdays at 7:30 P. M.  
J. J. Corcoran, 709 N Park st . . . . . Master  
Milford Rathbun, 806 Johnson st . . . . . Secretary  
Moses Cantlin, 112 N. Broadway . . . . . Collector  
Frank Shontz . . . . . Receiver  
Chas. Snyder, 109 Stanton st . . . . . Magazine Agent

**304. THREE BRANCH; Argenta, Ark.**

Meets in Vogel Bros' Hall, cor. Newton ave. and  
Beulah st. every Tuesday evening at 7:30 P. M.  
H. H. Cole, Box 134 . . . . . Master  
A. H. Andrews, Box 147 . . . . . Secretary  
C. W. McDonnell, L. Box 260 . . . . . Collector  
A. H. Andrews, Box 147 . . . . . Receiver  
C. D. Gregg . . . . . Magazine Agent

**305. UNWIN; Bat Portage, Ontario.**

Meets in Garfield Hall every Wednesday even-  
ing.  
Jno. Bosman, Box 142 . . . . . Master  
Russell Woods . . . . . Secretary  
Jos. McMillan . . . . . Collector  
F. C. Munt . . . . . Receiver  
J. B. Baxter . . . . . Magazine Agent

**306. GRANITE STATE; Concord, N. H.**

Meets in Temple of Honor 2d Saturday at 7:30 P.  
M. and 4th Sunday at 4:30 P. M.  
I. O. Mathews, 13 Fremont st . . . . . Master  
F. E. Kenney, 38 Franklin st . . . . . Secretary  
J. J. Lane, 23 Thompson st . . . . . Collector  
E. B. Chandler, 22 West st . . . . . Receiver  
J. M. Donovan, 5 Grove st . . . . . Magazine Agent

**307. HAMPDEN; Springfield, Mass.**

Meets in Crescent Hall, 1st Thursday at 7:30 P.  
M. and 3d Sunday at 1 P. M.  
E. C. Pierce, L. Box 987 . . . . . Master  
E. F. French, 29 Gray ave . . . . . Secretary  
E. C. Pierce, L. Box 987 . . . . . Collector  
E. E. Dunham, 63 Auburn st . . . . . Receiver  
F. B. Child, 9 Greenwood st . . . . . Magazine Agent

**308. SANTA ROSA; Porfirio Diaz, Mexico.**

Meets in Firemen's Hall every Sunday at 2:30 P.  
M.  
A. J. Archer, Box 109, Eagle Pass, Tex. . . . . Master  
G. P. Jennings, Box 109, Eagle Pass, Tex. . . . . Secretary  
T. C. Larson, Box 109, Eagle Pass, Tex. . . . . Collector  
Henry Scheyer, Box 109, Eagle Pass, Tex. . . . . Receiver

Henry Scheyer, Box 109, Eagle Pass,  
Tex . . . . . Magazine Agent

**309. BARTHOLDI; Long Island City, N. Y.**

Meets in Schwallenberg's Hall, 2d Monday and  
4th Saturday.  
W. H. Smith . . . . . Master  
W. E. Thursby, Thomaston . . . . . Secretary  
Patrick Mahoney, Inwood . . . . . Collector  
A. H. Rauffie, 202 Jackson ave . . . . . Receiver  
Jos. Cole, Kent st, Greenpoint, L.I., Mag. Agent

**310. CHESTNUT RIDGE; Derry Station, Pa.**

Meets in I. O. O. F. Hall, 2d and 4th Saturdays.  
T. S. Krepes . . . . . Master  
D. M. Gipson . . . . . Secretary  
D. M. Schott . . . . . Collector  
G. B. Meyers . . . . . Receiver  
C. F. Shirey . . . . . Magazine Agent

**311. BELLE PLAINE, Belle Plaine, Iowa.**

Meets in Firemen's Hall 1st and 3d Sundays.  
W. W. Elliott . . . . . Master  
G. H. Willis . . . . . Secretary  
W. A. Knights . . . . . Collector  
Edw. Zimmerman . . . . . Receiver  
M. A. Quigley . . . . . Magazine Agent

**312. MOUNT SHASTA; Dunsmuir, Cal.**

Meets in K. P. Hall alternate Mondays at 7:30 P.M.  
A. W. Cole . . . . . Master  
H. L. Walther, Box 70 . . . . . Secretary  
H. L. Walther, Box 70 . . . . . Collector  
G. E. Schuler . . . . . Receiver  
W. D. McDonald . . . . . Magazine Agent

**313. KAW VALLEY; Armourdale, Kan.**

Meets in Melville Hall, 2d and 4th Mondays at  
1:30 P. M.  
E. B. Noggle, 624 S. 7th st., Kansas City . . . . . Master  
David Cronen, 217 N. 7th st., Kansas City . . . . . Secretary  
B. L. Klingmann, Box 556 Junction City . . . . . Collector

W. D. Robbins, 618 St. Paul st., Kansas  
City . . . . . Receiver  
H. W. Evans, 22 Perry sq., Kansas  
City . . . . . Magazine Agent

**314. GRAND FORKS; Grand Forks, North Dakota.**

Meets in Odd Fellows Hall, cor. 4th st and Kitt-  
son ave. 1st Sunday at 2 P. M. and 3d Sunday at  
7:30 P. M.  
Tim Cassidy . . . . . Master  
I. O. Olson, L. Box 114 . . . . . Secretary  
Abraham McMahon, L. Box 114 . . . . . Collector  
Geo. Thomson, L. Box 114 . . . . . Receiver  
G. A. Withey, 307 N. 4th st . . . . . Mag. Agent

**315. TROY CITY; Green Island, N. Y.**

Meets in Odd Fellows' Hall, 285 River st., Troy,  
2d and 4th Sundays at 2 P. M.  
E. A. Coyne, 275 9th st, Troy . . . . . Mas er  
Jno. Willetts, 473 9th st., Troy . . . . . Secretry  
Christopher Haverly, 67 Hudson ave. . . . . Collector  
J. M. Williams, 825 River st, Troy . . . . . Receiver  
Fred Levens, 1 Cannon st. . . . . Magazine Agent

- 816. OMEGA; Buffalo, N. Y.**  
Meets in Yox's Hall, Howard and Walton sts.,  
1st and 3d Mondays.  
Allen Nicol, 270 Fillmore ave . . . . . Master  
G. M. Petrie, 439 Eagle st . . . . . Secretary  
H. A. Smith, 187 Jefferson st . . . . . Collector  
J. J. Kinney, 31 Walter st . . . . . Receiver  
H. A. Smith, 187 Jefferson st . . . . . Magazine Agent
- 817. WELCOME HOME; Henderson, Ky.**  
Meets in I. O. O. F. Hall, every Sunday at 2 P. M.  
Harry Henry, 818 1st st . . . . . Master  
P. J. Kramer, L. St. L. & T. Ry. . . . . Secretary  
E. H. Zirkel, L. St. L. & T. shops, Clover-  
port . . . . . Collector  
T. J. Cutts, 1009 1st st . . . . . Receiver  
J. P. Shoemaker, care O. V. R. R. Magazine Agent
- 818. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.**  
Meets in Feer's Hall 1st and 3d Mondays at 7:30  
P. M.  
G. F. Kane, Versailles . . . . . Master  
J. C. Fitzsimmons, 2264 2nd ave . . . . . Secretary  
J. H. Nelville, 43 Renova st . . . . . Collector  
W. H. Rosenlieb, 683 Lytle st . . . . . Receiver  
J. H. Nelville, 43 Renova st . . . . . Magazine Agent
- 819. MOUNT MORIAH; Philadelphia, Pa.**  
Meets in Mt. Moriah Hall, 63d st and Woodland  
ave., 1st and 3d Saturdays at 7:30 P. M. and  
2d and 4th Sundays at 2 P. M.  
P. J. Layell, 33 Mt. Moriah Lane . . . . . Master  
J. E. Sentman, 59th st & Woodland ave, Secretary  
Jefferson Miller, 124 E 13th st, Chester, Collector  
W. D. Lewis, 219 Bailey st . . . . . Receiver  
G. W. Coyle, 1419 S. 56th st., West Phila-  
delphia . . . . . Magazine Agent
- 820. ARBITRATION; East St. Paul, Minn.**  
Meets in Wild Block, 7th and Bradley sts, 1st Sun-  
day at 2:30 P. M., and 3d Wednesday at 7:30 P. M.  
Warner Snyder, 702 Preble st . . . . . Master  
W. L. Works, 597 Sims st., St. Paul . . . . . Secretary  
W. L. Works, 597 Sims st., St. Paul . . . . . Collector  
C. L. Work, 911 Lawson st., St. Paul . . . . . Receiver  
Jno. O'Malley, 879 E. 3d st., St. Paul . . . . . Mag. Agent
- 821. SNOW DRIFT; Chapeau, Ont.**  
Meets in Firemen's Hall, every Monday at 8 P. M.  
Thos. Burt, Box 112 . . . . . Master  
W. L. Loomis . . . . . Secretary  
Kenneth McKee, Box 115 . . . . . Collector  
Jas. Rose . . . . . Receiver  
W. M. Measor . . . . . Magazine Agent
- 822. JULIEN; Dubuque, Iowa.**  
Meets in Stultz Hall, S. E. cor 25th and Jackson  
sts., 1st and 3d Mondays at 7:30 P. M.  
G. H. Kirkland, 2351 Washington st. . . . . Master  
J. H. Murray, 2500 Couler ave . . . . . Secretary  
Nelson Gibbs, 3308 Jackson st. . . . . Collector  
Wm. Sheridan, cor. 26th st and Couler ave,  
Receiver  
J. W. Robinson, 2998 Couler ave, Magazine Agent
- 823. MUSCOGEE; Columbus, Ga.**  
Meets in Odd Fellows' Hall, 1st ave, bet. 10th  
and 11th sts, 1st and 3d Sundays at 11:30 A. M.  
G. F. Castleberry, 907 4th ave . . . . . Master  
H. H. Ward, 631 20th st . . . . . Secretary  
W. C. Shafer . . . . . Collector  
G. F. Castleberry, 907 4th ave. . . . . Receiver  
J. W. Webster . . . . . Magazine Agent
- 824. SOUTHERN CROSS; Gainesville, Texas.**  
Meets in K. of L. Hall every Tuesday at 8 P. M.  
J. D. Varner . . . . . Master  
B. M. Samuels, 1111 N Laumies st . . . . . Secretary  
J. H. Garmany . . . . . Collector  
J. D. Varner . . . . . Receiver  
Dan Murphy, 510 Cotton st. . . . . Magazine Agent
- 825. SATILLA; Way Cross, Ga.**  
Meets in B. of L. E. Hall 2d and 4th Sundays. at  
2 P. M.  
G. W. Barnes . . . . . Master  
Chas. Conrad . . . . . Secretary  
N. M. Duncan . . . . . Collector  
N. M. Duncan . . . . . Receiver  
E. G. Peirce . . . . . Mag. Agent
- 826. FOLWELL; Bradford, Pa.**  
Meets in G. A. R. Hall 1st and 3d Sundays at 2:30  
P. M.  
C. F. Colligan, 1 Thompson ave. . . . . Master  
C. H. Alger, 16 Pike st. . . . . Secretary  
G. P. Clough, 59 Davis st. . . . . Collector  
G. P. Clough, 59 Davis st. . . . . Receiver  
Frank Schoolmaster, 51 Jefferson st. Mag. Agent
- 827. SILVER MOUNTAIN; Needles, Cal.**  
Meets in B. of L. E. Hall every Saturday at 8 P. M.  
J. A. Stout . . . . . Master  
Harry Ringham . . . . . Secretary  
L. H. Fitch . . . . . Collector  
W. H. Rogers, Box 216 . . . . . Receiver  
J. F. Taylor, Box 40 . . . . . Magazine Agent
- 828. SPANISH PEAKS; La Junta, Colo.**  
Meets in Manley's Hall 1st and 3d Thursdays at  
2 P. M., 2d and 4th Thursdays at 7 P. M.  
J. A. Martin . . . . . Master  
W. G. Thompson . . . . . Secretary  
C. T. Walker . . . . . Collector  
J. B. McChesney . . . . . Receiver  
J. R. Holm . . . . . Magazine Agent
- 829. BELVIDERE; Belvidere, Ill.**  
Meets in I. O. O. F. Hall 1st and 3d Sundays at  
2 P. M.  
M. M. Silvius . . . . . Master  
E. E. Dillard . . . . . Secretary  
C. H. Williams . . . . . Collector  
J. W. Lyon . . . . . Receiver  
M. P. Plane, Box 712 . . . . . Magazine Agent
- 830. RIVER VIEW; Kansas City, Kansas.**  
Meets in Chamber of Commerce Hall, 1st and 3d  
Thursdays at 7:30 P. M.  
S. M. Davenport, 559 Park ave . . . . . Master  
C. H. Smelser, 568 Park ave . . . . . Secretary  
F. W. Fisher, 605 Spilllog ave . . . . . Collector  
C. H. Smelser, 568 Park ave . . . . . Receiver  
Henry Eavers, M. P. freight house, Omaha,  
Neb . . . . . Magazine Agent
- 831. CHICAGO BELT LINE; Auburn Junction, Ill.**  
Meets in Berndt's Hall 1st and 3d Mondays at  
8:30 P. M.  
Matthew Bauer, South Englewood . . . . . Master  
E. P. Becker, Box 73, South Englewood Secretary  
S. H. Lucas, South Englewood . . . . . Collector  
W. E. Boyle, South Englewood . . . . . Receiver  
W. J. Kershau, Box 82, South Englewood,  
Magazine Agent
- 832. STONE MOUNTAIN; Augusta, Ga.**  
Meets in K. P. Hall, cor. Broad and Jackson sts,  
1st and 3d Sundays.  
G. E. Florence, 1342 May ave . . . . . Master  
E. J. Graham, 461 Taylor st . . . . . Secretary  
O. M. Burch, 427 Walker st. . . . . Collector  
G. E. Florence, 1342 May ave . . . . . Receiver  
Magazine Agent
- 833. FAIRMOUNT; Philadelphia, Pa.**  
Meets in Erickson's Hall, 3947 Lancaster ave,  
alternate Wednesdays at 8 P. M.  
H. E. Sterling, 3806 Atlanta st . . . . . Master  
W. H. Elliott, 3830 Linwood st, W. Phila-  
delphia . . . . . Secretary  
H. B. Howter, 3835 Linwood st . . . . . Collector  
J. A. Boehm, 3818 Parrish st . . . . . Receiver  
C. H. Maul, 380 N. 40th st. . . . . Magazine Agent
- 834. LONG DOUBLER; East Syracuse, N. Y.**  
Meets in Masonic Hall every Tuesday at 7:30  
P. M.  
C. H. Smith . . . . . Master  
Isaac West . . . . . Secretary  
P. M. Joslin . . . . . Collector  
Isaac West . . . . . Receiver  
G. W. Studer . . . . . Magazine Agent
- 835. SAINT ADOLPHUS; Hochelaga, Canada.**  
Meets in B. of L. E. Hall alternate Mondays. at  
8 P. M.  
J. G. A. Brazeau, 83 Moreau st . . . . . Master  
Thos. Foley, 19 Archambault Block,  
Montreal . . . . . Secretary  
Arcade Langlois, 266 Desry st . . . . . Collector  
J. G. A. Brazeau, 83 Moreau st . . . . . Receiver  
Maurice Cody, 305 Statacona ave . . . . . Mag. Agent
- 836. FALL RIVER; Neodesha, Kansas.**  
Meets in Pierce's Hall, 2d and 4th Tuesdays at  
3:30 P. M.  
J. A. Miner . . . . . Master  
J. R. Young . . . . . Secretary  
I. K. Herrold . . . . . Collector  
Edw. Gray . . . . . Receiver  
J. A. Miner . . . . . Magazine Agent
- 837. BIG FOUR; Kansas City, Mo.**  
Meets in Carlson's Hall, N. E. cor. 16th and  
Penn sts., 2d and 4th Friday evenings  
Benj. McClellan, 1728 Jarboe st . . . . . Master  
C. T. Largent, 1639 Madison ave . . . . . Secretary  
N. F. Clough, 1812 Holly st. . . . . Collector  
Frank Dickens, 1311 Reservoir ave . . . . . Receiver  
J. D. Gould, 1733 Jarboe st. . . . . Magazine Agent
- 838. WEST BRANCH; Reno, Pa.**  
Meets in Spangler's Hall, cor. 6th st. and Huron  
ave., 1st and 3d Sundays at 1:30 P. M.  
L. L. Smart . . . . . Master  
Hector Hughes . . . . . Secretary  
Fred Kerby . . . . . Collector  
Fred Kerby . . . . . Receiver  
O. W. Long . . . . . Magazine Agent

**339. RED MOUNTAIN; Birmingham, Ala.**

Meets in Allen & Scott Building, every Friday at 8 P. M.

W. O. McArdle, K. C. M. & B. R'd House Master  
J. G. Hardy, Box 703 . . . . . Secretary  
W. H. Davidson, L. & N. shops . . . . . Collector  
J. J. Dana, 2500 1st ave. . . . . Receiver  
F. O. Harvey, K. C. M. & B. Rd.  
House . . . . . Magazine Agent

**340. STAR OF THE WEST; Newton, Kansas.**

Meets in Engineer's Hall, 1st Thursday evening and 3d Sunday at 2 P. M.

W. H. Neeld, 217 W 5th st. . . . . Master  
J. H. Julian, 417 N. 10th st. . . . . Secretary  
P. D. Benfer, 612 E 2d st. . . . . Collector  
Henry Jack, 215 W 5th st. . . . . Receiver  
H. E. Cox, 1029 S. Water st., Wichita  
Magazine Agent

**341. GOLD RANGE; Donald, B. C.**

Meets in Firemen's Hall 1st and 2d Wednesdays, and 3d and 4th Sundays.

H. J. McSorley . . . . . Master  
Thos. Needham . . . . . Secretary  
E. J. Nealon . . . . . Collector  
Robt. Somes, Kamloops . . . . . Receiver  
A. J. Brandrett . . . . . Magazine Agent

**342. CASCADE; Medicine Hat, Northwest Ter.**

Meets in Colter's Hall, 2d Wednesday and 4th Thursday.

Wm. Rutherford, Box 102 . . . . . Master  
Philip Hamel, Box 102 . . . . . Secretary  
Jas. Smeaton . . . . . Collector  
Jas. Canty, Box 102 . . . . . Receiver  
W. S. Brears . . . . . Magazine Agent

**343. NEW STATE; Lima, Montana.**

Meets in Bailey's Hall every Wednesday at 7:30 P. M.

A. T. Butler . . . . . Master  
Ellsworth Dilsaver . . . . . Secretary  
Arthur Cory . . . . . Collector  
A. T. Butler . . . . . Receiver  
D. A. King . . . . . Magazine Agent

**344. LAS ANIMAS; Trinidad, Colo.**

Meets at Odd Fellow's Hall 1st and 3d Saturdays.

G. W. Miller, U. P. shops . . . . . Master  
H. B. Garvin, Box 406 . . . . . Secretary  
W. K. Hedges, Box 584 . . . . . Collector  
W. F. Bendler, U. P. shops . . . . . Receiver  
Albert Butler, cor. Chacon st. and Lindon  
ave. . . . . Magazine Agent

**345. FRONT END; Paris, Texas.**

Meets in Public Square, 1st and 3d Saturday at 7:30 P. M.

C. B. Vannasdale, W. Sherman st. . . . . Master  
M. N. Mishler, 318 S. Wright st. . . . . Secretary  
Collector  
A. J. Riggins, 706 W. Austin st. . . . . Receiver  
M. N. Mishler, 318 S. Wright st. . . . . Magazine Agent

**346. FLOWERY LAND; Pensacola, Florida.**

Meets in Rutherford's Hall 1st and 3d Mondays.

F. T. Martin, L. & N. Shops . . . . . Master  
J. E. Lawless, 416 E. Wright st. . . . . Secretary  
J. B. Rosa, L. & N. shops . . . . . Collector  
H. A. Smith, 819 E Belmont st. . . . . Receiver  
E. J. Amos, L. & N shops . . . . . Magazine Agent

**347. COKE KING; Scottsdale, Pa.**

Meets in I. O. O. F. Hall alternate Sundays.

S. F. Scheivley . . . . . Master  
W. F. Gallagher, Box 5 . . . . . Secretary  
Herbert Crippen . . . . . Collector  
G. A. Jackson . . . . . Receiver  
H. M. Kinkead . . . . . Magazine Agent

**348. BLUE MOUNTAIN; La Grande, Oregon.**

Meets in K. P. Hall every Wednesday at 2 P. M.

H. M. Wall . . . . . Master  
F. E. Herr . . . . . Secretary  
J. W. Byrnes . . . . . Collector  
F. E. Herr . . . . . Receiver  
Jay Thompson . . . . . Magazine Agent

**349. HUDSON RIVER; Union Hill, N. J.**

Meets in Concordia Hall, 225 Bergenline ave., 2d and 4th Sundays.

J. H. Lee, New Durham . . . . . Master  
J. J. Lawless, New Durham . . . . . Secretary  
J. J. Lawless, New Durham . . . . . Collector  
Henry Poynton, Box 2, New Durham . . . . . Receiver  
O. O. Ostrum, New Durham . . . . . Mag. Agent

**350. JAMES DONNELLY; Perth Amboy, N. J.**

Meets in Lyceum Hall, Smith st, 2d and 4th Sundays.

Jno. Jones, 141 Washington st . . . . . Master  
B. B. Sheets, 209 Washington st . . . . . Secretary  
J. B. Voorhees, 14 William st . . . . . Collector  
T. R. Mertz, Broad st. . . . . Receiver  
Jno Fahey, 34 N. 1st st. . . . . Magazine Agent

**351. HOME; White Haven, Pa.**

Meets in Odd Fellows' Hall 2d and 4th Sundays.

G. S. Helmbach . . . . . Master  
M. J. Costello . . . . . Secretary  
N. M. Smith . . . . . Collector  
J. N. Deterline . . . . . Receiver  
Robert Bush . . . . . Magazine Agent

**352. CHAMPLAIN; St. Albans, Vt.**

Meets in Engineers' Hall, 1st and 3d Sundays at 1:45 P. M. and 4th Monday at 7:45 P. M.

J. H. Sweeney, 10 Bishop st . . . . . Master  
J. W. Murphy, 19 Cedar st. . . . . Secretary  
T. H. Rooney, Center st . . . . . Collector  
C. F. Kelly, 33 Diamond st. . . . . Receiver  
M. C. Foster, 22 Bishop st . . . . . Magazine Agent

**353. MARBLE CITY; Rutland, Vt.**

Meets in Pythian Hall, cor. Wales and Centre sts., 1st and 3d Sundays.

W. R. McQuirk, 96 State st. . . . . Master  
Wm. Connell, 143 West st. . . . . Secretary  
F. E. Bixby, 30 Howe st. . . . . Collector  
F. H. Earle, 22 Howe st. . . . . Receiver  
F. E. Bixby, 30 Howe st. . . . . Magazine Agent

**354. HOBOKEN; Hoboken, N. J.**

Meets in Bernitt's Hall, 1st and Bloomfield sts., 2d and 4th Saturdays at 8 P. M.

Patrick Ash, South Orange . . . . . Master  
Chris. Dugan, 165 N. 5th st, Newark . . . . . Secretary  
Patrick Ash, South Orange . . . . . Collector  
L. E. Genuing, Chatham . . . . . Receiver  
J. R. Bilby, 239 Railroad ave, Newark  
Magazine Agent

**355. STONE CITY; Joliet, Ill.**

Meets in B. of L. F. Hall, 222 Jefferson st., 1st Tuesday at 7:30 P. M. and 3d Sunday at 2:30 P. M.

Chas. Quinlan, 213 Morgan st. . . . . Master  
Jos. McGrath, 405 S. Chicago st. . . . . Secretary  
P. C. McGuire, 412 S Chicago st. . . . . Collector  
Chas. Quinlan, 213 Morgan st. . . . . Receiver  
J. D. Pollard, 200 N. Eastern ave . . . . . Mag. Agent

**356. A. B. CAYNER; Lorain, O.**

Meets at Royal Arcanum Hall, cor. Broadway and Bank st, 1st and 3d Sundays.

J. O. Hills, 25 Livingston ave . . . . . Master  
H. H. Ripley, Box 1156 . . . . . Secretary  
Collector  
J. B. Schaar, Forest st . . . . . Receiver  
E. N. Rapstock . . . . . Magazine Agent

**357. JUSTICE; Carleton, N. B.**

Meets in Madras School 1st and 3d Sundays.

Sam'l Richie, 105 Brussel st., St. John . . . . . Master  
E. W. Griffith, Box 53, Fairville . . . . . Secretary  
W. M. Beateasy, Union st., St. John  
West end . . . . . Collector  
W. A. Smith, Box 35, Fairville . . . . . Receiver  
W. B. Robertson, 88 Orange st, St. John,  
Magazine Agent

**358. COOKE; West St. Paul, Minn.**

Meets in Paul Martin Hall, cor. Colorado and So Wabasha sts, 1st Saturday at 7:45 P. M., 3d Sunday 2:30 P. M.

Jno. Lynch, 246 Dunedin Terrace, St. Paul, Master  
T. P. Foley, 88 Augusta st, St. Paul . . . . . Secretary  
Patrick Hurlie, 88 Augusta st, St. Paul, Collector  
Jno. Trulander, 516 12th ave. S., Minneapolis . . . . . Receiver  
J. W. Norton, 224 Dunedin Terrace . . . . . Mag. Agent

**359. BIG FLINT; Wellington, Kansas.**

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d and 4th Tuesdays at 2 P. M.

S. H. Barner . . . . . Master  
L. M. Landreth . . . . . Secretary  
J. G. Beard . . . . . Collector  
Louis Brinkmiller . . . . . Receiver  
Harrison Beard . . . . . Magazine Agent

**360. COLD SPRING; Springfield, Ohio.**

Meets in Engineers' and Firemen's Hall, F Main st. 1st and 3d Sundays.

T. E. James, 445 E. Harrison st. . . . . Master  
A. W. Binns, E. High st. . . . . Secretary  
H. J. Teagarden, 207 Clifton st. . . . . Collector  
A. W. Binns, E High st. . . . . Receiver  
Lang McGhee, 268 East st. . . . . Magazine Agent

- 361. TRIED AND TRUE; Washington, Ind.**  
Meets in B. of L. E. Hall 1st and 3d Sundays at 2 P. M.  
M. G. Myers . . . . . Master  
M. B. Wagoner . . . . . Secretary  
W. H. Cunningham . . . . . Collector  
M. P. Mooney . . . . . Receiver  
S. C. Mayes . . . . . Magazine Agent
- 362. CATABACT; Suspension Bridge, N. Y.**  
Meets in Sons of St. George Hall, cor. Falls and 1st sts, Niagara Falls, 1st and 3d Thursday evenings.  
J. A. Shrimpton, 615 E. Elmwood st., Niagara Falls . . . . . Master  
A. W. White, Exchange Hotel . . . . . Secretary  
E. H. Blinco . . . . . Collector  
Chas. Baker, 524 4th st., Niagara Falls . . . . . Receiver  
R. J. Pitts, 4th st, Niagara Falls . . . . . Mag. Agent
- 363. METROPOLITAN; New York, N. Y.**  
Meets in Elite Hall, 139 E. 59th st., 2d and 4th Sundays at 2 P. M.  
F. R. Elliott, 600 E. 139th st. . . . . Master  
V. Butterfield, 46 Amsterdam ave. . . . . Secretary  
M. J. Lynch, Box 481, White Plains . . . . . Collector  
W. W. Eggleston, Jr., White Plains . . . . . Receiver  
A. J. Murphy, 108 E. 121st st. . . . . Mag. Agent
- 364. SOUTHERN STAB; Sanford, Fla.**  
Meets in A. O. U. W. Hall, Hotchkiss Block, 1st and 3d Sundays.  
T. S. Moxley, C. J. T. & K. W. R. B., Jacksonville . . . . . Master  
J. P. Wallace . . . . . Secretary  
T. D. Stone, Palatka . . . . . Collector  
A. J. Harvey . . . . . Receiver  
O. E. Adams, Palatka . . . . . Magazine Agent
- 365. VIOLET; Bellows Falls, Vt.**  
Meets in Odd Fellows' Hall, 1st and 3d Saturday evenings.  
H. E. Bussey, Box 549 . . . . . Master  
E. F. Whitman, Box 614 . . . . . Secretary  
J. L. Keach, 26 Fulton st., Springfield, Mass . . . . . Collector  
J. W. Gallagher, Windsor . . . . . Receiver  
G. A. Hoffman, Box 267, Windsor . . . . . Mag. Agent
- 366. OASIS; Ogden, Utah.**  
Meets in K. P. Hall every Sunday at 7:30 P. M.  
Henry Ward, Terrace . . . . . Master  
F. W. Johnston, 2429 Grant ave. . . . . Secretary  
Sam Walker, Box 372 . . . . . Collector  
M. J. Powers, Terrace . . . . . Receiver  
T. L. Dwyer . . . . . Magazine Agent
- 367. MORGAN CRANE; Somerset, Ky.**  
Meets in The Dill Moss Hall, Griffin ave, 1st and 3d Saturday evenings.  
W. L. Manpin . . . . . Master  
T. R. Harrison . . . . . Secretary  
G. L. Peffer . . . . . Collector  
Jos. Elliott, Box 61 . . . . . Receiver  
T. J. Heath . . . . . Magazine Agent
- 368. DEEP WATER; Springfield, Mo.**  
Meets in K. of P. Hall, cor. College and Campbell sts., every Wednesday at 2 P. M.  
David Dangler, Hamilton st. . . . . Master  
Chas. Kirchgraber, 727 W. Walnut st. . . . . Secretary  
V. M. Shoup . . . . . Collector  
F. B. Squires, L. Box 1068 . . . . . Receiver  
C. M. George, 731 W. Scott st. . . . . Magazine Agent
- 369. WALNUT VALLEY; El Dorado, Kan.**  
Meets in B. of L. F. Hall, cor. Main st and Central ave., every Thursday at 2:30 P. M.  
E. O. Summers, Box 293 . . . . . Master  
J. S. McSpaden . . . . . Secretary  
G. T. Scott . . . . . Collector  
E. L. Temple, Box 641 . . . . . Receiver  
G. A. Maxwell, 252 N. Waco st., Wichita . . . . . Magazine Agent
- 370. NEOSHO VALLEY; Council Grove, Kan.**  
Meets in A. O. U. W. Hall, 1st and 3d Tuesdays.  
A. H. Benson . . . . . Master  
I. S. Tolbert . . . . . Secretary  
J. A. Flynn . . . . . Collector  
C. N. Leeman, Box 271 . . . . . Receiver  
P. S. De Hoff . . . . . Magazine Agent
- 371. COVENANT; Nevada, Mo.**  
Meets in B. of R. T. Hall, E. Cherry st., 2d and 4th Thursdays at 7:30 P. M.  
W. L. McBride, 1028 E. Locust st. . . . . Master  
C. T. Callahan, 320 E. Allison st. . . . . Secretary  
E. H. Schader, 711 E. Lee st. . . . . Collector  
Squire Innis, 903 Commercial st. . . . . Receiver  
F. P. Rhodes, 1043 Pennsylvania ave, Joplin, Mo . . . . . Magazine Agent
- 372. SIGNAL MOUNT; Big Springs, Texas.**  
Meets at Union Hall every Saturday at 2 P. M.  
F. W. Fahrenkamp, Box 33 . . . . . Master  
Jno. Price, Box 33 . . . . . Secretary  
J. B. Ryan, Box 33 . . . . . Collector  
J. F. Scholz, Box 33 . . . . . Receiver  
Reynold Schwartzbach, Box 33 . . . . . Mag. Agent
- 373. PAWNEE; Fairbury, Neb.**  
Meets in A. O. U. W. Hall 2d and 4th Wednesday at 7:30 P. M.  
L. E. Bagg, Box 206 . . . . . Master  
I. T. Arnold, Box 132 . . . . . Secretary  
H. A. Jaques . . . . . Collector  
I. T. Arnold, Box 132 . . . . . Receiver  
T. H. Jones . . . . . Magazine Agent
- 374. McALLISTER; Herington, Kan.**  
Meets in I. O. O. F. Hall, 1st Thursday at 1:30 P. M. and 3d Thursday at 7:30 P. M.  
J. E. Cushman . . . . . Master  
A. J. Houston, Box 153 . . . . . Secretary  
A. J. Houston, Box 153 . . . . . Collector  
J. D. Hornberger . . . . . Receiver  
O. P. Amick . . . . . Magazine Agent
- 375. FRIENDSHIP; Dayton, Ohio.**  
Meets in K. P. Hall 1st and 3d Sundays.  
M. P. Hoban, 635 E 2d st . . . . . Master  
E. B. Childs, 104 Horton st . . . . . Secretary  
Elmore Dorman, 289 Valley st. . . . . Collector  
N. W. Rose, 121 Torrance st . . . . . Receiver  
Jos. McMichael, 61 Horton st. . . . . Magazine Agent
- 376. J. H. KIRK; Horton, Kan.**  
Meets in Kemper Hall, cor. Front and Main st., 1st and 3d Mondays at 1 P. M.  
G. H. Vansickle . . . . . Master  
M. E. Clark . . . . . Secretary  
M. M. Comstock . . . . . Collector  
Wm. Casey . . . . . Receiver  
F. C. Laine, Fairbury, Neb. . . . . Magazine Agent
- 377. NICKEL PLATE; Cosmoast, Ohio.**  
Meets in Harrington's Hall, cor. State and Chestnut sts, 1st and 3d Tuesdays at 8 P. M. and 3d and 4th Tuesdays at 8 A. M.  
W. S. Simpkins . . . . . Master  
F. M. Hubbard, Box 154 . . . . . Secretary  
L. C. Melson, Box 716 . . . . . Collector  
O. F. L. Wilkins, Box 596 . . . . . Receiver  
T. E. McGinnis . . . . . Magazine Agent
- 378. HOLBROOK; Charters, Pa.**  
Meets in Christian Hall, McKees Rocks, every Sunday at 1 P. M.  
Wm. Dixon, McKees Rocks . . . . . Master  
J. B. Holloway, McKees Rocks . . . . . Secretary  
J. M. Galbraith, McKees Rocks . . . . . Collector  
O. L. Hinsdale, McKees Rocks . . . . . Receiver  
S. C. Beeson, McKees Rocks . . . . . Magazine Agent
- 379. WEAVER; Sayre, Pa.**  
Meets in Fireman's Hall 2d and 4th Sundays at 2 P. M.  
W. E. Preston, 131 Providence st. . . . . Master  
J. H. Repp, Box 256 . . . . . Secretary  
F. E. Green . . . . . Collector  
Johnson Wait, Box 218 . . . . . Receiver  
Martin Plumsted, Box 212 . . . . . Magazine Agent
- 380. HUB CITY; Aberdeen, South Dakota.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 1:30 P. M.  
C. A. Spink . . . . . Master  
G. B. Abell . . . . . Secretary  
Humphrey Davis . . . . . Collector  
J. J. Brownlee . . . . . Receiver  
E. A. Conright, Montevideo, Minn. . . . . Mag. Agent
- 381. J. W. WALKER; Conemaugh, Pa.**  
Meets in Kullo Hall, Main st., 2d and 4th Mondays at 2:30 P. M.  
P. S. Coy . . . . . Master  
J. A. Kelper . . . . . Secretary  
H. A. Horton . . . . . Collector  
J. L. Williams, Box 16 . . . . . Receiver  
W. F. Stump . . . . . Magazine Agent
- 382. BETHESDA; Waukecha, Wis.**  
Meets in Engineers' Hall 1st and 3d Sundays.  
Martin Murray, 200 Main st . . . . . Master  
Frank Zimmerman, 820 The Strand . . . . . Secretary  
Wm. Doyle, Sr., 204 Arcadian ave . . . . . Collector  
Chas. Vrooman, 611 Oakland ave . . . . . Receiver  
Martin Murray, 200 Main st . . . . . Magazine Agent
- 383. PETROLEUM; Oil City, Pa.**  
Meets in Trax & Kramer's Hall, alternate Sundays  
Patrick Sheehan, 106 Washington ave . . . . . Master  
J. R. Canon, 112 Hoffman ave . . . . . Secretary  
W. D. McQuinn, 335 Washington ave . . . . . Collector  
A. G. Sittig, 56 Grove ave . . . . . Receiver  
Michael Fehey, 84 Spruce st. . . . . Magazine Agent

- 364. R. H. WILBUR; Lehighton, Pa.**  
Meets in Eber's Hall, Bank st., 2d and 4th Sundays 2 P. M.  
A. H. Miller, Weissport . . . . . Master  
L. O. J. Strauss . . . . . Secretary  
W. H. E. Plummer, Weissport . . . . . Collector  
Alfred Dreisbach, Weissport . . . . . Receiver  
A. T. Henry, Weissport . . . . . Magazine Agent
- 365. BOWER CITY; Jansenville, Wis.**  
Meets in B. of L. E. Hall 2d Sunday at 2:30 P. M. and 4th Wednesday at 7:30 P. M.  
J. C. Morris, 353 Centre st . . . . . Master  
I. W. Hagar, 259 Center ave. . . . . Secretary  
J. C. Morris, 353 Centre st . . . . . Collector  
E. H. Erdman, 407 North st . . . . . Receiver  
H. H. St. John, 159 Center ave. . . . . Magazine Agent
- 366. RAMONA; San Diego, Cal.**  
Meets in K. P. Hall, cor 6th and F. sts., 2d and 4th Sundays at 2 P. M.  
Frank Demaree, 2016 K st. . . . . Master  
T. H. Robertson, Pacific Beach . . . . . Secretary  
T. F. Fitzgerald, North San Diego . . . . . Collector  
A. V. Dodge, 5th and D sts. . . . . Receiver  
S. P. Tyler, 1056 3d st. . . . . Magazine Agent
- 367. RED ROCK; Schreiber, Ontario.**  
Meets in B. of L. F. Hall 1st and 3d Sundays at 2:30 P. M.  
P. H. Roemley . . . . . Master  
Jas. Beggs . . . . . Secretary  
Edw. Sale . . . . . Collector  
Harry West . . . . . Receiver  
Albin Davis, C. P. R. R. . . . . Magazine Agent
- 368. PHIL. H. SHERIDAN; Milwaukee, Wis.**  
Meets at Firemen's Hall, 170 Reed st 1st Sunday at 2:30 P. M. and 3d Sunday at 7:30 P. M.  
F. W. Hutchins, 190 DeWitt st. . . . . Master  
U. G. Hutchins, 312 National ave. . . . . Secretary  
Nicholas Zehren, 198 Huron st . . . . . Collector  
J. C. Pier, 414 16th ave . . . . . Receiver  
G. I. Klotz, 243 Wisconsin st. . . . . Magazine Agent
- 369. LIVINGSTONE; Chillicothe, Mo.**  
Meets in G. A. R. Hall, east side Public Square, 1st and 3d Sundays.  
J. N. Maybanks, 302 E. Jackson st . . . . . Master  
W. E. Holland, 202 E. Webster st . . . . . Secretary  
J. W. Stupp, Box 68 . . . . . Collector  
Virgil Glare . . . . . Receiver  
H. P. Anderson, Box 68 . . . . . Magazine Agent
- 370. IRON MOUNTAIN; Carendale, Mo.**  
Meets in Druids' Hall, 7001 So. Broadway, 2d and 4th Tuesdays at 8 P. M.  
E. F. Paul, 7205 S Broadway, So St. Louis, Master  
Peter Quinn, 7000 Pennsylvania ave, So St. Louis . . . . . Secretary  
Jas. Middleton, 7007 S Broadway, So St. Louis . . . . . Collector  
E. F. Paul, 7205 S Broadway, So St. Louis . . . . . Receiver  
L. N. Bauer, 7617 Penn ave. . . . . Magazine Agent  
So St. Louis . . . . .
- 371. NAUVOO; Ft. Madison, Iowa.**  
Meets in K. of P. Hall, James Block, 1st and 3d Wednesday evenings and 2d and 4th Wednesday afternoons.  
W. A. Scherle, 214 3d st. . . . . Master  
H. B. Payne, 2401 Webster st . . . . . Secretary  
F. E. Weisner . . . . . Collector  
E. W. Bowser, 305 Hanover st . . . . . Receiver  
Jas. Low, 1908 2d st . . . . . Magazine Agent
- 372. WEST PENN; Blairsville, Pa.**  
Meets in I. O. O. F. Hall every Tuesday at 2 P. M.  
E. A. Wiley, Box 509 . . . . . Master  
J. D. Davis, Box 20 . . . . . Secretary  
L. H. Martin, Box 89 . . . . . Collector  
W. B. Ransom, Cokeville . . . . . Receiver  
F. M. Bennett . . . . . Magazine Agent
- 373. BIG SANDY; Lexington, Ky.**  
Meets in I. O. O. F. Hall, E. Main st., 1st Monday at 7:30 P. M. and 3d Sunday at 2:30 P. M.  
F. W. Collier, 71 S. Upper st. . . . . Master  
T. W. Robertson, 718 S. Upper st . . . . . Secretary  
W. J. Burgess, C. & O. Shops . . . . . Collector  
J. A. Wyant, 101 S Limestone st . . . . . Receiver  
J. B. Cavins, Clay ave . . . . . Magazine Agent
- 374. PLEASANT VALLEY; Beatrice, Nebraska.**  
Meets in K. of P. Hall, N. Fifth st., every Sunday at 2 P. M.  
E. K. Cole, 809 S. 6th st . . . . . Master  
D. A. McCarter, 1708 E. Ellis st . . . . . Secretary  
E. K. Cole, 809 S 6th st . . . . . Collector  
Henry Cox, Pacific House . . . . . Receiver  
B. F. Eckles . . . . . Magazine Agent
- 375. HILLARD FOSTER; Armourdale, Kan.**  
Meets at 601 Kansas ave., every Thursday at 7:30 P. M.  
Henry Tambllyn, L. Box 26 . . . . . Master  
W. F. Remington, L. Box 26 . . . . . Secretary  
Henry Tambllyn, L. Box 26 . . . . . Collector  
Thos. Quinn, L. Box 26 . . . . . Receiver  
D. J. Tambllyn, Bellville . . . . . Magazine Agent
- 376. TIP TOP; Goodland, Kansas.**  
Meets in B. of L. F. Hall every Monday at 7:30 P. M.  
W. F. Hackett . . . . . Master  
L. K. Foster . . . . . Secretary  
L. K. Foster . . . . . Collector  
Welcome Sims, Roswell, Colo. . . . . Receiver  
Wm. Swearingen . . . . . Magazine Agent
- 377. LONG DIVISION; Holington, Kansas.**  
Meets in Masonic Hall, 1st and 3d Wednesdays, at 2 P. M.  
L. E. Baker . . . . . Master  
C. E. Tindall, Box 42 . . . . . Secretary  
P. U. Day . . . . . Collector  
G. W. Brisby . . . . . Receiver  
J. M. Gleadail . . . . . Magazine Agent
- 378. CONSTANT; Olean, N. Y.**  
Meets in K. O. T. M. Hall alternate Sundays.  
A. F. Johnson, 192 6th st . . . . . Master  
J. W. Cook, Box 1048 . . . . . Secretary  
A. F. Johnson, 192 6th st . . . . . Collector  
J. W. Cook, Box 1048 . . . . . Receiver  
A. F. Johnson, 192 6th st . . . . . Magazine Agent
- 379. CRESCENT CITY; New Orleans, La.**  
Meets in Teutonia Hall, 2d and 4th Thursdays.  
J. M. Gordon, 505 Chartres st . . . . . Master  
W. A. O'Donnell, 164 Laurel st . . . . . Secretary  
B. J. Meyer, 168 Clara st . . . . . Collector  
J. S. Braill, 95 Locust st . . . . . Receiver  
G. H. Meyer, 168 Clara st . . . . . Magazine Agent
- 380. MARIAS DES CYGNE; Osawatimie, Kan.**  
Meets in Firemen's Hall every Friday at 7:30 P. M.  
E. B. Dorman . . . . . Master  
C. W. Cook, Box 97 . . . . . Secretary  
E. B. Dorman . . . . . Collector  
Jno. Sims . . . . . Receiver  
T. H. Rader . . . . . Magazine Agent
- 381. ITASCA; Two Harbors, Minn.**  
Meets in I. O. O. F. Hall, 2d and 4th Sundays.  
Martin Muth . . . . . Master  
Paul Tingerthal . . . . . Secretary  
Jas. Shea . . . . . Collector  
Paul Tingerthal . . . . . Receiver  
J. H. Olson . . . . . Magazine Agent
- 382. WATER LILY; Water Valley, Miss.**  
Meets in K. of P. Hall, 1st and 3d Thursdays, at 7:30 P. M.  
J. E. Myers . . . . . Master  
W. S. Bosma . . . . . Secretary  
W. S. Bosma . . . . . Collector  
W. W. Leland . . . . . Receiver  
W. S. Bosma . . . . . Magazine Agent
- 383. ELIZABETH; Portsmouth, Va.**  
Meets in Pythian Hall 2d and 4th Sundays.  
J. P. Fitzpatrick, 301 3d st . . . . . Master  
A. W. Locke, 514 High st . . . . . Secretary  
C. E. Burroughs, 1126 Eppingham st . . . . . Collector  
A. W. Locke, 514 High st . . . . . Receiver  
P. E. Whitehurst, 25 Dinwiddie st . . . . . Mag. Agent
- 384. GRAVITY; Danmore, Pa.**  
Meets in Swartz Hall, 2d and 4th Sundays at 2 P. M.  
W. H. Jennings . . . . . Master  
C. E. Collins, Box 227 . . . . . Secretary  
J. E. Stuart . . . . . Collector  
D. G. Wescott . . . . . Receiver  
C. E. Collins, Box 227 . . . . . Magazine Agent
- 385. VANDALLA; Elmhurst, Ill.**  
Meets in K. of H. Hall 2d and 4th Sundays at 2 P. M. and 1st and 3d Sundays at 7:30 P. M.  
W. H. Crise, Box 251 . . . . . Master  
A. J. Cohea, Box 109 . . . . . Secretary  
W. H. Crise, Box 251 . . . . . Collector  
August Underliner, Box 251 . . . . . Receiver  
F. W. Mascher . . . . . Magazine Agent
- 386. THANKSGIVING; Foxburg, Pa.**  
Meets in Odd Fellows' Hall, 1st and 3d Sundays, at 2 P. M.  
G. H. McCleery . . . . . Master  
Albert Conant . . . . . Secretary  
F. W. Fulmer . . . . . Collector  
W. F. Keefe . . . . . Receiver  
C. E. Ritts . . . . . Magazine Agent

- 407. PUGET SOUND; Seattle, Wash.**  
Meets in Masonic Hall, cor. Second and Pike streets, 1st and 3d Sundays at 8 P. M.  
F. K. Shipley, C. & P. S. shops . . . . . Master  
Wm. Clausen, C. & P. S. shops . . . . . Secretary  
Horatio Selfridge, C. & P. S. shops . . . . . Collector  
J. H. Gilling, C. & P. S. shops . . . . . Receiver  
G. E. Joerndt, C. & P. S. Shops . . . . . Mag. Agent
- 408. CRYSTAL; Jacksonville, Ill.**  
Meets in S. F. & P. H. Hall alternate Sundays at 2 P. M.  
F. P. Drew, 1003 E. Lafayette ave. . . . . Master  
Basil McMillan, 469 East st. . . . . Secretary  
F. P. Drew, 1003 E. Lafayette ave. . . . . Collector  
H. T. Benson, 788 E. College ave. . . . . Receiver  
Basil McMillan, 469 E. State st. . . . . Magazine Agent
- 409. AIR LINE; Princeton, Ind.**  
Meets in Beeler Hall 2d and 4th Sundays at 2 P. M. and 1st and 3d Wednesdays at 7:30 P. M.  
J. W. Hilliard, Box 467 . . . . . Master  
J. L. Ballard, Box 467 . . . . . Secretary  
J. M. Kell . . . . . Collector  
J. W. Hilliard, Box 467 . . . . . Receiver  
W. H. Shrigley . . . . . Magazine Agent
- 410. HERBERT P. LITTLEJOHN; Fitchburg, Mass.**  
Meets in G. A. E. Hall 2d and 4th Sundays at 11 A. M.  
Wm. Scott, 58 Pine st. . . . . Master  
M. H. Cadagan, 98 Cedar st. . . . . Secretary  
W. B. Hodges, 89 Highland ave. . . . . Collector  
H. G. Pope, 46 Blossom st. . . . . Receiver  
Albion Howe, Fitchburg r'd hs. . . . . Mag. Agent
- 411. WOLVERINE; Marshall, Mich.**  
Meets in G. A. E. Hall, cor. Madison and State sts, 2d and 4th Sundays.  
F. W. Smith . . . . . Master  
L. S. Johnson . . . . . Secretary  
Frank West . . . . . Collector  
F. W. Smith . . . . . Receiver  
W. T. Owens . . . . . Magazine Agent
- 412. MT. BAKER; Ellensburg, Wash.**  
Meets in G. A. R. Hall, Cor. 4th and Pearl sts., every Friday at 2:30 P. M.  
W. Y. Theal . . . . . Master  
H. F. Rowland, Box 496 . . . . . Secretary  
J. P. Clymer . . . . . Collector  
Orson Svensson . . . . . Receiver  
O. P. Walden, Box 743 . . . . . Magazine Agent
- 413. TWO REPUBLICS; San Luis Potosi, Mexico.**  
Meets in Firemen's Hall, Calle Morales, 1st and 3d Sundays at 8 P. M.  
Dan'l Nolan . . . . . Master  
Geo. Richardson, Box 71 . . . . . Secretary  
Jno. Quinn, Box 71 . . . . . Collector  
Geo. Richardson, Box 71 . . . . . Receiver  
J. M. Worsner . . . . . Magazine Agent
- 414. ADAMANT; St. Louis, Mo.**  
Meets in Masonic Hall, cor. Chouteau ave. and Manchester Road, 1st and 3d Mondays at 2 P. M.  
E. J. Fish, 1419 Old Manchester Road . . . . . Master  
E. W. Keatley, 4222 Norfolk ave. . . . . Secretary  
J. W. Donahoe, 1204 Old Manchester road . . . . . Collector  
E. W. Keatley, 4222 Norfolk ave. . . . . Receiver  
J. F. Brogan, 1131 Tallimage ave. . . . . Magazine Agent
- 415. MAYFLOWER; Louisville, Ky.**  
Meets in Market Hall, Shelby st., bet Market and Jefferson sts., every Wednesday at 2 P. M.  
J. T. Reagan, 416 Bickett ave. . . . . Master  
Jos. Fitzpatrick, 910 Frankfort ave. . . . . Secretary  
G. P. Knochs, 1116 11th st. . . . . Collector  
Jos. Fitzpatrick, 910 Frankfort ave. . . . . Receiver  
E. R. C. Nashold 1310 Reservoir ave. . . . . Mag. Agent
- 416. RADIANT; Mahoningtown, Pa.**  
Meets in Smith's Hall 1st Sunday and 3d Tuesday.  
J. M. Yates . . . . . Master  
G. P. Jones, Box 77 . . . . . Secretary  
E. H. Grace . . . . . Collector  
E. H. Grace . . . . . Receiver  
J. H. McIlvenny, Cliff st., New Castle . . . . . Magazine Agent
- 417. DIAMOND; Champaign, Ill.**  
Meets in Kuhn's Hall, 45 Main st, 1st and 3d Mondays at 7:30 P. M.  
F. C. Sabin, 317 S. Randolph st. . . . . Master  
C. B. Vaughn, 402 Columbia ave. . . . . Secretary  
D. W. O'Brien . . . . . Collector  
H. C. Stitt . . . . . Receiver  
W. G. Tucker, 15 Eureka st. . . . . Magazine Agent
- 418. BALD EAGLE; Jersey Shore, Pa.**  
Meets in Engineer's Hall, cor. Allegheny and Wiley sts., 2d and 4th Sundays at 1:30 P. M.  
C. H. Wyant . . . . . Master  
F. H. Heinbach . . . . . Secretary  
F. N. Ballada . . . . . Collector  
D. E. Messner . . . . . Receiver  
C. H. Sherry . . . . . Magazine Agent
- 419. STEPTOE BUTTE; Tekoa, Wash.**  
Meets in Whitmore & McLean Hall, every Tuesday at 7:30 P. M.  
T. D. Connor . . . . . Master  
C. A. Painton, L. Box 35 . . . . . Secretary  
W. F. Corcoran . . . . . Collector  
T. D. Connor . . . . . Receiver  
W. F. Potts . . . . . Magazine Agent
- 420. ANN ARBOR; Owosso, Mich.**  
Meets in Richardson's Hall, Washington st., 2d and 4th Sundays.  
A. F. Yerkes, 438 E. Main st. . . . . Master  
A. F. Yerkes, 438 E. Main st. . . . . Secretary  
F. E. Harrington, 403 Michigan ave. . . . . Collector  
F. E. Harrington, 403 Michigan ave. . . . . Receiver  
A. F. Yerkes, 438 E. Main st. . . . . Magazine Agent
- 421. WINDSOR; Windsor, Ont.**  
Meets in A. O. F. Hall 1st and 3d Wednesdays.  
Thos. Noble, G. T. R. . . . . Master  
W. D. Atherton, G. T. R. . . . . Secretary  
J. T. Pryor, G. T. R. . . . . Collector  
Thos. Howe, G. T. R. . . . . Receiver  
M. J. King, G. T. R. . . . . Magazine Agent
- 422. LAKE VIEW; Ashtabula Harbor, Ohio.**  
Meets in Knights of Labor Hall, 8 Oak st, 1st and 3d Sundays at 1:30 P. M.  
J. W. Bunnell . . . . . Master  
Herman Richards . . . . . Secretary  
W. B. Porter, Box 434 . . . . . Collector  
T. A. Kagy, Box 407 . . . . . Receiver  
Magazine Agent
- 423. MOUNT HELENA; Helena, Mont.**  
Meets in B. R. T. Hall, N. P. Depot, Helena ave, 1st and 3d Fridays at 7 P. M.  
J. H. Daily, Bailey Bl'k . . . . . Master  
J. E. Morris, 1508 Phoenix ave. . . . . Secretary  
J. E. Morris, 1508 Phoenix ave. . . . . Collector  
J. H. Daily, Bailey Block . . . . . Receiver  
D. R. Bell, 1325 Bolder ave. . . . . Magazine Agent
- 424. FLEETWOOD; Covington, Ky.**  
Meets in Odd Fellow's Hall, cor. 5th and Madison sts, 2d Wednesday at 7:30 P. M. and 4th Sunday at 2 P. M.  
E. A. Brewer, 1514 Russell st. . . . . Master  
B. O. Chalkley, 1705 Russell st. . . . . Secretary  
Jno. King, 1209 Russell st. . . . . Collector  
J. W. Kincaid, 1343 Scott st. . . . . Receiver  
F. W. Roberts, 1305 Russell st. . . . . Magazine Agent
- 425. PETER BURNS; East Nashville, Tenn.**  
Meets in Burton's Hall, cor. Third and Forest sts., Nashville, every Tuesday at 9:30 A. M.  
T. M. Bledsoe, 205 Berry st. . . . . Master  
H. L. Tindell, cor. Stockell and Josephine sts., Nashville . . . . . Secretary  
Warner Campbell, 232 Foster st, Nashville . . . . . Collector  
H. L. Tindell, cor. Stockell and Josephine sts., Nashville . . . . . Receiver  
Warner Campbell, 232 Foster st., Nashville . . . . . Magazine Agent
- 426. TOMBIGBEE; Arondale, Ala.**  
Meets in Moore's Hall, 1st Tuesday and 3d Monday evenings.  
D. H. O'Neal . . . . . Master  
W. B. Townley . . . . . Secretary  
W. H. Carithers . . . . . Collector  
J. A. Fulmer, Box 92 . . . . . Receiver  
G. L. Jones . . . . . Magazine Agent
- 427. CONGAREE; Columbia, S. C.**  
Meets in K. P. Hall, 225 Main st. every Sunday at 10:30 A. M.  
W. S. Fetter, 41 Richland st. . . . . Master  
J. C. Walker, 41 Richland st. . . . . Secretary  
D. A. Dillard, 119 Winn st. . . . . Collector  
D. T. Buck, 209 Richland st. . . . . Receiver  
W. P. Hutchison, 133 Winn st. . . . . Magazine Agent
- 428. CHEROKEE; Van Buren, Ark.**  
Meets in A. O. U. W. Hall, 2d and 4th Wednesdays at 1:30 P. M.  
Jeff Cornish . . . . . Master  
J. C. Williams, Box 206 . . . . . Secretary  
F. S. Johnson . . . . . Collector  
Richard McNeese . . . . . Receiver  
Jeff Cornish . . . . . Magazine Agent



**429. MOUNT PLEASANT; Chicago, Ill.**

Meets in Baker's Hall, cor. Hart and Archer  
ave., 1st Sunday at 7:30 P. M. and 3d Sunday  
at 2:30 P. M.

Chas. Armstrong, 2369 Joseph st., Brighton  
Park . . . . . Master  
Jas. O'Donnell, 1916 38th st. . . . . Secretary  
Gustave Spindler, 2182 38th st. . . . . Collector  
Wm. Hayes, 2134 Joseph st. . . . . Receiver  
J. M. Brady, 2114 38th st. . . . . Magazine Agent

**430. WINCHESTER; Martinsburg, W. Va.**

Meets in K. P. Hall, every Wednesday at 2 P. M.  
W. F. Eberle . . . . . Master  
R. E. Baker, Box 193 . . . . . Secretary  
F. H. Brookman, Cumberland, Md. . . . . Collector  
Chas. Pennell . . . . . Receiver  
Jno. O'Leary . . . . . Magazine Agent

**431. IONIA; Ionia, Mich.**

Meets in K. P. Hall 2d and 4th Sundays.  
F. H. Williams, 527 Rich st. . . . . Master  
F. H. Williams, 527 Rich st. . . . . Secretary  
C. E. Hinds, 118 Mill st. . . . . Collector  
Patrick Kennedy, 148 Mill st. . . . . Receiver  
J. A. Garrity, 25 Railroad st. . . . . Magazine Agent

**432. PATAPSCO; Baltimore, Md.**

Meets in Mechanic's Exchange Hall, 2nd floor,  
2 E. Fort ave, cor. Charles st, 1st and 3d Sun-  
days at 2 P. M.  
H. H. Hildebrand, 1261 Riverside ave. . . . . Master  
W. A. Tribby, 1215 Riverside ave. . . . . Secretary  
Jacob Fishell, 120 E. Fort ave. . . . . Collector  
P. F. Donnelly, 22 Beverley st. . . . . Receiver  
W. A. Tribby, 1215 Riverside ave. . . . . Mag. Agent

**433. ENGLEWOOD; Chicago, Ill.**

Meets in Kerwin's Hall, Wentworth ave. and  
56th st., 1st Sunday morning and 3d Saturday  
evening.  
H. F. Brooks, 5711 Emerald ave, Engle-  
wood . . . . . Master  
Nicholas Simon, 5349 Princeton ave. . . . . Secretary  
Nicholas Simon, 5349 Princeton ave. . . . . Collector  
Chas. Naylor, 5446 Wentworth ave. . . . . Receiver  
C. E. Fair, 3361 Tracy ave. . . . . Magazine Agent

**434. WILLOW GROVE; Bennett, Pa.**

Meets in Mechanic's Hall 1st and 3d Thursday  
evening.  
F. H. Welk . . . . . Master  
Wm. Canavan, 187 45th st., Pittsburgh. . . . . Secretary  
C. O. Sprague . . . . . Collector  
F. E. Woodford, Box 178 . . . . . Receiver  
Ford Welk . . . . . Magazine Agent

**435. NOTTOWAY; Crews, Va.**

Meets in Masonic Hall, 2d Saturday and 4th Sun-  
day at 2:30 P. M.  
J. B. Neale . . . . . Master  
N. H. Cheatham . . . . . Secretary  
J. B. Neale . . . . . Collector  
N. H. Cheatham . . . . . Receiver  
L. N. Kelley . . . . . Magazine Agent

**436. JAMES I. WATT; McComb City, Miss.**

Meets in Masonic Hall every Tuesday.  
E. L. Huntley . . . . . Master  
J. C. Whiddon . . . . . Secretary  
J. J. Pimm . . . . . Collector  
W. L. Munn . . . . . Receiver  
A. F. Gray . . . . . Magazine Agent

**437. KNEERD; Leavenworth, Kan.**

Meets in K. P. Hall, cor. 4th and Delaware sts.,  
2d Sunday and 4th Saturday evening.  
Jas. McNeerney, 4th and Kiowa sts. . . . . Master  
Chas. Curtin, 720 Kiowa st. . . . . Secretary  
Thos. Cronin, 718 Kiowa st. . . . . Collector  
J. W. Cookson, 1512 S. 2nd st. . . . . Receiver  
E. E. Dustin, 602 So Espanade st, Magazine Agent

**438. CONFOET; Cheyenne, Wyo.**

Meets in Engineers' Hall, 112½ W. 16th st. every  
Friday at 7:30 P. M.  
J. K. Baldwin, 200 E. 20th st. . . . . Master  
Ralph Robertson, Box 646 . . . . . Secretary  
T. E. Holland, 1817 Vanlunen st. . . . . Collector  
H. F. Zinn, 807 E. 16th st. . . . . Receiver  
P. H. Conway, 608 E. 18th st. . . . . Magazine Agent

**439. APACHE CANON; Las Vegas, New Mexico.**

Meets in K. of P. Hall, E. Las Vegas, every Sat-  
urday at 7:30 P. M.  
J. A. Fairbairn, E. Las Vegas . . . . . Master  
C. U. E. Pierson, E. Las Vegas . . . . . Secretary  
Edw. Bears, E. Las Vegas . . . . . Collector  
Richard Jacquemin, E. Las Vegas . . . . . Receiver  
Benj. Suller, E. Las Vegas . . . . . Magazine Agent

**440. CHERISH; Monett, Mo.**

Meets in B. of L. E. Hall, bet. 3d and 4th sts. on  
Broadway, every Tuesday at 2 P. M.  
W. H. Smith, Box 60 . . . . . Master  
Robt Gardner . . . . . Secretary  
Thos. Mansfield . . . . . Collector  
W. H. Smith, Box 60 . . . . . Receiver  
J. D. Heyburn . . . . . Magazine Agent

**441. MIAMI; Cincinnati, Ohio.**

Meets in G. A. R. Hall, Eastern ave. and Bigley  
st., 1st and 3d Sundays at 2 P. M.  
A. E. Merrill, 1195 Eastern ave. . . . . Master  
W. J. Brennan, 1141 Eastern ave. . . . . Secretary  
Jno. Denner, Loveland . . . . . Collector  
A. E. Merrill, 1195 Eastern ave. . . . . Receiver  
Mike Carroll, Morrow . . . . . Magazine Agent

**442. BABBIE BAY; Allandale, Ontario.**

Meets in Firemen's Hall 1st and 3d Sundays.  
T. C. Royce . . . . . Master  
W. J. Church, Box 114 . . . . . Secretary  
J. N. Harps, Box 202 . . . . . Collector  
W. J. McKinley, Box 207 . . . . . Receiver  
Luke Spear . . . . . Magazine Agent

**443. VIRGINIA; Danville, Va.**

Meets in Odd Fellows' Hall, 514 Main st, 2d and  
4th Mondays at 1:30 P. M.  
R. L. Pierce, North Danville . . . . . Master  
W. H. Moore, Box 132, North Danville. . . . . Secretary  
A. E. Bost, Box 84 North Danville . . . . . Collector  
C. F. Gills, Box 171, North Danville . . . . . Receiver  
A. E. Bost, L Box 84, North Danville . . . . . Mag. Agent

**444. MISSION RIDGE; Knoxville, Tenn.**

Meets in French & Roberts Building, every  
Monday at 2 P. M.  
R. H. Hart, 1220 Luttrell ave. . . . . Master  
J. W. Lobach, 624 Luttrell st. . . . . Secretary  
Tim O'Connor, 728 W. Clinch st. . . . . Collector  
C. W. Fry, 703 Richard st. . . . . Receiver  
E. L. Shell, 817 McGee st. . . . . Magazine Agent

**445. MOUNTAIN GEM; Glenn's Ferry, Idaho.**

Meets in N. Schroder's Hall, every Tuesday at  
7:30 P. M.  
E. H. Rice . . . . . Master  
R. D. Gorby . . . . . Secretary  
Jno. Kiehm . . . . . Collector  
R. D. Gorby . . . . . Receiver  
S. E. R. White . . . . . Magazine Agent

**446. BLUESTONE; Bluefield, W. Va.**

Meets in Stanger's Hall, 1st and 2d Sundays at  
7 P. M. and 3d and 4th Sundays at 2 P. M.  
Wm. Dougherty, Box 135 . . . . . Master  
C. A. Paul, Box 116 . . . . . Secretary  
Jos. Werner . . . . . Collector  
W. R. Yockey, Box 88 . . . . . Receiver  
Magazine Agent

**447. FRENCH BROAD; Asheville, N. C.**

Meets in B. of L. F. Hall 2d and 4th Sundays at  
10:30 A. M.  
O. M. Losey, Box 228 . . . . . Master  
H. A. Ragle, Box 412 . . . . . Secretary  
R. B. Lee, Box 412 . . . . . Collector  
B. T. Egerton, Box 412 . . . . . Receiver  
R. H. Means, Depot st . . . . . Magazine Agent

**448. ALTAMONT; Keyser, W. Va.**

Meets in I. O. O. F. Hall every Tuesday at 1:30  
P. M.  
J. W. Dayton, Box 68 . . . . . Master  
Porter Kinney . . . . . Secretary  
H. B. Rice . . . . . Collector  
W. W. Davis, Box 85 . . . . . Receiver  
J. W. Jones . . . . . Magazine Agent

**449. NOLAN RIVER; Cleburne, Texas.**

Meets in B. of L. F. Hall every Tuesday evening.  
C. M. Rodgers . . . . . Master  
Jno. Mobley, Box 152 . . . . . Secretary  
G. L. Wilson . . . . . Collector  
C. E. Winther, Box 88 . . . . . Receiver  
J. L. Caffie . . . . . Magazine Agent

**450. CLEVELAND; Cleveland, Ohio.**

Meets in Fraternity Hall, cor. Lorain and Pearl sts  
2d Saturday evening and 4th Sunday at 2 P. M.  
J. A. Kreiss, Gustave Court No. 1 . . . . . Master  
E. L. Banks, 483 Pearl st. . . . . Secretary  
E. L. Banks, 483 Pearl st. . . . . Collector  
Jas Hugo, 110 Root st. . . . . Receiver  
G. C. Woodard, 50 Bridge st. . . . . Magazine Agent

**461. BOIS D'ARC; Bonham, Texas.**

Meets in I. O. O. F. Hall 1st and 3d Sundays at 2:30 P. M.  
 B. E. Mathews . . . . . Master  
 T. L. Cox . . . . . Secretary  
 J. L. Pierce . . . . . Collector  
 T. L. Cox . . . . . Receiver  
 H. E. Collett . . . . . Magazine Agent

**462. WM. BEAZLEY; Parkersburg, W. Va.**

Meets in U. O. A. M. Hall, 511 Market st., every Sunday at 2 P. M.  
 N. F. Bishop, 127 Spring st. . . . . Master  
 L. W. Broughton, 324 9th st. . . . . Secretary  
 J. F. McLaughlin, 612 Green st. . . . . Collector  
 W. C. Scrogin, 128 8th st. . . . . Receiver  
 W. S. Carlsen, Elborn, Parkersburg, Mag. Agent

**463. RADFORD; Radford, Va.**

Meets in Odd Fellows' Hall, East Radford, 2d and 4th Sundays.  
 W. E. Marion, East Radford . . . . . Master  
 M. P. Corvin, L Box 463, East Radford . . . . . Secretary  
 M. P. Corvin, L Box 463, East Radford . . . . . Collector  
 W. S. Hutton, Bristol, Tenn. . . . . Receiver  
 J. F. Blackard, Box 127, East Radford . . . . . Magazine Agent

**464. MOUNTAIN PARK; Ashley, Pa.**

Meets in Metz's Hall, Main St., 1st and 3d Sundays at 2 P. M.  
 J. W. Richards . . . . . Master  
 W. H. Dennis, Box 170 . . . . . Secretary  
 H. H. Ruhl, Box 147 . . . . . Collector  
 J. C. Ruhl, Box 147 . . . . . Receiver  
 E. E. Butts . . . . . Magazine Agent

**465. JOHN BRANDT; Roseburg, Ore.**

Meets in A. O. U. W. Hall 2d Tuesdays and 4th Wednesdays at 2 P. M.  
 J. E. Hodgdon . . . . . Master  
 S. B. Ferree . . . . . Secretary  
 G. R. Happersett . . . . . Collector  
 W. E. Everton, Box 526 . . . . . Receiver  
 G. R. Singleton . . . . . Magazine Agent

**466. SUN RIVER; Great Falls, Mont.**

Meets in Minot Hall, cor. Central ave and 2d st, 2d and 4th Sundays at 7:30 P. M.  
 Chas. Peck . . . . . Master  
 W. G. Locher, Box 630 . . . . . Secretary  
 M. J. O'Reilly . . . . . Collector  
 Chas. Peck . . . . . Receiver  
 Chas. Weller . . . . . Magazine Agent

**467. MECKLENBERG; Charlotte, N. C.**

Meets in Odd Fellows' Hall every Sunday at 9 A. M.  
 Wm. Garraux, 501 N. Smith st. . . . . Master  
 J. C. Lanyoex, 700 W. Trade st. . . . . Secretary  
 W. E. Nesbett, 500 N. Graham st. . . . . Collector  
 C. A. Sigman, 505 W. 9th st. . . . . Receiver  
 E. L. Hanks . . . . . Magazine Agent

**468. MACKINAW; Van Wert, Ohio.**

Meets in K. of P. Hall, 2d and 4th Sundays.  
 Emond Conway . . . . . Master  
 H. E. Welch, Box 518 . . . . . Secretary  
 T. E. Cooney, Box 577 . . . . . Collector  
 J. A. Butters . . . . . Receiver  
 Jas. Steele . . . . . Magazine Agent

**469. GRACE; Wabash, Ind.**

Meets in Firemen's Hall, every Sunday at 2 P. M.  
 Clyde Olive, 225 W. 8th st. . . . . Master  
 J. L. Rogers 150 W. 4th st. . . . . Secretary  
 G. A. Reeves, Anderson . . . . . Collector  
 Angus McIntosh, 138 S. Sheridan st., Anderson . . . . . Receiver  
 J. L. Rogers, 150 W. 4th st. . . . . Magazine Agent

**470. HILL CITY; Vicksburg, Miss.**

Meets in K. of P. Hall, cor. of Washington and Clay sts., 1st and 3d Saturdays at 7:30 P. M. and 2d and 4th Saturdays at 8 A. M.  
 E. F. Hatchett, 512 Henry st. . . . . Master  
 Irwin Kalkina, Box 16 . . . . . Secretary  
 W. H. Shaw, 121 Pearl st. . . . . Collector  
 E. W. Holleman, 413 Crawford st. . . . . Receiver  
 Henry Dold . . . . . Magazine Agent

**471. MANCHESTER; Marceline, Mo.**

Meets in I. O. O. F. Hall, cor. Kansas and Howell aves., alternate Sundays at 2 P. M.  
 J. H. Gray . . . . . Master  
 David Jenkins . . . . . Secretary  
 Chas. Billingsley . . . . . Collector  
 J. W. Kendig . . . . . Receiver  
 J. D. Huffman . . . . . Magazine Agent

**472. LAKE CITY; Erie, Pa.**

Meets in Metcalf's Hall, 724 State st., 3d floor, 1st and 3d Sundays at 2 P. M.  
 W. A. McClain, 234 W. 2nd st. . . . . Master  
 P. S. Olmstead, 330 W. 19th st. . . . . Secretary  
 S. B. Northup, 311 W. 18th st. . . . . Collector  
 H. B. Burr, 136 W. 20th st. . . . . Receiver  
 Jos. Brady, Westfield, N. Y. . . . . Magazine Agent

**473. ELMIRA; Elmira, N. Y.**

Meets on 3d floor, 224 S. Main st., Miller's B'l'k, 2d and 4th Sundays at 2:30 P. M.  
 D. R. Jackson, 273 Baty st. . . . . Master  
 C. A. Washburne, 708 Spaulding st. . . . . Secretary  
 P. P. Davies, 510 Penn ave. . . . . Collector  
 F. C. Harper, 382 Baty st. . . . . Receiver  
 M. H. Dunbar, 230 W. Miller st. . . . . Magazine Agent

**474. WHEAT CITY; Brandon, Manitoba.**

Meets in Workman's Hall, 2d and 4th Sundays at 3 P. M.  
 J. C. Massender, Box 85 . . . . . Master  
 Wm. Glenn . . . . . Secretary  
 Edw. Shingfield . . . . . Collector  
 D. E. Crawford, Box 45 . . . . . Receiver  
 R. H. Hardy, Moose Jaw, N. W. Terr. . . . . Magazine Agent

**475. ORMSBY; Pittsburgh, South Side, Pa.**

Meets in Weber's Hall, cor. 27th and Sarah sts., 1st and 3d Sundays.  
 A. M. Harvey, Sierra st, 27th Ward . . . . . Master  
 J. L. Rogerson, 118 25th st. . . . . Secretary  
 D. F. Plunkard, Warten st., 25th ward . . . . . Collector  
 Thos. Jones, 2848 Sarah st. . . . . Receiver  
 Geo. Hoffman, 2852 Sarah st. . . . . Magazine Agent

**476. ORPHANS' HOPE; Dennison, Ohio.**

Meets in Ewen & Van Ostrans Hall, cor. Second and Grant sts., 1st Sunday and 2d and 4th Mondays at 1:30 P. M.  
 W. T. Wright, Box 108 . . . . . Master  
 C. H. Clendenning . . . . . Secretary  
 Edw. Lamb . . . . . Collector  
 W. T. Wright, Box 108 . . . . . Receiver  
 C. H. Clendenning . . . . . Magazine Agent

**477. WESLEY CRAIG; Corning, O.**

Meets in K. P. Hall 2d and 4th Sundays.  
 D. E. Davis . . . . . Master  
 Fabe Cody . . . . . Secretary  
 J. B. Pace . . . . . Collector  
 Alexander Morrison . . . . . Receiver  
 J. B. Pace . . . . . Magazine Agent

**478. ONTARIO; London, Ontario.**

Meets in I. O. O. F. Hall, cor. English and Dundas sts., 1st and 3d Sundays at 2 P. M.  
 Jas. Hand, Box 38, London East . . . . . Master  
 J. T. Cochrane, 670 Adelaide st. . . . . Secretary  
 J. H. Hubert, 670 Adelaide st. . . . . Collector  
 Russell Pollis, 468 Dundas st. . . . . Receiver  
 P. J. Kane, 672 Adelaide st. . . . . Mag. Agent

**479. MOUNT KATAHDIN; Henderson, Me.**

Meets in B. of L. F. Hall 2d Sunday and 4th Monday.  
 G. B. Allen, Box 215 . . . . . Master  
 M. P. Fuller, Box 101 . . . . . Secretary  
 W. E. McLeod, Box 215 . . . . . Collector  
 M. P. Fuller, Box 101 . . . . . Receiver  
 E. G. Ryder, Box 223 . . . . . Magazine Agent

**480. JOHN A. LOGAN; Murphysboro, Ill.**

Meets in Bodaker Hall, 1st and 3d Sundays at 1:30 P. M.  
 G. W. Hilleary . . . . . Master  
 R. B. Collins . . . . . Secretary  
 A. L. Dixon . . . . . Collector  
 W. R. Childers . . . . . Receiver  
 J. J. Norris, Box 381 . . . . . Magazine Agent

**481. INTERNATIONAL; Ft. Erie, Ont.**

Meets in Odd Fellows' Hall, International Bridge, 1st and 4th Sundays at 2 P. M.  
 Jno. Kingston, Amigari . . . . . Master  
 Alex. McIntyre, Amigari . . . . . Secretary  
 Geo. Medler, Amigari . . . . . Collector  
 Richard Clark, International Bridge . . . . . Receiver  
 Reuben Plato, Amigari . . . . . Magazine Agent

**482. JOHN J. MANNING; Buffalo, N. Y.**

Meets in Klocke's Hall, cor. Gold and Lovejoy sts., every Tuesday at 8 P. M.  
 P. L. Carey, 319 S. Division st. . . . . Master  
 F. C. Keebler, 1008 Lovejoy st. . . . . Secretary  
 J. L. Ruffy, 45 Chestnut st. . . . . Collector  
 F. C. Keebler, 1008 Lovejoy st. . . . . Receiver  
 R. W. Ginkinger, 863 Eagle st. . . . . Magazine Agent

**473. MAUNEE; Air Line Junction, Ohio.**

Meets in K. P. Hall, 2d and 4th Sundays and 1st and 3d Mondays.  
 W. N. Cooper . . . . . Master  
 T. G. Durosa, Jr. . . . . Secretary  
 C. L. Boehm . . . . . Collector  
 G. E. Phelps . . . . . Receiver  
 A. B. Woodman . . . . . Magazine Agent

**474. TAUNTON; Taunton, Mass.**

Meets in Good Templar's Hall 2d and 4th Monday evenings.  
 E. B. Mitchell, 39 Porter st. . . . . Master  
 J. T. Bishop, 34 Myrtle st. . . . . Secretary  
 S. E. Cunningham, 419 Purchase st., New Bedford . . . . . Collector  
 J. T. Bishop, 34 Myrtle st. . . . . Receiver  
 C. L. Freeman, 12 Washington st. . . . . Mag. Agent

**475. JAMES LEAHY; Grand Junction, Colo.**

Meets in I. O. O. F. Hall every Tuesday at 8 P. M.  
 C. F. Schrader . . . . . Master  
 O. H. Kearns . . . . . Secretary  
 W. E. Dean . . . . . Collector  
 K. A. Bliss, Box 395 . . . . . Receiver  
 Robt. Rowe . . . . . Magazine Agent

**476. W. J. WARD; Woodstock, N. B.**

Meets in K. P. Hall, King st, 2d Friday and 4th Saturday at 7:30 P. M.  
 L. N. Dow . . . . . Master  
 W. R. King . . . . . Secretary  
 I. E. Richardson, St. Stephens . . . . . Collector  
 Zebedee Gabel, Gibson . . . . . Receiver  
 John Keezer . . . . . Magazine Agent

**477. GLENWOOD; Kenova, W. Va.**

Meets in I. O. O. F. Hall, Ceredo, 1st and 3d Sundays.  
 Ralph Fields . . . . . Master  
 J. B. Coleman, Ceredo . . . . . Secretary  
 S. L. Cryer . . . . . Collector  
 E. E. Lane . . . . . Receiver  
 C. J. Lindner, 1108 Scott st, Portsmouth O. . . . . Magazine Agent

**478. NARRAGANSETT; Providence, E. I.**

Meets in Trainmen's Hall, 297 Canal street. 1st and 3d Sundays at 2:30 P. M.  
 G. W. Sawtell . . . . . Master  
 R. E. McCarthy, 240 Charles st. . . . . Secretary  
 J. D. McSheehy . . . . . Collector  
 R. E. McCarthy, 240 Charles st. . . . . Receiver  
 Wm. Smith, Valley Falls . . . . . Magazine Agent

**479. ST. GEORGE; Smiths Falls, Ont.**

Meets in Haley's Hall 2d and 4th Mondays.  
 H. C. Pye . . . . . Master  
 Edw. Pennett . . . . . Secretary  
 Stephen Smith . . . . . Collector  
 Andrew Boyd . . . . . Receiver  
 S. B. O'Hara . . . . . Magazine Agent

**480. CHIPETA; Bldgway, Colo.**

Meets in B. of L. F. Hall every Monday at 8 P. M.  
 Thos. McKenna . . . . . Master  
 C. C. Ervin . . . . . Secretary  
 J. W. Sowers . . . . . Collector  
 P. R. Blakely . . . . . Receiver  
 J. T. Stewart . . . . . Magazine Agent

**481. EASTER; St. Louis, Mo.**

Meets in Brighton Hall, cor. Broadway and Salisbury sts., 2d and 4th Wednesday at 8 P. M.  
 T. M. Lynch, 1014 St. Louis ave . . . . . Master  
 W. S. Ferguson, 4090 N. 9th st. . . . . Secretary  
 J. H. Frohoff, 919 St. Louis ave . . . . . Collector  
 E. J. Keifein, 2714 N. 13th st . . . . . Receiver  
 W. C. Linck, 8826 Halk Ferry Road, Mag. Agent

**482. STILLWATER; Kallispell, Mont.**

Meets in K. P. Hall, 2d and 4th Saturdays at 7:30 P. M.  
 S. B. Thompson, Box 106 . . . . . Master  
 Paul Logan . . . . . Secretary  
 Robt. Pauline . . . . . Collector  
 Henry Therres, Box 106 . . . . . Receiver  
 Fred Olander, Troy . . . . . Magazine Agent

**483. INDEPENDENCE; Barnesville Minn.**

Meets in U. A. O. D. Hall, 1st Sunday at 2 P. M. and 3d Monday at 10 A. M.  
 G. W. Lumm . . . . . Master  
 N. A. Gray . . . . . Secretary  
 N. E. Varney . . . . . Collector  
 Jas. Hendry . . . . . Receiver  
 N. E. Varney . . . . . Magazine Agent

**484. HAMNER HALL; Montgomery, Ala.**

Meets in B. of L. E. Hall, over First National Bank, every Monday evening.  
 Jno. Doyle, 329 Lee st . . . . . Master  
 Geo. Miller, 329 Lee st . . . . . Secretary  
 W. F. Mayson, 329 Lee st . . . . . Collector  
 J. B. Pugh, 320 Holt st . . . . . Receiver  
 Willie Reynolds, 80 Perry st . . . . . Magazine Agent

**485. PAUL REVERE; Charlestown, Mass.**

Meets in Bigelow Hall, S. Eden st, entrance Tibbetts Town Way, 1st and 3d Sundays at 10 A. M.  
 F. G. Juddins, East Lexington . . . . . Master  
 W. H. Hildreth, 57 Rutherford ave. . . . . Secretary  
 F. F. Derby, 9 Auburn st . . . . . Collector  
 C. G. Bates, 73 Washington st . . . . . Receiver  
 R. W. Miller, 31 Russell st . . . . . Magazine Agent

**486. CHIPPEWA VALLEY; Chippewa Falls, Wis.**

Meets in Odd Fellows' Hall, Spring st., 1st and 3d Tuesday evenings.  
 Jno. Enright . . . . . Master  
 C. F. Korth, Box 256 . . . . . Secretary  
 W. H. Barker, W. C. Eng house . . . . . Collector  
 Jno. Enright, 710 Bay st . . . . . Receiver  
 C. P. Dill, 1708 Lombard st . . . . . Magazine Agent

**487. WHIRLPOOL; Niagara Falls, Ont.**

Meets in B. of L. F. Hall, Lundy's New Block, 1st and 3d Thursdays at 8 P. M.  
 G. A. Cook . . . . . Master  
 W. A. Dalton . . . . . Secretary  
 Alexander Mitchell . . . . . Collector  
 G. A. Cook . . . . . Receiver  
 Wm. Wright . . . . . Magazine Agent

**488. CUMBERLAND; Cumberland, Md.**

Meets in J. R. O. U. A. N. Hall 1st and 3d Sunday evenings.  
 J. F. Little, Elkins, W. Va. . . . . Master  
 C. J. Gralim, 29 Springvale st . . . . . Secretary  
 J. T. Cookerly, 39 Liberty st . . . . . Collector  
 W. H. Rice, 11 Harrison st . . . . . Receiver  
 J. H. Strong, 325 N. Mechanic st, Magazine Agent

**489. RESURRECTION; Creston, Iowa.**

Meets in Brotherhood Hall, 1st and 3d Mondays at 1:30 P. M. and 2d and 4th Mondays at 7:30 P. M.  
 J. F. Oldham, 405 S. Vine st . . . . . Master  
 J. P. O'Connor, 100 Howard & Pine sts, Secretary  
 W. H. Van Wormer, 100 Howard and Pine sts . . . . . Collector  
 F. T. Wilson, 614 N. Vine st . . . . . Receiver  
 A. G. Smith, 217 N. Pine st . . . . . Magazine Agent

**490. MIDNIGHT; East Brady, Pa.**

Meets in Odd Fellows' Hall 2d and 4th Sundays at 2 P. M.  
 I. B. Wike . . . . . Master  
 J. A. Williams, 4118 Main st, Pittsburgh. . . . . Secretary  
 J. E. Patterson . . . . . Collector  
 A. L. Gill, Verona . . . . . Receiver  
 M. W. Boyd, Verona . . . . . Magazine Agent

**491. BARTON SPRING; Austin, Tex.**

Meets in K. of P. Hall, Congress ave., 2d and 4th Sundays, at 8 P. M.  
 O. T. Moore, 1101 E. 3d st . . . . . Master  
 E. E. Clappart, 1109 E 8th st . . . . . Secretary  
 C. B. Doran, Hampstead . . . . . Collector  
 E. E. Clappart, 1109 E 8th st . . . . . Receiver  
 A. Davis, care Round House . . . . . Magazine Agent

**492. IVANHOE; Alvarado, Tex.**

Meets in B. of L. F. Hall every Sunday at 2:30 P. M.  
 J. B. Loftin, L. Box 2 . . . . . Master  
 Jno. Posey, L. Box 45 . . . . . Secretary  
 J. B. Wesson . . . . . Collector  
 Andrew McCasland . . . . . Receiver  
 W. H. Coble . . . . . Magazine Agent

**493. FULTON; Atlanta, Ga.**

Meets in Industrial Council's Hall, 26 1/2 E. Alabama St., every 2d and 4th Sunday at 2:30 P. M.  
 B. B. Plunkett, 662 S. Pryor st. . . . . Master  
 Harry Huddleston, 41 Buena Vista ave. Secretary  
 A. B. Coogler, 58 W. Georgia ave . . . . . Collector  
 A. N. Thom, 68 McDaniel st . . . . . Receiver  
 Harry Huddleston, 41 Buena Vista ave, Mag. Agent

**494. BAY de NOC; Gladstone, Mich.**

Meets in K. of P. Hall, 1st and 3d Sunday evenings.  
 C. W. LaFaver . . . . . Master  
 J. A. Houle, Box 136 . . . . . Secretary  
 F. W. Suddaby . . . . . Collector  
 L. H. Wintel, L. Box 646 . . . . . Receiver  
 N. D. McIntyre . . . . . Magazine Agent

**495. BANNING; Cedar town, Ga.**

Meets in K. P. Hall, every Sunday at 8:30 A. M.  
 J. O. Kemp . . . . . Master  
 W. N. Tumlin . . . . . Secretary  
 J. W. Noles . . . . . Collector  
 W. N. Tumlin . . . . . Receiver  
 W. H. King . . . . . Magazine Agent

**496. ROBERT E. LEE, Manchester, Va.**

Meets in Toney's Hall 1st Saturday at 7:30 P. M. and 3d Monday at 10 A. M.  
 J. I. Brown, 1206 Decatur st. . . . . Master  
 R. M. Hilton, 207 E. 12th st. . . . . Secretary  
 F. R. Jeffress, 15 Governor st. . . . . Collector  
 J. W. Walhall, 21st and Chicago sts. . . . . Receiver  
 T. B. Perdue, cor. 13th and Decatur st, Mag. Agent

**497. SINCERE; Richmond, Va.**

Meets in Odd Fellows' Hall, corner Mayo and Franklin sts., 1st and 3d Mondays at 9:30 A. M.  
 C. R. Alley, 210 S. Laurel st. . . . . Master  
 I. L. Parker, Jr., 608 S. Pine st. . . . . Secretary  
 J. A. Turner, 618 2d st. . . . . Collector  
 Michael Kelly, 611 1/2 S. Pine st. . . . . Receiver  
 W. T. Day, C. & O. shops, 2d st. . . . . Mag. Agent

**498. VIGILANT; Bellwood, Pa.**

Meets in Cornmessen's Hall, 2d and 4th Sundays at 2 P. M.  
 J. G. Potter . . . . . Master  
 J. C. Nearhoof, Box 672 . . . . . Secretary  
 C. H. Dunn . . . . . Collector  
 T. J. Leidy, Box 605 . . . . . Receiver  
 E. M. Donlevy . . . . . Magazine Agent

**499. COMPOUND; Chicago, Ill.**

Meets at 355 63d st. 2d Tuesday at 8 P. M. and 4th Sunday at 2 P. M.  
 Geo. Goding, 6318 Drexel ave. . . . . Master  
 F. A. McLaughlin, 6938 Stony Island ave. . . . . Secretary  
 C. L. Coleman, 5423 Dearborn st. . . . . Collector  
 J. E. Leckie, 3839 Indiana ave. . . . . Receiver  
 H. M. Landis, 3927 Wabash ave. . . . . Magazine Agent

**500. QUICKSTEP; Spooner, Wis.**

Meets in I. O. O. F. Hall 2d and 4th Wednesdays at 8 P. M. and 4th Sunday at 2 P. M.  
 D. D. Campbell . . . . . Master  
 J. B. Savage . . . . . Secretary  
 D. D. Campbell . . . . . Collector  
 Elbert Stratton . . . . . Receiver  
 E. F. Boyle . . . . . Magazine Agent

**501. SPOKANE; Spokane, Wash.**

Meets in K. P. Hall, G. N. Shops, every Monday at 7:30 P. M.  
 Alex. Laing, Box 422 . . . . . Master  
 Peter Olson, Box 422 . . . . . Secretary  
 W. B. DeRush, Box 422 . . . . . Collector  
 L. C. Mowrey, Box 422 . . . . . Receiver  
 Florence Moriarty, 96 Jamieson Bldg. . . . . Mag. Agent

**502. PRIDE; Louisville, Ky.**

Meets in Scanlon's Hall, N. W. cor. 13th and Kentucky sts., every Monday at 10:30 P. M.  
 W. W. Slaby, 1609 Kentucky st. . . . . Master  
 A. L. Bryant, 1521 Southgate st. . . . . Secretary  
 B. S. Riney, 1725 12th st. . . . . Collector  
 L. D. Smith, 1417 16th st. . . . . Receiver  
 J. E. Kreamer, 1651 Prentice st. . . . . Mag. Agent

**503. MT. SOPRIS; Aspen Junction, Colo.**

Meets in Frey's Hall every Sunday at 2 P. M.  
 C. C. Andrus . . . . . Master  
 Jas. Weaver . . . . . Secretary  
 Fred Stiffler . . . . . Collector  
 B. W. Burgin . . . . . Receiver  
 J. C. Frison . . . . . Magazine Agent

**504. GOLDEN ROD; Halifax, Nova Scotia.**

Meets in Creighton's Hall, 1st Wednesday and Fourth Saturday.  
 Cornelius McTiernan, 285 Campbell Rd. . . . . Master  
 C. H. S. Skinner, 51 Duffus st. . . . . Secretary  
 C. F. M. Wilson, 159 Campbell Road . . . . . Collector  
 Jno. Hossian, 14 Kage st. . . . . Receiver  
 Arthur Parmeter, Kentville . . . . . Magazine Agent

**505. COMPACT; Rankin, Ill.**

Meets in Woodman's Hall every Sunday at 2 P. M.  
 A. T. Railback, Box 58 . . . . . Master  
 J. H. Doherty . . . . . Secretary  
 A. J. Eschenback . . . . . Collector  
 A. T. Railback, Box 58 . . . . . Receiver  
 A. B. O'Connor . . . . . Magazine Agent

**506. HOUSTON; Houston, Texas.**

Meets in Fischer's Hall, 1103 Houston ave., 1st and 3d Wednesdays at 1:30 P. M., and 2d and 4th Wednesdays at 8:30 P. M.  
 J. W. White, 1503 Johnson st. . . . . Master  
 F. E. Groschke, 1717 Johnson st. . . . . Secretary  
 H. H. Hunt, 1905 Sharron st. . . . . Collector  
 Henry Tiekoetter, 1617 Crockett st. . . . . Receiver  
 W. J. Guynes, Box 262 . . . . . Magazine Agent

**507. MOUNTAIN ECHO; Hazleton, Pa.**

Meets in Union Hall, cor. Wyoming and Green sts., 1st and 3d Sundays at 2 P. M.  
 Jas. Higgins, 444 E. Cranberry ave. . . . . Master  
 F. W. Hocking, 438 E. Walnut st. . . . . Secretary  
 D. B. Gliem, 126 E. Mine st. . . . . Collector  
 Fred Meier, 100 E. Chestnut st. . . . . Receiver  
 . . . . . Magazine Agent

**508. WAYNE; Detroit, Mich.**

Meets in Lincoln Hall, 263 Dix st., every 2d and 4th Sundays, at 2 P. M.  
 D. N. Sowle, 463 Dragon st. . . . . Master  
 C. W. Knight, 378 Welch ave., W. Detroit, . . . . . Secretary  
 G. L. Unruh, cor. Dix st. and Infantry ave., West Detroit . . . . . Collector  
 D. N. Sowle, 463 Dragon st. . . . . Receiver  
 J. H. Martin, 4 Wesson st. . . . . Magazine Agent

**509. SALT CITY; Syracuse, N. Y.**

Meets in D. L. & W. Hall, over D. L. & W. Depot, 2d and 4th Sundays at 2 P. M.  
 Thos. Riley, 240 Talman st. . . . . Master  
 Webster Roof, 126 Courtland ave. . . . . Secretary  
 Henry Granish, 1004 Geddes st. . . . . Collector  
 C. B. Randall, 806 Oswego st. . . . . Receiver  
 Webster Roof, 126 courtland eve . . . . . Mag. Agent

**510. SHOREHAM; Minneapolis, Minn.**

Meets in I. O. O. F. Hall, cor. 22d ave and Central ave., 2d and 4th Sundays at 2 P. M.  
 G. A. Raynor, 2423 Central ave. N. E. . . . . Master  
 Fred Willison, 2401 Filmore st. N. E. . . . . Secretary  
 G. M. Tibbs, 2540 Quincy st. N. E. . . . . Collector  
 T. H. Lyons, 2813 Central ave. N. E. . . . . Receiver  
 F. W. Larkins, 731 26th ave. N. E. . . . . Mag. Agent

**511. DIADEN; Blue Island, Ill.**

Meets in Commercial Hall, Western ave. and Cook st., 1st and 3d Fridays at 7:30 P. M.  
 L. R. Frink . . . . . Master  
 W. B. Merriman . . . . . Secretary  
 F. L. Edwards, 414 44th st. . . . . Collector  
 H. J. Parry, 4748 State st., Chicago . . . . . Receiver  
 Albert Cary . . . . . Magazine Agent

**512. ANTIETAM; Hagerstown, Md.**

Meets in Odd Fellows' Hall, cor. Franklin and Potomac sts., 1st and 3d Sundays at 10 A. M.  
 D. B. Menefee, 218 High st. . . . . Master  
 W. T. Kenner, 38 Walnut st. . . . . Secretary  
 W. T. Kenner, 38 Walnut st. . . . . Collector  
 J. H. Moore, Shenandoah, Va. . . . . Receiver  
 Y. K. Dayhoff, Chewsville . . . . . Magazine Agent

**513. MT. MONADNOCK; Nashua, N. H.**

Meets in Mechanic's Hall 2d and 4th Sunday afternoons.  
 C. B. F. Horton, 11 Norton st. . . . . Master  
 F. M. Chapman, Box 334, Hudson . . . . . Secretary  
 W. T. McQuesten, Hudson . . . . . Collector  
 F. B. Little, 34 Bridge st. . . . . Receiver  
 E. M. Aldrich, 142 Canal st. . . . . Magazine Agent

**514. PENOSCOFF; Bangor, Me.**

Meets in G. A. R. Hall, Hammond st., 2d and 4th Sundays at 2:30 P. M.  
 Geo. Truworthly, 25 Pleasant st. . . . . Master  
 P. A. Stafford, 210 Main st. . . . . Secretary  
 W. T. Pierce, 46 Lincoln st. . . . . Collector  
 H. E. Coleman, 165 Main st. . . . . Receiver  
 A. I. Plummer, M. C. R. Eng. House, Mag. Agent.

**515. WASHITA; Chickasha, I. T.**

Meets every Tuesday at 7 P. M.  
 J. F. Taylor, 110 Ryan st., Ft. Worth, Tex. . . . . Master  
 Ludy Hawley, Box 67 . . . . . Secretary  
 C. C. Scott, 110 Ryan st., Ft. Worth, Tex. . . . . Collector  
 J. H. Sterbra, Caldwell, Kan. . . . . Receiver  
 Ludy Hawley, 110 Ryan st., Ft. Worth, Tex. . . . . Magazine Agent

**516. ACORN; Chicago Junction, Ohio.**

Meets in O. R. C. Hall, 2d and 4th Thursdays at 7:30 P. M.  
 O. B. Worley, Chicago . . . . . Master  
 J. C. Tungey, Chicago . . . . . Secretary  
 B. H. Brooks, Chicago . . . . . Collector  
 Melvin, Elmwood, Chicago . . . . . Receiver  
 Harry Millership, Chicago . . . . . Magazine Agent

ALABAMA.	ILLINOIS.	KENTUCKY.	MONTANA.	ONTARIO.	RHODE ISLAND.
Birmingham. 339	East St. Louis. 44	Lexington. 393	Great Falls. 456	Lindsay. 136	Providence. 478
Mobile. 277	Effingham. 405	Louisville. 103	Helena. 423	London. 117	SOUTH CAROLINA.
Montgomery. 454	Freeport. 138	Louisville. 415	Kalspel. 482	Niagara Falls. 487	Columbia. 427
Selma. 89	Kingsville. 408	Louisville. 502	Livingston. 191	North Bay. 234	SOUTH DAKOTA.
Tusculum. 279	Joliet. 355	Ludlow. 104	Lima. 343	Ottawa. 172	Aberdeen. 380
ARIZONA.	KEITHSBURG. 114	PADUCAH. 238	MISSOULA. 194	PALMERSTON. 171	Huron. 170
Tucson. 94	Mattoon. 111	Somers. 367	NEBRASKA.	Point Edward. 221	Mitchell. 190
Winslow. 173	Mt. Carmel. 282	LOUISIANA.	Beatrice. 394	Rat Portage. 305	TEXAS.
ARKANSAS.	Murphysboro. 470	Algiers. 267	Chadron. 17	Schreiber. 387	Alvarado. 492
Argenta. 304	Urbana. 22	New Orleans. 399	Fairbury. 373	St. Thomas. 5	Austin. 491
Jonesboro. 204	Pana. 122	MAINE.	Lincoln. 179	Stratford. 38	Big Springs. 372
Little Rock. 45	Peoria. 48	Bangor. 514	North Platte. 28	W.T. Finto Jnc. 262	Bonham. 451
Pine Bluff. 163	Rankin. 505	Henderson. 469	Omaha. 123	OREGON.	Cleburne. 449
Van Buren. 428	Rock Island. 39	Portland. 4	NEVADA.	The Dalles. 167	Denison. 8
BRITISH COLUM.	Roodhouse. 79	MANITOBA.	Wadsworth. 19	East Portland. 193	El Paso. 135
Donald. 341	Savanna. 197	Brandon. 464	N. W. Territory. 348	La Grande. 348	Ennis. 226
Vancouver. 276	Springfield. 46	Winnipeg. 127	Medicine Hat. 342	Roseburg. 455	Fort Worth. 83
CALIFORNIA.	Streator. 303	MARYLAND.	NORTH CAROLINA.	OHIO.	Gainesville. 324
Dunsmuir. 312	INDIANA.	Baltimore. 214	Asheville. 447	Air Line Junc. 473	Galveston. 115
Los Angeles. 97	Anderson. 459	Baltimore. 432	Charlotte. 457	Ashtabula. 248	Houston. 146
Needles. 327	Andrews. 165	Cumberland. 488	NORTH DAKOTA.	Ashtabula. 422	Houston. 506
Rocklin. 58	Brazil. 217	Hagerstown. 512	Dickinson. 41	Bucyrus. 110	Laredo. 278
Sacramento. 260	Butler. 164	MASSACHUSETTS.	Fargo. 85	Chicago J'tn. 5	Longview. 70
S. n. Bernardino. 90	Elkhart. 162	Boston. 57	Grand Forks. 314	Chillicothe. 302	Marshall. 177
San Diego. 386	Evansville. 160	Charlestown. 485	NEW JERSEY.	Cincinnati. 269	Palestine. 156
San Francisco. 91	Evansville. 112	Fitchburg. 410	Camden. 72	Cincinnati. 441	Paris. 345
Tulare. 139	Port Wayne. 141	Springfield. 307	Hoboken. 354	Cincinnati. 441	San Antonio. 145
West Oakland. 143	Garrett. 203	Taunton. 474	Jersey City. 13	Cleveland. 450	Taylor. 263
CANADA.	Princeton. 409	Worcester. 73	Jersey City. 3	Columbus. 9	Temple. 147
Hochelaga. 335	Huntington. 166	MEXICO.	Junction. 272	Conneaut. 377	Texarkana. 243
Montreal. 15	Indianapolis. 14	Porfirio Diaz. 308	Perth Amboy. 350	Cornwall. 467	Tyler. 281
Toronto. 67	Jeffersonville. 297	S. n. Luis Potosi. 413	Phillipsburg. 11	Crete. 299	Yoakum. 148
COLORADO.	La Fayette. 36	MISSISSIPPI.	Port Morris. 271	Crete. 299	TENNESSEE.
Aspen Junc. 503	Logansport. 52	Columbus. 426	Trenton. 253	Collinswood. 183	Chattanooga. 289
Colorado City. 218	Michigan City. 300	McComb City. 436	Union Hill. 349	Dayton. 375	E. Nashville. 425
Como. 256	Monon. 2	Meridian. 200	NEW BRUNSWICK.	Delaware. 239	Jackson. 201
Denver. 77	New Albany. 268	Vicksburg. 460	Carlenton. 357	Delphos. 185	Knoxville. 444
Denver. 273	Peru. 157	Water Valley. 402	Moncton. 233	Dennison. 466	Memphis. 55
Grand Junc't'n. 475	Terre Haute. 16	MICHIGAN.	Woodstock. 476	Gallion. 107	Memphis. 206
La Junta. 328	Washington. 361	Battle Creek. 84	NEW HAMPSHIRE.	Lima. 184	Nashville. 159
Leadville. 196	INDIAN TER.	Detroit. 158	Concord. 306	Lorain. 356	UTAH.
Pueblo. 59	Chickasha. 515	Detroit. 508	Nashua. 513	Norwalk. 198	Salt Lake City. 178
Ridgway. 480	IOWA.	East Saginaw. 286	NEW MEXICO.	Newark. 175	Terrace. 98
Salida. 140	Belle Plaine. 311	Escanaba. 129	Chama. 108	Springfield. 360	Ogden. 366
Trinidad. 344	Boone. 25	Fort Gratiot. 116	Las Vegas. 439	Toledo. 442	VIRGINIA.
CONNECTICUT.	Burlington. 161	Gladstone. 494	Raton. 257	Van Wert. 158	Clifton Forge. 274
Hartford. 285	Cedar Rapids. 27	Grand Rapids. 265	San Marcial. 261	Wellsville. 96	Crews. 435
New Haven. 284	Clinon. 34	Ionia. 431	NEW YORK.	Youngstown. 199	Danville. 443
DELAWARE.	Creston. 489	Jackson. 240	Albany. 230	PENNSYLVANIA.	Manchester. 496
Wilmington. 231	Davenport. 285	Marquette. 150	Binghamton. 227	Allegheny. 219	Portsmouth. 403
DIST. OF COLUM.	Dubuque. 106	Marshall. 411	Brooklyn. 291	Altoona. 287	Radford. 453
Washington. 7	Dubuque. 322	Owosso. 420	Buffalo. 101	Ashley. 454	Richmond. 497
FLORIDA.	Eagle Grove. 132	West Bay City. 152	Buffalo. 241	Bellwood. 498	Roanoke. 182
Pensacola. 346	Eldon. 137	MISSOURI.	Buffalo. 472	Bennett. 434	VERMONT.
Sanford. 364	Estherville. 288	Brookfield. 23	Buffalo. 316	Bradford. 326	Bellows Falls. 365
GEORGIA.	Fort Dodge. 222	Carondelet. 390	Buffalo. 12	Blairsville. 392	Lyndonville. 801
Atlanta. 498	Fort Madison. 391	Chillicothe. 389	Cornwall. 121	Carbondale. 62	Rutland. 353
Atlanta. 247	W. Des Moines. 102	De Soto. 6	East Albany. 215	Chartiers. 378	St. Albans. 352
Augusta. 332	Keokuk. 98	Hannibal. 290	East Syracuse. 334	Columbia. 252	WISCONSIN.
Cedar town. 495	Marion. 293	Kansas City. 337	Elmira. 242	Conemaugh. 381	Altoona. 68
Columbus. 323	Mason City. 29	Marcelline. 461	Elmira. 463	Connellsville. 302	Ashland. 259
Macou. 246	Marshalltown. 125	Monett. 140	Green Island. 313	Derry Station. 310	Baraboo. 26
Savannah. 245	Mt. Valley. 254	Moberly. 54	Hornellsville. 169	Dunmore. 404	Chippewa Falls. 485
Waycross. 325	Perry. 124	Nevada. 371	L. I. City. 309	East Brady. 490	Fort Howard. 189
IDAHO.	Sioux City. 64	N. Springfield. 51	Middletown. 232	Erie. 462	Janesville. 385
Glenns Ferry. 445	Stuart. 20	Poplar Bluff. 292	New York. 149	Foxburg. 406	Madison. 42
Montpelier. 195	Waterloo. 30	Sedalia. 78	New York. 155	Great Bend. 283	Milwaukee. 130
Pocatello. 113	KANSAS.	Stanberry. 56	New York. 363	Harrisburg. 174	Milwaukee. 388
ILLINOIS.	Argentine. 74	St. Joseph. 43	Norwich. 216	Hazleton. 508	N. W. La Crosse. 166
Amboy. 35	Arkansas City. 255	Springfield. 368	Olean. 398	Jersey Shore. 417	Spooner. 500
Auburn Jct. 331	Armourdale. 313	St. Louis. 21	Oneonta. 71	Lehighton. 384	Stevens Point. 131
Aurora. 80	Atchison. 31	St. Louis. 109	Oswego. 92	Mahoning- town. 416	Waukesha. 382
Belvidere. 329	Channah. 154	St. Louis. 414	Port Jervis. 1	Mauch Chunk. 251	W Superior. 296
Bloomington. 40	Council Grove. 370	St. Louis. 481	Rochester. 99	Meadville. 207	WASHINGTON.
Blue Island. 511	El Dorado. 369	Slater. 33	Schenectady. 210	Oil City. 383	Ellensburg. 412
Calro. 180	Ellis. 32	Trenton. 33	Syracuse. 130	Philadelphia. 60	Seattle. 407
Central Park. 237	Emporia. 396	Thayer. 280	Syracuse. 509	Philadelphia. 319	Spokane Falls. 501
Centralia. 37	Fort Scott. 153	MINNESOTA.	Susp'n's n. B'ge. 362	Philadelphia. 333	Sprague. 133
Champaign. 417	Goodland. 374	Austin. 126	Utica. 229	Pittsburgh. 318	Tacoma. 192
Chicago. 47	Herington. 374	Barnesville. 483	Whitehall. 209	Pittsburgh. 318	Tekoa. 419
Chicago. 50	Holingson. 397	E. Grand F'rks. 252	Watertown. 202	Pittsburgh. 465	WEST VIRGINIA.
Chicago. 96	Horton. 376	East St. Paul. 320	NOVA SCOTIA.	Renovo. 338	Bluefield. 446
Chicago. 144	Kansas City. 330	Minneapolis. 82	Halifax. 504	Sayre. 379	Grafton. 223
Chicago. 186	Leavenworth. 437	Minneapolis. 570	Truro. 171	Scottdale. 347	Hinton. 236
Chicago. 188	Newton. 340	St. Cloud. 224	ONTARIO.	Allandale. 442	Huntington. 294
Chicago. 244	Neodesha. 336	St. Paul. 61	Belleville. 66	South Easton. 211	Kenova. 477
Chicago. 249	Nickerson. 258	St. Paul. 61	Brookville. 69	Susquehanna. 208	Keyser. 448
Chicago. 275	Osawatimie. 400	St. Paul. 61	Chapleau. 321	Sunbury. 220	Martinsburg. 430
Chicago. 429	Parsons. 24	Two Harbors. 401	Ft. Erie. 471	Wilkes-Barre. 250	Parkersburg. 462
Chicago. 429	St. Topeka. 395	Wasena. 358	Ft. William W. 225	White Haven. 351	WYOM.
Chillicothe. 106	Wellington. 359	KENTUCKY.	MONTANA.	Smiths Falls. 479	Cheyenne. 488
Clinton. 176	Bowling Green. 410	Butte City. 294	Glasgow. 264	Windsor. 421	Evansville. 88
Charleston. 187	Covington. 424	Glendive. 128	Hamilton. 151	Richmond. 118	Laramie. 86
Danville. 68	Handerson. 317				Rawlins. 87

# LADIES' SOCIETY, B. OF L. F.

## GRAND LODGE.

Mrs. E. A. BALL . . . . . Grand President  
Box 123, Stratford, Ontario.

Mrs. J. A. LEACH . . . . . Vice Grand President  
Sedalia, Missouri.

Mrs. JAMES I. MOORE . . . . . Grand Secretary and Treas.  
Box 389, Stratford, Ont.

Mrs. W. W. CALKINS . . . . . Grand Insurance Agent  
Sedalia, Missouri.

## BOARD OF GRAND TRUSTEES.

Mrs. W. H. COFFEY, 436 A ave . . . Cedar Rapids, Ia

Mrs. LOVEJOY, 318 St. Joe st . . . Elkhart, Indiana

Mrs. SLUSSER . . . . . Huntington, Indiana

## GRAND EXECUTIVE BOARD.

Mrs. F. P. SARGENT . . . . . Terre Haute, Indiana

Mrs. DU BOIS . . . . . Boone, Iowa

Miss KING . . . . . San Francisco, California

## ORGANIZERS.

Mrs. E. A. BALL, Box 123 . . . Stratford, Ontario  
for Canada.

Mrs. T. KILLIAN, 22 East Pacific st . . . Sedalia, Mo  
for the State of Missouri.

Mrs. M. J. SCHIEDY . . . . . Mauch Chunk, Pa  
for the State of Pennsylvania.

Mrs. M. L. FIELD, 731 South Water st . . Denver, Colo  
for the State of Colorado.

Mrs. W. S. COOK, West Ridge st . . Marquette, Mich  
for the State of Michigan.

Mrs. W. H. COFFEY, 434 A ave . . . W. Cedar Rapids, Ia  
for the State of Iowa.

Mrs. T. J. ROBERTS, 1762½ 8th st . . W. Oakland, Cal  
for the State of California.

Mrs. J. H. KUHN . . . . . Delphos, Ohio  
for the State of Ohio.

Mrs. LOVEJOY, 318 St. Joe st . . . Elkhart, Ind  
for the State of Indiana.

## SUBORDINATE LODGES.

### 1. GOOD ENDEAVOR; Stratford, Ont.

Mrs. E. A. Ball, Box 123 . . . . . President

Mrs. J. I. Moore . . . . . Secretary

. . . . . Treasurer

### 2. QUEEN OF THE WEST; Cedar Rapids, Iowa.

Mrs. W. McMullen, 507 F. ave . . . . . President

Mrs. G. P. Smith, 189 C. ave . . . . . Secretary

Mrs. W. C. Byers, 382 G. ave . . . . . Treasurer

### 4. DILIGENCE; Perry, Iowa.

Mrs. Banyard . . . . . President

Mrs. E. G. Crawford, Box 518 . . . . . Secretary

. . . . . Treasurer

### 6. EXCELSIOR; Marquette, Mich.

Mrs. W. Reany, 742 Bluff st . . . . . President

Miss Agnes Healey, 307 Fisher st . . . . . Secretary

Mrs. W. Boesler, 416 Washington st . . . . . Treasurer

### 7. OUR PRIDE; Waterloo, Iowa.

Mrs. A. Livingston, 114 Barclay st . . . . . President

Mrs. Ellis Sweet . . . . . Secretary

Mrs. Charles Vroom, 202 Fremont st . . . . . Treasurer

### 8. GARFIELD; Garrett, Ind.

Mrs. Katie McClarity, Box 6 . . . . . President

Mrs. Millie Fuller, Box 64 . . . . . Secretary

Mrs. Jennie Cramer, Box 218 . . . . . Treasurer

### 9. WELCOME; Needles, California.

Mrs. J. A. Stout . . . . . President

Mrs. A. D. Ensign . . . . . Secretary

Mrs. J. G. Mills . . . . . Treasurer

### 10. HELPMATE; Elkhart, Ind.

Mrs. Lizzie Lovejoy, 206 Kinzy st . . . . . President

Mrs. Jennie Miller, 416 High st . . . . . Secretary

Mrs. Clara Shasberger, Middlebury st . . . . . Treasurer

### 12. HEART AND HAND; Delphos, Ohio.

Mrs. J. A. Kuhns, Lock Box 343 . . . . . President

Mrs. A. T. Hogarth, Lock Box 35 . . . . . Secretary

Mrs. J. A. Siagle, Lock Box 119 . . . . . Treasurer

### 13. EUREKA; Huntington, Ind.

Mrs. Jennie Robertson, 12 Allen st . . . . . President

Mrs. Maggie Slusser, 115 Court st . . . . . Secretary

Mrs. Georgia Jones, 63 Fredrick st . . . . . Treasurer

### 14. UNITY; Hornellsville, N. Y.

Mrs. H. R. Clark, 9, McDougall ave . . . . . President

Mrs. E. McMullen, 20 Greeley ave . . . . . Secretary

Mrs. J. C. Collins, 43 East Main st . . . . . Treasurer

### 15. PROTECTION; Mauch Chunk, Pa.

Mrs. Geo. Tosh . . . . . President

Mrs. Geo. Swartwood, Box 181 . . . . . Secretary

Mrs. M. J. Schiedy . . . . . Treasurer

### 16. HEADLIGHT; Boone, Iowa.

Mrs. E. A. Cross . . . . . President

Mrs. H. C. Barron . . . . . Secretary

Mrs. M. Crane . . . . . Treasurer

### 17. STAR OF HONOR; Moberly, Mo.

Mrs. Parsons . . . . . President

Mrs. Kellogg, 400 So Ault st . . . . . Secretary

Mrs. Lois Nicholson . . . . . Treasurer

### 18. GOLDEN WEST; San Francisco, Cal.

Mrs. J. C. Miller, 1723 Luther st . . . . . President

Miss Kate Smith, 2332 Harrison st . . . . . Secretary

Mrs. F. E. Pope, 2049½ Mission st . . . . . Treasurer

### 19. QUEEN CITY; Sedalia, Mo.

Mrs. Helen Lester . . . . . President

Mrs. Della Kinzie, 1400 E. Fifth st . . . . . Secretary

Mrs. Laura Buchanan . . . . . Treasurer

### 20. SILVER STATE; Pueblo, Colo.

Mrs. Geo. Lamont, 1107 11th st . . . . . President

Mrs. Geo. Loy, 73 Block st . . . . . Secretary

Mrs. J. R. Mihoover, 707 3d st . . . . . Treasurer

### 21. FRANKLIN; Columbus, Ohio.

Mrs. Ellen Coit, 999 Pennsylvania ave, President

Maude Rinehart . . . . . Secretary

Mrs. Mary Dickerson, 1208 E. Atchison st . . . . . Treasurer

### 22. SCENIC ROUTE; Denver, Colo.

Mrs. M. L. Field, 731 S. Water st . . . . . President

Mrs. Ida Curtis, 860 S. 9th st . . . . . Secretary

Mrs. Harriet Bennet, 1250 S. 9th st . . . . . Treasurer

### 23. FRIENDSHIP; Sunbury, Pa.

Mrs. Kate Snipe . . . . . President

Mrs. Jennie Randles . . . . . Secretary

Mrs. Kate Mills . . . . . Treasurer

### 24. PROGRESSIVE; Conneaut, Ohio.

Mrs. E. A. Wilcox . . . . . President

Miss Myrtle Bleasdale . . . . . Secretary

. . . . . Treasurer

### 25. FAVORITE; Arkansas City, Kan.

Mrs. Annie Calderon, 1326 So. G st . . . . . President

Mrs. S. H. Ballou, 609 So. C st . . . . . Secretary

Mrs. Emma Kizer, 829 So. C st . . . . . Treasurer

### 26. PROGRESS; Carbondale, Pa.

Mrs. G. W. Osborne, 158 Cannan st . . . . . President

Mrs. Geo. Brandon, 154 Belmont st . . . . . Secretary

Mrs. G. P. Berry, 83 Park st . . . . . Treasurer

### 27. McKEEN'S PRIDE; Chanute, Kan.

Mrs. J. W. Henaman . . . . . President

Mrs. T. H. Schunty . . . . . Secretary

Mrs. T. H. Jackson . . . . . Treasurer

### 28. CORAL LEAF; West Oakland, Cal.

Mrs. T. J. Roberts, 1762½ 8th st . . . . . President

Miss Mollie Roberts, 808 Cedar st . . . . . Secretary

Miss Gertrude Payne, 927 Pine st . . . . . Treasurer

### 29. FARRIE MAY; Topeka, Kan.

Mrs. J. Galletly . . . . . President

Mrs. Cora Barnes . . . . . Secretary

Mrs. Laura Verlin . . . . . Treasurer

### 30. AURORA; Los Angeles, Cal.

Mrs. Eagan, 843 Bloom st . . . . . President

Miss Mildred Kingsley, 122 Railroad st . . . . . Secretary

. . . . . Treasurer

### 33. PROTECTION'S HELPMATE; Eldon, Iowa.

Miss Ella M. Taylor, Lock Box 52 . . . . . President

Miss Grace L. Vass, Box 670 . . . . . Secretary

Miss Annie Flowers . . . . . Treasurer

### 34. WHITE CITY; Chicago, Ill.

Mrs. Kate Bradley, 135 Avers ave . . . . . President

Miss Laura Bradley, 135 Avers ave . . . . . Secretary

Mrs. Kate Bradley, 135 Avers ave . . . . . Treasurer

"WORTH A GUINEA A BOX."

**BEECHAM'S  
PILLS**

The Favourite of

**All Railroad Men.**

*A Standard Remedy the World over*

FOR ALL

**BILIOUS AND NERVOUS  
DISORDERS,**

Such as Sick Headache,

Weak Stomach,

Impaired Digestion,

Liver Complaint,

**Constipation,**

and all Similar Ailments.

Covered with a Tasteless and Soluble Coating.

Of all druggists. Price, 25 cents a box.

New York Depot, B. F. Allen Co.,  
365 Canal St.

Send postal for our valuable book, "Constipation."

**REGALIA**

FOR

Brotherhoods of

**Firemen,**

**Engineers,**

**Conductors,**

**Brakemen, etc.**

Send for Price List to the

**M. C. Lilley & Co.,**

**COLUMBUS, OHIO,**

MANUFACTURERS OF

**Military and Society Goods, Rail-  
road Caps and Uniforms.**

PLEASE MENTION THIS MAGAZINE

**A Scalded Engineer,  
A Bruised Fireman,  
A Sore-Handed Conductor,  
A Chap-Handed Brakeman,  
A Bleeding Switchman,**

Will find a comforter and healer in a cleansing  
and refreshing wash with

**Glenn's - - -  
Sulphur Soap.**

It is not a fancy toilet soap, but a plain, every day  
remedy for the mechanic, the busy housewife, and  
the children. No household should be without it  
Ask your druggist for it; he keeps it.

**MODEL**

**OF LINK**

**VALVE**

**MOTION,**

**Neatly Made  
of Brass.**

**PRICE, \$4.00.**

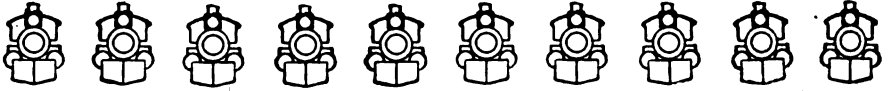
A great help in the study of Valve Mo-  
tion. Just what is required for the Lodge-  
room. Perfect in Design and Works  
Smoothly in all its parts. A great object  
lesson. Address

**WM. WEILER,**

Box 25.

Port Morris, N. J.

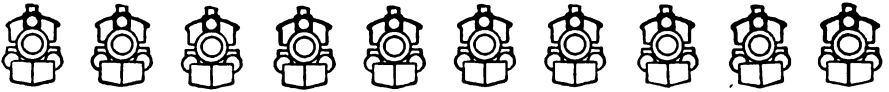
Digitized by Google



Do You Want a Picture of the

## FAMOUS "999" LOCOMOTIVE?

We've had hundreds of letters asking for a picture—now we have it. Something better than a photograph. A **transparent**, copper-plate engraving of the famous flyer; you can see everything **outside** and **inside**. Every part is numbered and named. Fit for a gold frame in a palace. Printed on satin gloss paper, 14x28, and mailed in a tube (without folding) for 50 cents (stamps are good, but we would rather have postal notes or money orders). This is an educational device, up to date, unique, beautiful and correct. Once seen, no other picture of this beautiful locomotive will satisfy you at all. Send cash with order. **LOCOMOTIVE ENGINEERING, 5 Beekman St., New York City.**



If you are a subscriber, for 1894, to our paper, **Locomotive Engineering**, you get the above picture and our other little school masters, the **Traveling Engineer's Examination Chart** and the **Working Model of the Triple Valve**,

► **FREE.** ◄

The paper has over 40 large pages and is the best illustrated and "**most interesting railroad paper published.**" Practical, instructive, interesting! No engineer, fireman or shop man can afford to be without it. Sent to any address in the world for \$2.00. Angus Sinclair and John A. Hill, Editors. Specimen Copy, free. Address

**LOCOMOTIVE ENGINEERING,**  
**5 Beekman Street,** **NEW YORK CITY.**





## Helpful Books for Ambitious Men.

**Locomotive Engine Running**, by ANGUS SINCLAIR. Price, \$2.00.

**Progressive Examinations for Engineers and Firemen**, by JOHN A. HILL. Price, 50 cents.

**Air Brake Practice**, by J. E. PHELAN. Price, \$1.00.

**Block Signalling**. Explains how the different forms of block signals are worked. Price, \$2.00.

**Catechism of the Locomotive**, by M. N. FORNEY. Price, \$3.50.

**Hand-Book of Instructions for Engineers and Firemen**, by N. HAWKINS, M. E. Illustrated. Price, \$2.50.

**How to become a Successful Engineer**, by B. STUART. Price, 50 cents.

These books are well known stand-bys, and the man who buys one of them, will never regret his investment.

**CATALOGUE FREE.**

**ENGINEERING LITERATURE CO.,**

East Orange, New Jersey.

## “Locomotive Running Repairs”

By L. C. Hitchcock.

General Foreman Soo Shops.

A new book just from the press. Only work on the subject.

**No Engineer can Afford to be Without it.**

**What Every Fireman Needs.**

A book for all men who have to do with locomotive repairs by a veteran of many years' experience.

Written in plain language and freely illustrated.

**PRICE, 50 Cents.**

**DEBS PUBLISHING CO. - - - Terre Haute, Ind.**

# IMPORTANT.



In view of the present uncertainty of business, we have decided to offer the two works of Professor N. Hawkins upon easy and liberal terms of payment to the patrons of the FIREMEN'S MAGAZINE and others, who will furnish a reference as to reliability, i. e., part of the cost with the order when the books will be sent, and balance monthly.

It is a proverb that "he stands strongest who stands on his head"—this has been well illustrated in the case of the owner of these two books. In the numerous changes which have taken place in the past half year, and which are still going on, the practical knowledge which has been acquired from the Hawkins works has enabled many of their possessors to hold over in good positions where others have been forced to resign.

The "Hand-book of Calculations" (now selling in its seventh thousand), and the "Maxims and Instructions for the Boiler Room" (now selling in its third thousand), are educational works of the rarest value, and have already, in scores and hundreds of instances, proved the stepping-stone for permanent advancement (Firemen to be Engineers, Engineers to be Superintendents, etc.).

The "Calculations" teaches first, the principles on which steam-engineering is founded, i. e., mechanical philosophy, and beginning with the figure one, proceeds with rules, examples, and plain directions to the most essential problems relating to steam-engineering.

The "Maxims and Instructions" teaches how to "fire" with all kinds of fuels and the different varieties of boilers; gives details of construction and dimensions of boilers. It deals with the details and management of pipes and piping, steam-pumps, injectors, tanks, steam-heating, plumbing, etc. The book has hundreds of definitions and illustrations of appliances used in and about the boiler room.

These books are each provided with a ready reference index, which renders their hundreds of practical suggestions instantly available; hence they are works of both instruction and reference.

These two books are each strongly and handsomely bound in green cloth, with gold titles; they weigh over five pounds for the pair and are almost a library in themselves. The price is \$5.00 for the two, and \$2.50 for a single volume, post or express prepaid to any part of the world.

Parties wishing them on "part payments" will be informed of the terms upon application. Club rates also given on application. Correspondence solicited. We furnish a descriptive catalogue free.

**Theo. Audel & Co.,**  
PUBLISHERS.

Office 3. 91 Liberty St., N. Y.

P. S.—Very many Master Mechanics of railroads have bought the pair of these "noble books" and found them exactly adapted to their department of railroad service.

## LOCOMOTIVE CATECHISM

— BY —

**ROBT. CRIMSHAW**

**1300 Questions and Answers  
360 Pages.**

**ALL ABOUT REPAIRING AND RUNNING THE  
VARIOUS KINDS OF LOCOMOTIVES.**

**NEW AND COMPLETE.**

**FULLY - UP - WITH - THE - TIMES.**

**Diagrams and Illustrations Galore.**

**PRICE, \$2.00.**

Address Orders to

**DEBS PUBLISHING CO.,**

**TERRE HAUTE, INDIAN.**

# YES! Are You a Union Man? WHY?


Because I believe that nothing else will enable me to better my condition. I want, and I believe I am entitled to, shorter hours of work, and I want good pay for the same, so that I can enjoy some of the good things of this life. I have heard of and read about many things which are put forth as likely to benefit workingmen; for instance, co-operation, state socialism, land reform, but every one of these, owing to the fixed habits of mankind, would take a generation or two to change laws.

These sentiments are good in theory, what do you propose to do individually to practically carry them out? I am glad you asked me the question, as it gives me a chance to say to you that I individually intend to patronize only Union Firms and buy only goods made by Union Labor, as this keeps Union people employed, and this is why whenever I want a pair of overalls to work in, or a pair of pants for holiday wear, that I always buy those made by **SWEET, ORR & CO.**, and I want my fellow workmen to do the same. Their overalls never rip, and pants made by **SWEET, ORR & CO.** are the best fitting in the world and always guaranteed to be correct in every particular. They can be had, or ought to be had, in every city in the Union.

## SWEET, ORR & Co.,

115 Worth Street,

New York City.



# A BARREL OF MONEY

CAN BE MADE BY EVERY RAILROAD MAN

WHO SENDS FOR THE GOLD NUGGET FREE AND ACTS UPON ITS SUGGESTIONS.

Send for By-Laws, specimens of ore, etc. etc., to the ORPHAN BOY EXTENSION M&M CO. No. 30 KITTREDGE BLDG. DENVER, COLO.

A Sure and Safe Life Insurance offered by a small investment in our dividend-paying gold mining stocks.

Digitized by Google

# INSTRUCTION BY MAIL

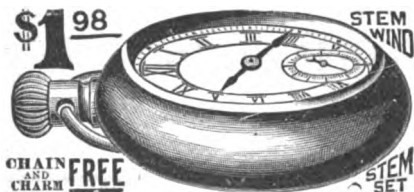
In Architectural Drawing,  
Architecture,  
Plumbing, Heating and Ventilation,  
Bridge Engineering,  
Railroad Engineering,  
Surveying and Mapping,  
Electrical Engineering,  
Mechanical Drawing,  
Mining,  
English Branches and

## MECHANICS.

Diplomas awarded. To begin students need only know how to read and write. Send for FREE Circular of Information stating the subject you think of studying to

**THE CORRESPONDENCE SCHOOL  
OF MECHANICS AND INDUSTRIAL SCIENCES,  
SCRANTON, PA.**

# 4000 STUDENTS.



**CUT THIS OUT** and send it to us with your name and address, and we will send you this elegant watch by express for examination. You examine it and if you consider it a bargain pay the express agent our sample price, \$1.98, and it is yours. Fine gold plate Chain and Charm FREE with each watch, also our written guarantee for 2 years. Write to-day, this may not appear again. **THE NATIONAL MFG. & IMPORTING CO.,** 334 Dearborn Street, Chicago, Ill.

STATE OF OHIO, CITY OF TOLEDO, } ss.  
LUCAS COUNTY.

FRANK J. CHENEY makes oath that he is the senior partner of the firm of F. J. CHENEY & Co., doing business in the city of Toledo, county and state aforesaid, and that the said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of CATARRH that cannot be cured by the use of HALL'S CATARRH CURE.

Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.

{ SEAL }

A. W. GLEASON,

Notary Public.

Hall's Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Send for testimonials, free.

F. J. CHENEY & CO., Toledo, O.

Sold by druggists, 75c.

**MY WIFE CANNOT SEE HOW YOU DO IT AND PAY FREIGHT.**

**\$14** Buys our 3 drawer walnut or oak Improved High Arm Singer sewing machine finely finished, nickel plated, adapted to light and heavy work; guaranteed for 10 Years with Automatic Bobbin Winder, Self-Threading Cylinder Shuttle, Self-Setting Needle and a complete set of Steel Attachments shipped any where on 30 Day's Trial. No money required in advance. 75,000 now in use. World's Fair Medal awarded machine and attachments. Buy from factory and save dealer's and agent's profits. Cut This Out and send to-day for machine or large free FREE catalogue, testimonials and glimpses of the World's Fair. **OXFORD MFG. CO. 342 Wabash Ave. CHICAGO, ILL.**

U. S. Census for 1880 Reports

**35,000 DEATHS FROM CANCER**

## The Iola Sanitarium

Is an institution thoroughly equipped for the treatment of Cancer, Tumors, and all malignant growth without the use of the knife. We never fail to effect a permanent cure where the circumstances are at all favorable for treatment. References sent free on application.

Address all letters to **DR. GEO. DALE,**  
**Iola Sanitarium, Iola, Wisconsin.**



We will send you the MARVELOUS and UNFAILING French Preparation,  
**CALTHOS**  
FREE by MAIL, and a legally executed guarantee that CALTHOS will RESTORE your HEALTH, STRENGTH AND VIGOR.  
*Use it & pay if satisfied.*  
Von Mohl Co., Importers, Cincinnati, Ohio.

**\$2.75** Buys our \$9 Natural Finish Baby Carriage complete with plated steel wheels, axle, springs, and one piece steam bent handle. Made of best material, finely finished, reliable and guaranteed for 2 years. Shipped on 10 days' trial. PRELIMINARY PAID; no money required in advance. 75,000 in use. We are the oldest and best known concern of our kind, reliable and responsible. References furnished at any time. Make and sell nothing but what we guarantee to be as represented, sold at the lowest factory price. WRITE TO-DAY for our large FREE illustrated catalogue of latest designs and styles published.

**OXFORD MFG. CO., 340 Wabash Ave., Chicago, Ill.**

**\$12 to \$35 Per Week** Can be made working for us. Parties preferred who can give their whole time to the business. Spare hours, though may be profitably employed.

This announcement is of special interest to stirring men who wish to rise in the world. Good openings for town and city work as well as country districts.

**B. F. JOHNSON & CO.,**


No. 3 So. 11th St., Richmond, Va.

**JOSEPH LEICESTER ATKINS,  
PATENT LAWYER**

AND

**Solicitor of U. S. and Foreign Patents,**  
Atlantic Building, 930 F. St.,

**WASHINGTON, D. C.**



**Shipped C. O. D.**  
Anywhere to anyone at Wholesale Prices without paying one cent in advance. We pay freight. Buy from factory. Save deal. \$14.50 Carriage for \$9.25. profits. Large \$12.00 " " \$9.25. Illustrated catalog \$5.00 " " \$2.15. free. Address Cash Buyers' Union, 164 West Van Buren Street, B18 Chicago, Ill.

## NATIONAL HOTEL.

**J. H. BREWER, Proprietor.**

(B. of L. E. Div. 182.)

**102 Park Avenue, opp. Avenue Hotel.  
HOT SPRINGS, ARK.**

(Correspondence solicited. Letters of Inquiry promptly answered.)

# D\*E\*L\*A\*V\*A\*U\*S

## Whooping Cough

## Croup

## Violent Coughs

Tested over 40 Years.

**EFFECTUAL AND HARMLESS.**  
50c. per bot. at druggists, or expressed from 6th and Wood Sts., Philadelphia, to any address 60c.

# R\*E\*M\*E\*D\*Y

## COOK REMEDY CO

### Blood Poison!

Primary, Secondary or Tertiary permanently cured in 15 to 35 days. We eliminate all poison from the system, so that there can never be a return of the disease in any form. Parties can be treated at home as well as here, (for the same price and under the same guarantee,) but with those who prefer to come here, we will contract to cure them or refund all money and pay entire expense of coming, railroad fare and hotel bills.

**Our Magic Remedy Eight Years in Use and Never Failed** to cure the most obstinate cases. We challenge the world for a case we can not cure. Since the history of medicine a true specific for **BLOOD POISON** has been sought for but never found until our Magic Cyphillene was discovered. We solicit the most obstinate cases and challenge the world for a case we cannot cure. This disease has always baffled the skill of most eminent physicians.

**\$500,000 CAPITAL** behind our unconditional guarantee. Absolute proofs sent sealed on application. Address,

**COOK REMEDY CO.**  
Room 307 Masonic Temple, Chicago, Ill.

## COOK REMEDY CO

## BLOOD POISON

When Mercury, Iodide of Potassium and Hot Springs fail to cure, we will guarantee a cure or no pay. Can be no failure. Cure in 20 to 90 days. Will contract to pay railroad fare and hotel bills if we fail. We are incorporated, with large capital. Refer to Bradstreet's. Everything sent sealed, in plain envelopes. Write for references and proofs free. Can work during treatment.

**GUARANTEE REMEDY CO.**

51 & 52 Dexter Building,  
CHICAGO, ILL.

**MRS. WINSLOW'S** SOOTHING SYRUP  
- FOR CHILDREN TEETHING -  
For sale by all Druggists. 25 Cents a bottle.



**FREE**

A fine 14k gold plated watch to every reader of this paper. Cut this out and send it to us with your full name and address, and we will send you one of these elegant, richly jeweled, gold finished watches by express for examination, and if you think it is equal in appearance to any \$25.00 gold watch pay our sample price, \$3.50, and it is yours. We send with the watch our guarantee that you can return it at any time within one year if not satisfactory, and if you sell or cause the sale of six we will give you One Free. Write at once, as we shall send out samples for 60 days only. Address  
**THE NATIONAL MFG & IMPORTING CO.,**  
334 Dearborn St., Chicago, Ill.

# FAT

**FOLKS REDUCED**

From 15 to 25 lbs. per month by a harmless treatment administered by practicing physician of 17 years' experience. No bad effects; no detention from business; no starvation; no wrinkles or sabbiness follow this treatment. It improves the general health, clears the skin, and beautifies the complexion. Endorsed by physicians and leading society ladies. Thousands cured. **PATIENTS TREATED BY MAIL** confidentially. For particulars call, or address with 6c in stamps, **O. W. F. SNYDER, M. D.,** 248 M'VICKER'S THEATER BUILDING, CHICAGO.

## DRUNKENNESS

Thoroughly and permanently cured by a vegetable preparation. Destroys the appetite for liquor in all its forms. A positive cure if taken according to instructions. No detention from business. Send \$1.00 for a supply, with full directions, sufficient to cure any ordinary case. Address, **C. E. FELLER,** M. D., 180 E. 7th St., St. Paul, Minn.



**Artificial LIMBS**

**BEST LEG—\$50**  
Wood or Rubber Foot

**TRUSSES, Elastic Stockings, Crutches, etc.**

Catalogue Free. State particulars.  
**GEO. R. FULLER,**  
U. S. Government Mfr. Dept.  
No. AA ROCHESTER, N. Y.



## World's Fair Highest Awards

Medal and Diploma on our INCUBATOR and BROODER Combined.

**'Old Reliable' Leads**

them all. If you are interested in Poultry, it will pay you to send 4 cents in stamps for our 12 page catalogue, giving valuable points on Poultry Culture. Address

**Reliable Incubator and Brooder Co. Quincy, Ill.**



**POSITIVELY FREE.**

Our New ORGAN and PIANO BOOK. Colored Portraits, Special Offers, and full Particulars of all our famous

**ORGANS and PIANOS.**

Sold to anyone at wholesale price, for Cash or on Terms to Suit. Organs \$27.50. Pianos \$175.00.

Write to-day for this VALUABLE BOOK.

**CORNISH & CO. WASHINGTON, NEW JERSEY.**

## THE BROTHERHOOD SEAT.

IS SENT ON ONE WEEK'S TRIAL.

Patented and Manufactured by

**STANNARD & WHITE,**

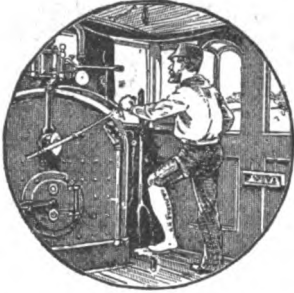
APPLETON, WIS.

B. of L. E., No. 88.

B. of L. F., No. 28.

Send for our particulars.





Over 15,000 in use, scattered in all parts of the world. Eminent surgeons and competent judges commend the Rubber Foot and Hand for their many advantages. At every industrial exhibition where exhibited they have received the highest awards. They are endorsed and purchased by the U. S. and foreign governments. A treatise, containing 430 pages, with 260 illustrations, sent FREE; also a formula for taking measurements by which limbs can be made and sent to all parts of the world with fit guaranteed.

Address,

Established  
Forty-one Years.

**A. A. MARKS,**

701 Broadway, New York City.

Received the Highest Award at World's Columbian Exposition.

## Marks' Patent Artificial Limbs

WITH RUBBER HANDS AND FEET

Are Natural in Action, Noiseless in Motion, and the Most Durable in Construction.

It is not unusual to see an engineer with hand on the throttle, or a conductor, baggage-master, brakeman, fireman, carpenter, farmer, mason, miner, and in fact men of every vocation, wearing one or two artificial legs, with rubber feet of Marks' Patents, performing as much labor as men in possession of all their natural members, earning the same wages; in fact, experiencing little or no inconvenience.



## RAILWAY OFFICIALS AND EMPLOYEES ACCIDENT ASSOCIATION



INDIANAPOLIS, IND.  
W. M. K. BELLIS, SEC.

## THE WHEEL

Of progress too often becomes the Wheel of Destruction, and at such times the possession of a staunch true friend, to whom the

### RAILROADER'S FAMILY

Can appeal in their sorrow, is the greatest boon on earth. Such a friend is the RAILWAY OFFICIALS AND EMPLOYEES' ACCIDENT ASSOCIATION, of Indianapolis, whose unparalleled growth during the past year, showing an increase of

**\$21,000,000,00**

Over the previous season, unanswerably demonstrates its overwhelming popularity with the Railroaders of America.

### THINK OF IT!

If you should get caught in that fatal accident which visits so many noble men, and leave nothing to your dear ones, what would become of them? A Certificate of Membership in the RAILWAY OFFICIALS AND EMPLOYEES' ACCIDENT ASSOCIATION is as safe and certain as a landed estate, and the relief it secures to the bereaved family is flashed over the wires the very moment the news of a stroke of misfortune reaches the Home Office. No Sensible Railroader longer doubts it his duty to carry first-class Accident Insurance. Do not postpone until it is too late, but take a membership with us

:-:--NOW--:-

Digitized by Google

# HEROES OF PEACE!

**They are Greater Than The Heroes of War!  
AND DESERVE PRAISE.**

**How the Devoted Lives of Railroad  
Engineers are Beset on Every  
Side and How to Escape Some  
of the Worst Dangers.**

It is a mistake to suppose that heroes only die upon the battlefield.

The daily battle of life sees more heroes, is full of more pathos, has things more terrible than the greatest struggle between the hosts of war. In the patient suffering, cheerful resignation, fidelity to duty, we behold heroes as lofty, as lovely and as worthy as any ever exhibited by the soldier.

We are here reminded that among the fighters in the battles of peace, the engineer stands forth prominently as the embodiment of the heroic. We read, only the other day, of the engineer of a wrecked train mutilated and in great agony, and in intense darkness, crawling along the slippery track, lantern in hand, to warn an approaching train against danger. Such instances of devotion are innumerable, but the thoughtful recognize the spirit of heroism which is made manifest by the stories and understand how terrible is the mental and physical strain with which the railroad man has to deal.

Is it at all wonderful that with the constant jar, the irregular hours, irregular meals, the care, the responsibility, to say nothing of the labor itself, many men break down? Is it at all wonderful that they look for help which will relieve their nervous system of its cares, which will place life and health upon a sure foundation?

Hundreds of engineers and railroad men have found a remedy which is precisely suited to their needs, which will counteract the evil effects that the constant jarring and jolting has had upon their kidneys, and which will tend to keep them in health, in strength, and prolong their lives. A few of the names of those who have discovered this secret are given herewith:

Mr. A. G. Dingwall, of Salt Lake City, says: "I do not hesitate to recommend to locomotive engineers or others who may suffer from the effects of hard riding on any kind of rolling stock, Warner's Safe Cure. Have had trouble of this kind myself, and know that Warner's Safe Cure is most efficacious in its action on the kidneys. I know of other railroad men who have great faith in it for any of the inconveniences resulting from riding long distances on rough riding engines, and have always resorted to its use for cold in shoulders, back or side. I carry a bottle of it on my engine with me all the time, and my faith in its power to give relief has never yet been shaken. My advice to engineers who may occasionally be afflicted with any of the ills that arise from riding in hard riding engines is, try Warner's Safe Cure, and persevere with it, and the result will be most gratifying to you."

George F. Anderson, 624 Olive street, St. Louis, Mo., says: "I am a conductor on a Missouri street railway. Before coming to this work I was a brakeman on the Missouri Pacific R. R., and had to give up work because I had kidney trouble. I was so bad at times that I could not walk the length of the car without having to sit down and ease the pain in my back. I was obliged to give up my position and look for something that would not be so tiring. A couple of weeks after I accepted my present situation. I found that the jolting of the street cars was about as bad as the others, and my kidney trouble returned. An old conductor on the line told me to use Warner's Safe Cure. I stuck to the medicine faithfully and managed to hold my job. I have not had a day's sickness this winter."

A. Coleman, Buffalo, N. Y. (N. Y. C. & H. R. R. Engineer), declares: "Some six years ago I was afflicted with neuralgia and constant pains in my side and back. I commenced using Warner's Safe Cure. I had finished two bottles with marked improvement in my case, but kept at it until I had used over twenty bottles. I was so bad at one time that I could not bend my knee to pick up anything. I am sure that without the use of your Warner's Safe Cure I would be in my grave to-day. I can daily attend to my business on the road now, free from pain and a well man."

James M. Dunden, Fitchburg, Mass., asserts: "I have been an engineer on the Fitchburg Ry. for two years, was fireman on the same road for three years. About five years ago I was troubled with my kidneys and bladder so bad that it was almost impossible for me to urinate. I was so bad that I had to stop work a number of times. I saw Warner's Safe Cure advertised, got a bottle and commenced taking it. I continued its use and am now in perfect health."

George E. Thomas, C. E., 478 Calumet avenue, Chicago, Ill., states: "My business as civil engineer, in connection with railroad work, necessitates almost constant traveling. The result was disease of the kidneys, which gave me great trouble. The use of Warner's Safe Cure entirely cured me."

Mr. Horace A. Hamilton, of Worcester, Mass., says: "My life as a railroad engineer produced disordered liver and kidneys, constant pain in the back, etc. At times I could not void urine for forty-eight hours, and then high colored with brick dust and albuminous deposit. When all other medicines failed a few bottles of Warner's Safe Cure made me well so that now I am all right. My wife was afflicted with troubles peculiar to her sex, and Warner's Safe Cure acted like magic in restoring her to health and strength."

Such statements speak for themselves. They show that for railroad and traveling men there is nothing which so preserves the health and prolongs the life as Warner's Safe Cure. They show conclusively that what this great remedy has done for others it is able to do again, perhaps for you. Bear in mind, "there is danger in delay!"

ESTABLISHED  
1884.

**S. N. CLARKSON & CO.**  
**The Railroad Jewelers.**  
**The Clarkson Perfection Electric ALARM CLOCK**

Set the Alarm to the hour desired.

The most perfect combination of the ELECTRIC ALARM CLOCK yet produced. It will not admit of sleeping over. Once started, the PERFECTION rings until you stop it. To stop it from ringing, move the Clock off the metal heads. Price, \$4.50.

Every one warranted to work perfectly or money refunded. Goods of any description sent C. O. D. on approval. Agents wanted. Our Illustrated Catalogue sent free to any parts of the U. S. on application.

Solid Gold, \$7.00.



- 126 -  
State St.,  
CHICAGO,  
ILL.



**ARTIFICIAL LEGS AND ARMS.**  
**For Railroad Service a Specialty.**

Unparalleled List of Awards.

Free Illustrated Catalogue.

HON. WADE HAMPTON (Ex-Senator from Virginia), writes: "Wore leg 6 years. I commend your workmanship cordially."

FRANCIS FESSENDEN, Brig. and Bvt. Maj. Gen'l U. S. Army. "I wore your leg with entire satisfaction, and have lately procured a third."

JOHN CONNERY, Conductor B. & N. F. & W. Ry. "For the past year have run a passenger train. Best have ever seen."

J. W. HAIGHT, Conductor N. Y., L. E. & W. Ry. "I would not part with artificial limb for five times its cost."

Send description of your case.

**C. A. FREES,**  
**781 Broadway, New York,**  
Branch Office, 106 Fifth Ave., cor. Washington St., Chicago, Ill.

Established 26 Years.



**FIRE UP!**

**FIREMEN!**



You have a furnace in front, cool drafts about you, and mishaps all the time.

**| ST. JACOBS OIL |**

**CURES BURNS, SPRAINS, BRUISES, CUTS, WOUNDS, SORENESS,  
STIFFNESS, SWELLINGS, BACKACHE, NEURALGIA,  
SCIATICA AND RHEUMATISM.**



**ARTIFICIAL LIMBS.**

Patent Adjustable Slip Socket.

Warranted Not to Chafe the Stump.

Largest Firm in the United States.

Received Gold Medal and Diploma at the World's Fair.

The Inner Socket, seen outside the limb in cut, is made over a plaster cast of the stump, giving an exact fit, being held permanently upon the stump by elastic fastened to lacer above, and in act of walking, moves up and down in the Outer Socket, bringing all the friction between the two sockets, instead of between the stump and the socket, as is the case in all single and wooden socket limbs. With our SLIP SOCKET the most tender and sensitive stump can be fitted and limb worn with perfect ease and comfort. Endorsed and purchased by U. S. Government. Send for our New Catalogue with Illustrations.

**THE WINKLEY ARTIFICIAL LIMB CO.,**

323 Nicollet Ave., MINNEAPOLIS, MINN.

BRANCH OFFICES (84 Adams Street, Dexter Building, CHICAGO, ILL.  
California Midwinter Exposition, SAN FRANCISCO, CAL.



—ELY'S CREAM BALM—Cleanses the Nasal Passages, Allays Pain and Inflammation, Heals the Sores, Restores Taste and Smell, and Cures

# CATARRH

Gives Relief at once for Cold in Head.  
Apply into the Nostrils. —It is Quickly Absorbed.  
50c. Druggists or by mail. ELY BROS., 56 Warren St., N. Y.



## Railway Watches

Hampton 17-jewel adjusted movement in Dueber gold filled open face case, warranted years, \$20.90. Sent by express prepaid on receipt of amount or sent C. O. D. Examination allowed on receipt of 50 cents.

Solid 14-Karat Gold Chain, \$10.00.

Solid gold emblem pins and buttons of any order, 95 cents.

CHICAGO WATCH CO., 281 Wabash Avenue, Chicago, Ill.

ALL GENUINE  
INGOTS & MANUFACTURES  
BEAR OUR  
REG. TRADE MARKS.



"Phosphor-Bronze."

### PHOSPHOR-BRONZE

INGOTS, CASTINGS, WIRE, SHEET & C.  
THE PHOSPHOR BRONZE SMELTING CO. LIMITED  
2200 WASHINGTON AVE. PHILADELPHIA, PA.  
ORIGINAL MANUFACTURERS OF PHOSPHOR-BRONZE IN THE UNITED STATES AND SOLE MAKERS OF "ELEPHANT BRAND" PHOSPHOR-BRONZE.



### BURNISHINE

The Most Marvelous Metal Polish in the World.

Will Produce a Most Brilliant Lustre to Brass, Copper, Zinc, Steel, Etc.

Especially Adapted to Hot Metals.

SPECIAL PRICES TO FIREMEN:

One pound boxes, \$2.00 per dozen; one-half pound, \$1.25 per dozen; five pound pails, \$7.50 per dozen.

Send cash with each order. Money will be refunded if Polish is not satisfactory.

On receipt of 10 cents in postage stamps, we will send 1/4 lb. box prepaid.

**J. C. PAUL & CO.,**

121 Lake St.

Chicago, Ill.

### "THE DETROIT"

Lubricators No. 2 and 3 for Cylinders and Air Pumps of Locomotives are THE BEST.

No Variation of Feed; Oil Cannot Syphon Out.

Sight Feed Glasses not WORN AWAY by STEAM or WATER.

Always Sure and Reliable. Buy the "DETROIT."

ADDRESS **DETROIT LUBRICATOR CO.,**  
**DETROIT, MICHIGAN.**



No. 2 Improved Cylinder Lubricator.

**CASTNER & CURRAN,**

General Tide Water

**COAL AGENTS.**

CELEBRATED

**POCAHONTAS****Semi-Bituminous Coal.**

1 Broadway, New York. 308 Walnut St., Philadelphia  
70 Kilby St., Boston. 36 Main St., Norfolk, Va.  
1 Fenchurch Ave., London, England.

The Pocahontas Coal is acknowledged by all railroads that have used it to be the best American coal for Locomotive use. It generates steam with great rapidity, and at the same time holds the fire an unusually long time. The merits of the coal are shown by the unprecedented growth of the mines, which were not opened until 1883. Since that time the out-puts have increased over 1,200 per cent. beyond all precedent, amounting during 1892 to 3,000,000 tons. During the present year it will be at least 2,000,000 tons. We are therefore prepared to fill all orders with prompt dispatch.

## **BERWIND-WHITE COAL MINING CO.**

Miners and Shippers of the

### **EUREKA BITUMINOUS COAL.**

55 Broadway, New York.  
Ballitt Building, 139 South Fourth St., Philadelphia.  
19 Congress St., Boston, Mass.

### **An Unexcelled Fuel for Locomotives and Steam Ships.**

Shipments Last Year, 3,500,000 Tons.

SHIPPING WHARVES:

PHILADELPHIA, Greenwich Point.

NEW YORK, Eureka Pier, Harsimus (foot Sixth St.)  
Jersey City, N. J.

BALTIMORE, Canton Piers.

**CAST STEEL WORKS**

—OF—

**FRIED. KRUPP,**

ESSEN, GERMANY.

American office, 15 Gold St., New York.

Represented by THOMAS PROSSER & SON,  
P. O. Box 2373.

## **Locomotive Tires, Crank Pins, Piston Rods, Spring Steel, Steel Tired Wheels.**

After a test of over twenty-five years the "KRUPP TIRE" has proved itself the best in the market.

If a reliable article is wanted which will give satisfaction, get KRUPP's.

### **Important to Railroad Managers and Master Mechanics.**

## **Sibley's Perfection Valve Oil.**

More perfect lubrication insured, and guarantee entire freedom from corrosion, honey-combing of cylinders and destruction of joints of steam chest by fatty acids.

In exclusive use upon eighty-two railroads.

References furnished upon application.

Make exclusive specialty of Valve and Signal Oil for railroad use. BEWARE OF IMITATIONS.

## **SIGNAL OIL WORKS, LIMITED.**

J. C. SIBLEY, President.

- - - **FRANKLIN, PA.**

Digitized by Google



HIGHEST AWARD AND MEDAL, WORLD'S COLUMBIAN EXPOSITION

## THE OLD RELIABLE STANDARD METAL POLISH FOR ENGINE WORK

Firemen Should be Careful and Avoid Imitations. **PRICES REDUCED FOR 1894.**

For this year prices to firemen (as agents) will be: One pound boxes, per dozen, \$2. Three pound pails, per doz. \$5. Five pound pails, \$7.50 per dozen.

Cash must always come with orders to avoid delay.

Bed Rock prices are here given to firemen as agents and they cannot and must not expect to buy from dealers at these prices. Samples sent free on application. Address.

**THE MATCHLESS METAL POLISH CO.,**

69 Frankfort St. New York.

88 Market St. Chicago.

### WHAT THEY SAY ABOUT OUR

ELDON, Ia., Dec. 18, 1893.

DEAR SIR:—Please send me one of your seats for locomotive use. I find that they are the best seat for engine use that I have seen yet. I want it 24 inches long and 20 inches wide. Weight, 170 pounds. Send it C. O. D.

Yours respectfully,  
(Signed) W. T. BROWN,  
Engineer C. R. I. & P. R. R.

We refer by permission to the following users: D. J. Crowley, Engineer S. F. & W. Ry., 16 Jones st., Savannah, Ga.; Jno. Horton, Engineer Grand Junction, Colo.; Wm. Malloch, Engineer G. T. Ry., Belleville, Ont.

## ALL STEEL CAB SEAT.



**ROUGH RIDING MADE EASY.** Just put this seat in the box and lay your cushion on it. Made only of finest tempered steel spiral springs, heavy band steel bottom frame, and tempered woven wire fabric. Any size or shape desired. Usual size, 18x24. Price for seat not over 24 inches long, \$2.00. Terms, C. O. D. or cash with order. Please give your weight.

MANUFACTURED ONLY BY

**SMITH & HAGGARD CO., Dept. B.**

Cor. Sacramento and Carroll Aves.,

CHICAGO, ILL.



CHAS. MILLER, President

## Galena Oil Works, Limited. FRANKLIN, PA.

### SAFETY, SPEED, ECONOMY

Are the results of the use of Galena Oils. Scientific and practical tests of the past twenty years have demonstrated the fact that Galena Oils are superior to any other oils in the market.

Galena Oils in winter stand a cold test of from ten to fifteen degrees below zero, and will not freeze in the coldest weather.

The superiority of Galena Oil is demonstrated by their exclusive use upon a large majority of the railways of this country. They are in use upon three continuous lines of railways from Boston and New York to the Pacific coast and on one to the City of Mexico, thus demonstrating their adaptability to all climates and all temperatures.

We also supply our patrons with Sibley's Perfection Valve Oil, which is in exclusive use upon a large majority of the leading railroads of the country.



**NOTE**—There are many injectors which will work well when the conditions are favorable. This injector is designed to work well under all conditions and is, therefore the most reliable.

**IT WILL RE-START ITSELF.**

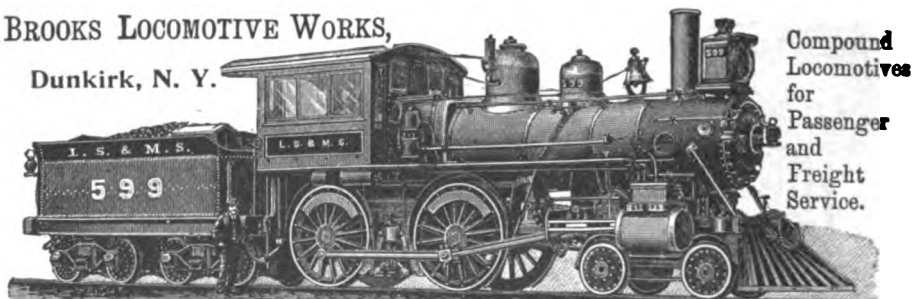
**IT WILL ADJUST ITSELF.**

**IT WILL LIFT HOT OR COLD WATER.**

Its range of capacity is over 60 per cent. and it can be regulated, therefore, to work continuously for light or heavy trains. It is operated by a simple lever motion which readily starts and stops its action.

## BROOKS LOCOMOTIVE WORKS,

Dunkirk, N. Y.



Builders of Locomotive Engines for any required service from our own designs or those of purchasers. Perfect interchangeability and all work fully guaranteed.

M. L. HINMAN, Pres't and Treas.

R. J. GROSS, Vice Pres't.

D. RUSSELL, Superintendent.

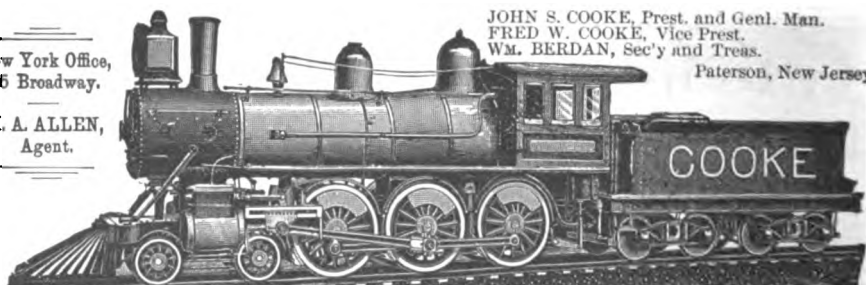
F. H. STEVENS, Ass't to the President.

T. M. HEQUEMBOURG, Sec'y.

H. TANDY, Ass't Supt.

New York Office,  
45 Broadway.

H. A. ALLEN,  
Agent.



**COOKE LOCOMOTIVE AND MACHINE CO.** (Formerly Danforth Locomotive and Machine Co.)

**PATERSON, NEW JERSEY.**

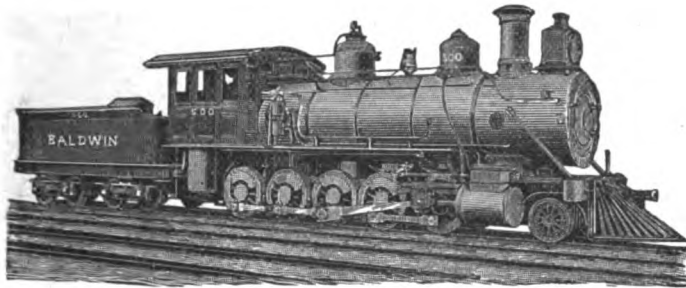
---

**ESTABLISHED 1831**


---

# Baldwin Locomotive Works.

ANNUAL CAPACITY, 1,000.



## *Locomotive Engines*

adapted to every variety of service, and built accurately to standard gauges and templates. Like all parts of different engines of same class, perfectly interchangeable. Broad and Narrow Gauge Locomotives; fine Locomotives by Steam or Compressed Air; Plantation Locomotives; Noiseless Motors for Street Railways, Furnaces, etc. **Compound Locomotives.**

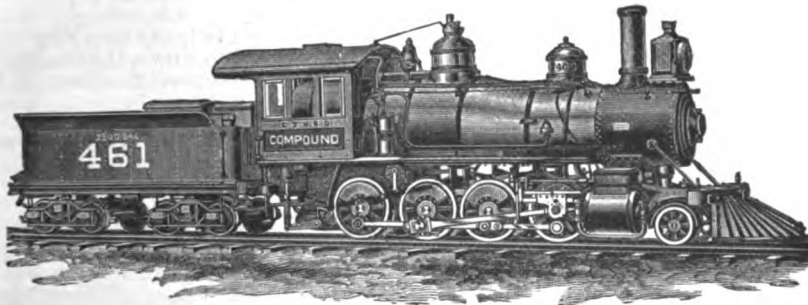
**Burnham, Williams & Co., Proprietors,**  
Philadelphia, Pa.

EDWARD ELLIS, President.  
WM. D. ELLIS, Vice-President and Treasurer.

A. J. PITKIN, Superintendent.  
A. P. STRONG, Secretary.

## Schenectady - Locomotive - Works,

SCHENECTADY, NEW YORK.



Locomotives of Standard Design for all Classes of Service, or from  
Designs Furnished by Railroad Companies.

## **COMPOUND - LOCOMOTIVES,**

Showing an Economy of 15 to 25 Per Cent. in Fuel and Water.

---

**ANNUAL CAPACITY, 400**


---

When addressing our advertisers mention this Magazine.

Digitized by Google



## FELLOW ENGINEERS AND RAILROAD MEN :

DEAR SIR:—Let me introduce you to "THE PRESIDENT" watch movement, just finished by The United States Watch Co., Waltham, Mass. It is the embodiment of every improvement and finest finish known to the art of watch-making. It is made especially for the Railroad trade and the exclusive control is in the hands of a Railroad man. For men in Train service, it has no equal, and the price is within the reach of all. Read carefully the Certificate below and buy no other until you have seen it.

Very respectfully yours, etc.,

"THE PRESIDENT."

*John J. McGrane*



OFFICE OF  
THE UNITED STATES WATCH CO. }  
WALTHAM, MASS.

This is to Certify, that Watch Movement No. called "The President," is First Quality Nickel, 18 Size, Full Plate, Stem Winding and Lever Setting. It has a **Double Roller Escapement, 17 Jewels** in Gold Settings, a Safety Pinion, Hardened and Tempered Breguet Hair-spring, Compensation Balance, Adjusted to **Heat, Cold, Isochronism, and All Positions**, Matheson's Patent Regulator, Double Sunk Dial, and is highly finished in all its parts.

The movement is made in both Open Face and Hunting, and is the only 18 size Double Roller, Lever Setting Movement on the market.

Having all the advantages of this form of escapement, it recommends itself at once especially for Railroad Service and all conditions where the watch is subjected to violent external motions.

The Company guarantees that this movement will vary less than Six seconds in a calendar month, and fully warrants and defends each and every representation above made. Ask your Jeweler for it.

THE UNITED STATES WATCH COMPANY,

BY

*Thos B. Eaton, Pres.*

*W. L. Hammer*  
*of New York*

# LOCOMOTIVE FIREMEN'S MAGAZINE.

JUNE, 1894.

## FRANCHISES AND MONOPOLIES.

BY S. D. GUION.

No great fortunes can be made except by means of the taxing power, by means of franchises and monopolies, but all franchises and monopolies are created by the taxing power. The operation of franchises and monopolies not only give their owners the opportunity to tax all others by charging more for their services or commodities than they are worth, and more than they would cost in a free market, but to deprive all others of their equal rights. Great fortunes can not be accumulated except as power is given to draw from the earnings of others without compensation. Only by taxation can the earnings of others be taken from them without compensation. By charging more for their services and commodities than they are worth can franchises and monopolies draw from the earnings of others. Their charges are as high as the traffic will stand or the utmost limit which others can be forced to pay, thus assuring to themselves the maximum of accumulation.

Take the sugar monopoly. To tax raw sugar only, would injure the manufactures as well as the consumer of the refined sugar. It would increase the cost of production to the manufacturer of the refined just the amount of tax on the raw sugar, which he, of course, would shift to the consumer. But with increased cost consumption is lessened, and with lessened consumption the manufacturer must reduce his output, it, therefore, will be an injury to him. But there is always imposed what is called a compensatory tax on refined sugar of foreign make. This tax the manufacturer adds to the price of his sugar, or only so much of it as will make it impossible for the foreign made to be brought in and compete with him. In such case he will be able to add but part of the tax, but that part which he is able to add constitutes a tax which he has the power to impose on all others, taking from their earnings without compensation what-

ever the sum may be, and adding the same to his accumulations. He has not earned it, but the law having given him a monopoly he takes the opportunity to rob every person who buys his commodity.

Take a franchise, gas for instance. A company applies for the privilege of laying pipes through the streets of a city or town for the purpose of conveying gas to customers. After much higgling as to price and what its rights shall be, the franchise is finally granted upon the payment of a merely nominal sum, a sum insignificant and out of all proportion to the benefits conferred. The company has acquired public rights, one of which is the right to tax every person who patronizes it. It goes into operation. At first no figures appear on the profit side of the ledger, but as its pipes are extended and its customers multiply, profits appear and steadily increase. At first we will say they are 5 per cent., then 10 per cent., then 20 per cent., and so on, up to 100 per cent. or more. The company, because of its franchise, and having the power to tax, can compel the people to pay it enormous profits. It is not to be supposed that the people would willingly contribute to its enrichment with such a lavish hand. Every cent it collects beyond a fair and reasonable profit is a tax which the law gives it the right and power to impose, and every cent it takes beyond such fair and reasonable profit it takes from the earnings of the people without compensation, and adds to its accumulations. This sum, however small or great it may be, is a robbery of every person who uses its gas. Gas works are natural monopolies and should be owned and controlled by the government. It is one of the functions of government.

Take railroad monopoly,—that necessarily held by a road doing a great freight and passenger business. It must have a wide stretch of territory in which to operate without competition to insure its existence, that is, if the usual salaries to officers, at-



torneys and dividends on stock, including the water, must be paid, \$50,000 a year to its president, and salaries to other officers proportionate to their standing. The enormous salaries and exorbitant percentage paid to stockholders are all gotten in the ordinary, legitimate manner. The road is empowered by law to charge all the traffic will stand. It is a monopoly. It has no competitors. All who desire the services of the road must go to it and pay its charges. These charges include the enormous salaries and exorbitant dividends to which all in the territory and thousands besides must continually contribute. The sum that the road can appropriate from the earnings of the people beyond a fair and reasonable profit without compensation is unearned by the road, and is robbery, and no less a robbery because the privilege and power was given it by law. This robbery will go on until the people, through their government, take possession of the road beds and manage them in the interest of the whole people. This it may do by right of eminent domain.

Take land monopoly. When compared to land monopoly all others sink into insignificance. It is only by reason of land monopoly that other monopolies can be maintained; without that others would be impossible. Abolish all taxes, and take the rental value of land for public purposes would make land monopoly impossible. The abolition of all taxes, would, of course, include tariff taxes. The abolition of the tariff tax on sugar would kill the sugar monopoly. Let foreign refined sugar come in free and American refiners could not maintain a monopoly, but as the labor cost to them to refine is less than to any foreigner, and as they could buy their raw sugar at the same price as the foreigner they could hold the market against him. As they would be obliged to sell cheaper—as they could, of course, with the tax off the raw sugar—than they do or even can now, their sales would be so much larger as to swell their profits to greater dimensions. But our virtuous and honorable senators would have forever lost the opportunity of making a few hundred thousand dollars by dealing in sugar trust certificates, and also of finding their pocket books greatly distended in a no less honorable (?) way, to-wit: by conferring with the head of the sugar trust.

The abolition of all taxes and using ground rents for public purposes would kill the gas monopoly. The value of a franchise, the value subject to taxation, is land value. The only value that is rightfully subject to taxation is that given by the public, by the presence of the community, by public improvements, by civilization. Nothing that has value not thus created is a rightful sub-

ject of taxation. The value of a franchise being thus created is, therefore, a rightful subject of taxation. When such values are taken for public use, and only such franchises will bear their just and equitable share of public burdens, and will cease to be monopolies.

If to-day all franchises were taxed on the value thus created, the tax rate would be so greatly reduced that every member of the community would easily and quickly realize the benefit. Thus by taxing land values, by taxing those values, and those values only, those values which are created, and can only be created by the public, by the whole community, all franchises would pay a just and equitable tax, and all monopolies would be taxed out of existence. The application of the single tax, would annihilate land monopoly. Land monopoly being the mother of others, others could not come into existence. The public is to-day the rightful owner of all those businesses or industries which are in their nature monopolistic, and would then be controlled and managed by the state or municipality. Then, instead of ground rents, which are created by the public, going into private pockets, they would go into the public treasury. Instead of the enormous salaries, the exorbitant dividends and excessive profits, which likewise go into private pockets, would also go into the public treasury, and all be used to defray public expenses, as justice and equity demands. The power that creates may likewise destroy. They were created by the taxing power, and it may destroy them.

Land monopoly exists in the right—legal right, but contrary to natural right—of private ownership of land, and gives the owner the right to hold it out of use, to refuse to let others use it and to charge others for its use. The value that he charges others for it he did not give it and is not his, it was given by the public and belongs to it. Land is a product of nature, man had no hand in its creation, human labor took no part in its formation; did not add one grain to its bulk nor one ounce to its weight. Therefore, man can have no right of ownership in it. It is only by human labor that such right is or can be acquired. Man is likewise a product of nature, and must have equal rights in, and to nature. One of the acknowledged natural rights of man is the right to maintain himself; it is only by the use of land that this can be done, therefore, his equal right in, and to nature, must be his equal right to the use of land. As the right of ownership can be acquired only by human labor, it therefore follows that no man can have the right of ownership of land. Man can rightfully own only that which man has created or produced. Man as a member of



community creates land values. Man can create land values only by being a member of community. Each man is a joint owner in the values which each member of the community has jointly created. It is, therefore, the community in which is vested the ownership of land values. It does not nor does any of its members create land, therefore, it nor they nor any one of them can rightfully own land. Communities form themselves into governments. Governments must be supported. Governments as well as men should use their own resources to defray their expenses. When men take from the resources of others the means to defray their expenses we say they have committed a robbery. When government takes from the resources of the people to defray its expenses it also commits a robbery. It does it on a grand scale and calls it legal, yet it is more infamous and detestable. Governments always have adequate means in the land values created by the community to defray all its expenses. Let governments use all this value to defray its own expenses. Then no great fortunes could be made, as then neither individuals nor corporations could get possession of any of this value. Governments having ceased to impose taxes, there could be no more legal robbery. Each man would come into possession of his natural rights, franchises could trouble us no more forever, and monopolies, having been deprived of their source of life, would become but a memory of the past.

### WANTED, A NEW ETHIC.

BY WILFRED P. BORLAND.

The mere vague impulse in man to do his duty is barren without the knowledge which enables him to perceive what his duties are and how to perform them; and it is the province of ethics to supply such knowledge that man's impulse to do his duty may be fruitful of good both to himself and his fellow man. Up to the present time we have never had an ethic that embraced the whole of society, that was universal in its application. We have had one ethic for one portion of society and another for the other portion, and this is no more than the natural consequence flowing from the differentiation of society into two classes, the rulers and the ruled. It is not to be expected that this same ethic would answer for both classes when their ends and aims in life are so totally different. In ancient times the differentiation between the rulers and the ruled took place arbitrarily on the basis of master and slave, and there was no hypocritical pretense of an universal ethic. In our own times the differentiation takes place on the basis of the rich and the poor, and there is a pretense, which is the rank-

est hypocrisy, that society is governed by an universal ethic, or code of ethics. In ancient Greece there was no pretense whatever that what was morally right for the master was morally right for the slave. The Greeks were not hypocrites in their social relations, they were frank to the point of bluntness in their teaching of two ethics—the one for the master the other for the slave.

Aristotle says: "Nature creates some men for liberty and others for slavery. It is useful and just that the slave should obey. There are in the human race individuals as inferior to others as the body is to the soul, or as the beast is to the man. These are the beings suitable for the labors of the body alone, and incapable of doing anything more perfect. These individuals are destined by nature to slavery, because there is nothing better for them than to obey. The science of the master reduces itself to knowing how to make use of his slave. He is the master, not because he is the owner of the man, but because he makes use of his property. The citizens ought not to lead either the lives of mechanics or hucksters, for that kind of life has something base in it, and is contrary to virtue. To them also ought all property belong, since it is needful that the husbandmen be either slaves or barbarians or perioeki (serfs). It is not, therefore, proper for any man of honor, or any citizen, or any one who engages in public affairs, to learn these servile employments without they have occasion for them for their own use, for otherwise the distinction between master and slave would be lost."

Plato's code of ethics for the government of his ideal republic is the same as that of Aristotle. He (Plato) says: "Nature made neither shoemakers nor blacksmiths; such occupations degrade the people who engage in them, base mercenaries, nameless wretches, who are excluded by their condition from political rights. As to tradesmen, accustomed to lie and deceive, they will be suffered in the city only as a necessary evil. The citizen who shall degrade himself by shopkeeping will be prosecuted for this offense."

With these ideas permeating Grecian society, it was the most natural thing in the world that two ethics should make themselves plainly apparent, the one for the guidance of the rulers, or the members of society, the other for the guidance of the ruled, or those who were practically outside of society. It would have been regarded as an infamous proceeding, entirely inadmissible from a moral point of view, to compel a citizen of the state, however poverty stricken he might be, to associate on terms of equality with the beasts of burden and be driven along with them to the river

to drink, yet this was the common practice with regard to the treatment of the slaves, and it was regarded as quite the proper thing to do; and the citizen who should beat a slave would not be deemed guilty of any offense, while the slave who should attempt to strike a citizen would be held as guilty of an offense of such enormity that it could only be adequately punished by death. The same ideas and the same ethics prevailed in Roman society, and it was not until after Christianity had become organic that the notion was accepted of an universal ethic for the whole of the human race, for the ruler as well as the ruled, the master as well as the slave. But the universality of the Christian ethics had application only in one direction, to the spiritual rather than the material relations of men in society, to rules of faith rather than to rules of action.

The fathers of the church, indeed, taught that the slave was as worthy in the eyes of God as the master, and they laid down certain rules of conduct, which if followed without distinction of rank, would finally bring the master and slave upon exactly equal terms before the throne of Grace. But these rules of conduct related more to the relations of men to the church than to their relations with each other in society. They were calculated to establish rules of faith rather than rules of action, and did not interfere with the material relations of men except slightly, by reflection. The church accepted the division of society as she found it, as the natural order, and attempted to establish an ethic that should result in equal rewards in the life to come without interfering with the order of things as they had become established in this life. Indeed, submission to this order was taught as a Christian duty. This, of course, could only result in the continuance of two ethics, the one for the rulers, the other for the ruled, while the appearance of universality was maintained with respect to certain rules of conduct relating to the life beyond the grave, of which men knew nothing. The church did not attempt to interfere with the division of society into rulers and ruled; she even acquiesced in the idea that this division should be maintained on the basis of slavery, and, of course, with regard to the material relations of men in society there was no pretense of an universal ethic, there was no attempt to disguise the fact that the action which would receive severe condemnation when committed by one member of society, might be committed by another without the slightest fear of evil consequences to follow. But, during the evolution of society, the idea of an universal ethic has progressed until, nominally, all Christian communities are governed by a code of ethics that are applicable to all members alike, both in their material and

spiritual relations with each other.

The command to "love thy neighbor as thyself," as illustrated by the parable of the good Samaritan, has broadened out so as to embrace the whole of the human race. The idea of slavery, narrowed down at first to a question of race differences and applied solely to the relations existing between the white man and the black, has finally disappeared from the Christian code of ethics; and now all men, without distinction of race or color, are regarded as being equally entitled to freedom, equally children of God's family, all neighbors, and all subject to the same code of ethics without any distinctions of class or caste. In arriving at this result, the church has rarely, indeed, been a leader; she has been content to follow the current of public opinion when she could no longer successfully oppose it, and, instead of pointing out the way for others to follow, she has blindly groped along in the rear, giving her sanction to innovations only when compelled to do so by the public clamor, and clinging with wonderful tenacity to the relics of worn out traditions and puerile superstitions which humanity had outgrown. Professing to be the authoritative interpreter of the word of God, she has always exercised her function for the purpose of conserving the material relations of men in society as she has found them, always for the preservation of the status of ruler and ruled on whatever basis men had seen fit to establish it. When she could no longer conserve existing institutions by preaching slavery as a natural condition for a part of the human race, and in conformity with Christian ethics she preached the doctrine that poverty was a natural and divine institution for a part of the race, that men were born naturally rich and naturally poor, that the poor were naturally dependent on the rich for favors which they should receive from God, alone, and that this anomalous constitution of society was strictly conformable with universal Christian ethics. She has always been conservative, never progressive. The facts are, of course, what we might naturally expect them to be were we dealing with an institution that was the creation of the ruling classes, a strictly human institution, calculated for the purpose of keeping the masses in subjection; but this is not what the church professes to be. She professes to be a super-human institution, existing as a product of the divine afflatus, to expound God's word and to teach men a proper rule of life; to point out the way, to lead the procession in the march of human progress, to establish divine justice, divine ethics upon earth, not for a class or a portion of mankind, but, impartially, for all, for the entire human family. Out of the attempt to reconcile the profession with the facts has sprung a condition of the rank-

est hypocrisy; the church has warped divine ethics so as to make them conform to human institutions, instead of pointing out the way in which human institutions should be made to conform to divine ethics. Her pretensions of absolutism have been thrown in the scale for the preservation of iniquity instead of for the abolition of iniquity. In all this, it must be remembered that the church is spoken of as an organism. Some of the very best friends of humanity, of liberty, and of the emancipation of human reason from the thralldom of superstition, have been found within the fold of the church; but they have labored in defiance of her dogmas, as they have, by no means infrequently, suffered fearful persecution at her hands for their labors in the cause of human freedom.

Now, in spite of our universal Christian ethics, we continually are regaled with accounts of the doings of our "best citizens," or "our best people," which force us to the conclusion that society is still governed by two ethics. One would naturally suppose that the word "best," when used in this connection, signified those persons who had the most respect for the laws, the highest morality, as measured by the standard of the established ethic, and, in all other respects, those who furnished by the example of their lives the best standard for others to pattern after, from the standpoint of the highest social good; but such is not the case, for if it were possible for all to follow the example set by our "best people" society would soon become disrupted from top to bottom, social order would give place to chaos, and anarchy—in the common acceptance of the term—would reign instead of law.

The word "best," when used in this connection, is meant to signify persons who are governed by a somewhat different ethic than the common herd, to whom is accorded a certain license of action in their relations with their fellow men, and with society, not accorded to others, and who are not amenable to the laws in the same degree as are those who fail to measure up to the "best people" standard. We all know, for instance, that when one of these "best people" becomes beastly intoxicated, and creates disturbance on the street, the guardians of society deal very gently with him. He is not forcibly arrested and cast into a dungeon, to be afterwards hauled up before a magistrate and compelled to take his place in an indiscriminate crowd of criminals and prostitutes, to receive the sentence of the law and pay the penalty that society imposes for his misdemeanor. Oh no, that is not the way to handle one of the "best people!" He is restrained as gently as possible by the guardian of the peace; carefully taken up and placed in a

hack, accompanied to his home and assisted to his bed, where he is left to sleep off his debauch, and the affair is hushed up or kept as quiet as possible; the name of the "best citizen" never makes its appearance in the police court records. Still, we have people who are simple enough to believe the fiction that "the law is no respecter of persons." However, the police know better than that. The drunk and disorderly who is not numbered among the "best people" receives no favors from the police. He is made to feel the full majesty of the law, its letter as well as its spirit, there is no mincing of matters with him. The policeman must be very circumspect in his treatment of the "best people" for their petty infractions of the law; he must overlook their little offences if he expects to hold his job; and these same "best people" are the first to bring him to account for neglect of duty if he fails to enforce the plain provisions of the law when dealing with those members of society who are not "best people."

A very forcible illustration of the ethic which governs these "best people" in their relations with the officers of the law is contained in a news item that appeared in my daily paper a few days ago. Two special customs inspectors were compelled to sneak out of Windsor, Ont. in a round-about manner, and in disguise, in order to escape violent handling by a mob of the "best people" of that town, after being on duty at the custom house only about a week. There had been complaints of a great deal of petty smuggling being carried on across the Detroit river at that point, and these officers were sent by the Dominion government to investigate the matter and put a stop to it. The "best people" made no complaint that these officers had stepped outside the bounds of the law during the performance of their duties, there was no claim that they had done anything more than what the law gave them full authority, and even required them, to do. But it appears that they failed to exercise proper discrimination; they failed to recognize the subtle distinction that exists, or that should exist, between "best people" and other people; and, along with the common herd, some of the "best people" of Windsor were subjected to the indignity of being searched, and some dutiable goods that were found upon them were confiscated. This action caused such a storm of indignation among the aforesaid "best people" that the town of Windsor actually became too hot to hold the customs inspectors; they were compelled to suspend their duties and keep shady in order to escape violent handling from the people, and the proposition was advanced in all seriousness that if the officers were not recalled there

was great danger that they would be murdered. And yet, they had simply done their duty! Simply done what the law required them to do. The situation was explained to the revenue authorities at the seat of government and the inspectors were promptly recalled, but they had to sneak out of town like common thieves in order to escape the fury of the "best people." Their superior officers will no doubt read them a lecture on their lack of discrimination, and, hereafter they will probably be able to recognize the difference that exists between "best people" and those who are not "best people."

Now, it is not an uncommon occurrence for persons to be searched at these custom houses: in fact, it is quite an ordinary affair; and when the searching process is restricted to ordinary people the custom house officers receive nothing but commendation from the "best people" for doing their duty. Indeed, were the common herd to resist the searching process as forcibly as did the "best people," these same "best people" would be found on the side of the customs officers, upholding them in the discharge of their duty, and demanding that the outraged law should be vindicated. It is merely a question of going the wrong way; but, in their ethical aspects, such matters as this need a thorough readjustment, or else we must give up the hypocritical pretense of an universal ethic.

Some time ago, in my own city, a member of the demi-monde had the audacity to open an assignation house directly across the street from the Young Men's Christian Association building. There was nothing about the exterior of this house to indicate its character; everything about it was quiet and orderly, and the person who was not informed of the character of the house would never entertain a suspicion that it was anything out of the ordinary. But its location did not suit the ideas of the "best people." It did not appear that they were opposed to assignation houses in general, but they wanted to have them regulated and kept away from particular quarters of the city; and the idea that one of them should be permitted to flourish in such a close proximity to the Y. M. C. A. building was not to be entertained for a moment. The question was discussed, both editorially and by communications from "Rex," "Vox Populi," "Justice," "Yours for Morality," and a host of others, in the daily papers. It was argued that the sons of some of our "best citizens" were members of the Y. M. C. A. and regular habitués of the building across the street, and if this moral plague spot was allowed to continue in its present location the morals of these young gentlemen would certainly be corrupted and the objects of the Association be so much harder of at-

tainment, if not entirely defeated. The "best people" demanded protection for their sons from the contaminating influence of such pernicious examples; the officers of the law were exhorted to do their duty, and the house was closed up and the business removed to a less "respectable" location. Now, there is no doubt that the sentiment that impels men to bring up their children in a pure moral atmosphere is one to be highly commended; but from the point of view which regards the law as an instrument for the protection of morals, there is an element of incongruity about such affairs as this which would be laughable if it were not so sad.

In other quarters of the city are some of the very lowest dens of vice and immorality flourishing practically unchecked by the officers of the law. Around these plague spots may be found little boys and girls, sons and daughters of citizens who are entitled to the full protection of the laws, who are compelled, while engaged in their innocent plays, to witness exhibitions of the most revolting immorality and listen to the most revolting language day after day, and whose contamination, while growing up in this atmosphere, is a forgone conclusion. The parents of these children are poor, they are not "best people," and their poverty compels them to live in these low quarters because they cannot afford to live elsewhere, but the administrators of the law trouble themselves very little about their moral surroundings, and there is no agitation for the removal of the dens of vice which are contaminating the moral characters of future citizens of the state. Such cases as this are but exemplifications of the theory of human inequality, which many persons so fondly imagine has been abandoned, and they illustrate the fact that laws and governments are instituted for the exaltation of some at the expense of the degradation of others.

A short time ago one of these "best people" was arrested for wrecking a bank. While acting as its cashier he had appropriated the funds of the institution to his own use, and when the bank encountered the late financial squeeze it was discovered that this "best citizen" was an embezzler of many thousands of dollars. He was a very conscientious church member, and a great deal of sympathy was expressed for him in his misfortune (?)—none for the persons who were the losers by reason of his speculations; he was, of course, arrested, but he received very different treatment from that accorded to a common criminal. His bail was fixed at twenty thousand dollars, and he was unable to furnish it at the moment; but he was not thrown into prison in default of bail. Oh, no! He was one of the "best people!" See? He was

given time to secure bail, and an officer of the law was detailed to accompany him in his search and instructed to afford him every facility, consistent with the ends of the law, in his search for proper sureties for his appearance in court at the appointed day of trial. This gentleman kept up an unavailing search for bail, accompanied always by the representative of the law, for more than two weeks; and, finally, when it was found to be impossible to secure the amount of bail that had been fixed by the court, he and his attorneys went into court with a motion for the reduction of bail to the sum of ten thousand dollars, sureties for which sum the "best citizen" was prepared to furnish at once. The court heard the arguments in favor of the motion, and granted it; bail was reduced to ten thousand dollars; it was promptly furnished, and the "best citizen" was permitted to go about his business. He will, no doubt, be able to manufacture evidence enough before the day of trial to convince a jury of his peers that he is the victim of a conspiracy, and not an embezzler at all.

It would be a waste of space to point out the manner in which the law would have dealt with this man had he been a poor wretch who was guilty of stealing twenty-five dollars' worth of property, for the purpose of protecting himself or family from the pangs of starvation. Long ere this he would have been convicted and sentenced, and he would now be working out the penalty which the law imposes for grand larceny, behind the bars of the state's prison. The court would have been able to exercise no discretion in dealing with him; the law would have been applied impartially (?).

The ethical considerations which enable these "best people" to look with abhorrence on a common thief who steals a few dollars from another person, while permitting them to take advantage of the necessities of workmen to grind down their wages to a point far below that of respectable living, are most fearfully and wonderfully like those which animated the rulers of society in the days when workmen were all in slavery, and without prospect of emancipation; but there is this difference: There was no hypocrisy in the promulgation of those old-time ethics, while at present the entire social relation is nothing but a tissue of hypocrisy and falsehood.

The Carpenter of Nazareth had reference to these "best people" when he said: "Woe unto you, Scribes and Pharisees, hypocrites! for ye devour widows' houses, and for a pretence make long prayers: therefore ye shall receive the greater damnation." And the strangest part of the whole affair is that the institution which pretends to expound the ethics of Christ, the church,

is in close communion with these same Pharisees who "devour widows' houses," and occupies itself with manufacturing excuses for their unutterable iniquities towards God's children.

That salacious old hypocrite, Colonel Breckenridge, is one of our "best people," a pillar of the church, and he found no difficulty in persuading an eminent Presbyterian Doctor of Divinity, Rev. Dr. Paxton, of New York, to violate the law by suppressing his marriage record, and even commit perjury by making a false record, so as to enable him (Breckenridge) to carry on his iniquities the more easily. And this Paxton, this Doctor of Divinity, is so utterly shameless a person as to rush into print in defense of his friend "Willie," with the plea that his failing is a natural one, and he could not help his lecherous propensities if he tried! Which may be all true enough, but where is the Christian ethic that permits a minister of the gospel to defend such doings? And where is the minister who, if the person were one of the common herd, would not most unqualifiedly condemn such acts as those committed by Breckenridge? And these are the representatives of the institution that is busying itself with carrying the gospel of light to the benighted inhabitants of heathen countries!

Some time ago it was my pleasure to listen to a lecture delivered by a Hindoo monk, the Brahmin Swami Vive Kananda, who was a delegate to the World's Congress of Religions in Chicago last summer. He exposed the iniquities of the missionary business in India with a master hand; but what impressed me the most forcibly was the explanation of the attitude of these so-called heathens toward the real ethics of the Christian religion. He said: "We want missionaries of Christ. Let such come to India by the hundreds and thousands. Bring Christ's life to us, and let it permeate the very core of society. Let him be preached in every village and corner of India. But," he said, "if your missionary does not represent Christ, what right has he to call himself a Christian? Let Christ be preached in every village in India, but don't have your missionaries choose their profession as a means of livelihood. Let them have the call of Christ. Let them feel from within that they were born for the work." This is important testimony from the mouth of one who is competent to speak by authority; it makes it apparent that the real ethics of Christianity are not unacceptable to the Hindoos, at least, and that the same causes that have operated to make Christianity a failure here are the ones which operate to make it a failure abroad.

While reflecting on these words of Kananda's, I thought of Christ's injunction to

his disciples: "Provide neither gold, nor silver, nor brass in your purses; nor scrip for your journey, neither two coats, neither shoes, nor yet staves: for the workman is worthy of his meat." And then, again, I thought of his words to the Scribes and Pharisees: "Woe unto you, Scribes and Pharisees, hypocrites! for ye compass sea and land to make one proselyte; and when he is made, ye make him two-fold more the child of hell than yourselves."

It is claimed that Christianity, the real article, is competent to settle the labor problem and establish correct social relations on earth, and there can be no doubt but the claim is sound; but when workingmen are asked to put their trust in the organized representatives of Christianity, the Churches, and depend on them to secure justice between man and man, they have a right to scornfully reject the invitation; ay, they would be less than the intelligent human beings that they are if they did not reject it, because the Church is a prostitute, she does not represent Christ; like the ruling classes she has adopted two ethics, she preaches Christian ethics for the poor and worldly ethics for the rich. What society now needs above all things is a new ethic; one that shall be universal in fact as well as in theory, one that shall condemn the stock and money gambler, the monopolizer of natural resources, the big thief who steals the bread from the mouths of the families of his employes by increasing profits at the expense of wages, equally with the poor devil who gambles in lottery tickets, or the petty thief who steals to avoid hunger. We must have a new standard of morality, and if organized Christianity is not competent to give it to us, so much the worse is it for organized Christianity. Organized society, when established on a democratic basis, when affecting to dispense equal benefits to all of its members, cannot maintain a double standard of morality; it is an utter impossibility; it is thoroughly incompatible with the genius of democracy. When we have a single standard, when the actions of every single member of society are measured by the same rule, we have democracy; when we have a double standard, when the actions of one portion of society are measured by one rule, and the actions of another portion by some other rule, we have oligarchy, tyranny, aristocracy, or some other bastard form of government, although it may masquerade under the title of democracy. It is time to throw off the mask, to drop all hypocritical pretense; it is time that workingmen began to recognize the fact that henceforth it must be with us, two ethics and a nation of aristocrats and slaves, or one ethic and a nation of freemen. And this conviction is beginning to

force itself upon the minds of our plutocratic rulers, they are beginning to throw off the mask of hypocrisy, as is indicated by the remarks of Senator Wolcott, while speaking on the Allen resolution anent the Coxey movement in the United States Senate a few days ago. Senator Wolcott said: "I believe the time has come when those of us who are in public life ought to begin to cultivate more regard for the perpetuity of republican institutions and to pander less to that misguided portion of the labor vote whose labor is with their threats and never with their hands. It is time that we stood for American manhood, for the right of every man to work if he wants to, if it takes the whole army of the United States to enable him to do so." Which all sounds very nice, but his estimate of the "perpetuity of republican institutions," and the real animus of his remarks, appeared in what follows: "It is time that we had the courage to stand together against this socialism, populism and paternalism which is running riot in this country, and which must end—if not crushed—in the destruction of the liberties which the laws give us, liberties which should be dearer to us than life itself." There is the unmistakable gage of the class battle, the battle for the maintenance of two ethics as against one ethic for the government of society. Upon which side are workingmen going to elect to cast their strength? The press dispatch states that "a number of the senators took the pains to go to Senator Wolcott on the floor, after he had concluded his remarks, and express their approbation of what he had said." Verily society is now sadly in need of a new ethic.

### SOCIALISM AND ITS CRITICS.

BY W. H. STUART.

In the April MAGAZINE Mr. W. P. Borland attempts the hopeless task of discrediting the socialist theory of value, a theory that is based on the assumption that wealth, economically considered, is the product exclusively of labor. Admit the claim, and it follows logically and inevitably, that labor is entitled to the whole product. This theory was first stated definitely by Adam Smith, although his further utterances were not always consistent with the theory he enunciated. Ricardo more fully developed and established this theory. But Adam Smith was not the first economist who perceived that labor produced all wealth. More than a century before "The Wealth of Nations" had appeared, John Locke had declared his belief that at least 99 per cent. of all wealth was the product of labor. W. Petty and other economists before Smith's time had reached similar conclusions. Indeed, when a definition of the term

"wealth" was reached, no other theory was possible. Consequently the theory is generally accepted among all schools of political economy. Even Henry George admits that wealth is the product of labor applied to land, although like other bourgeois economists he defends exploitation of labor through interest by introducing a third factor as an auxiliary in production, viz: capital.

But to Karl Marx must be credited the work of scientifically and exhaustively analyzing this theory, and following it to a logical conclusion. By his masterly analysis of capitalist production he showed conclusively, that capitalist production is based on the exploitation of labor; that while labor is the sole producer of wealth, it nevertheless receives of the product in the shape of wages only sufficient to enable the producer to maintain an existence and reproduce others to continue the process.

Karl Marx says:

The wealth of those societies in which the capitalist mode of production prevails, presents itself as an immense accumulation of commodities, its unit being a single commodity. A commodity is in the first place, an object outside us, a thing that by its properties satisfies human wants of some sort or another. The nature of such, whether, for instance, they spring from the stomach or from fancy, makes no difference.

Every commodity has two values, a use value and an exchange value. The utility of a thing makes it a use value, but this utility is inherent in the thing itself, and is limited by the physical properties of the commodity, having no existence apart from it. This use value of a commodity is independent of the amount of labor required to appropriate its useful qualities. "Use values become a reality only by use or consumption." Exchange value, on the contrary, has no reference to the properties of the commodity. Exchange value presents itself as the proportion in which values in use of one sort are to be changed for those of another sort, a relation continually changing with time and place. Use values always present themselves to us qualitatively, differing from one another, but as exchange values they are merely different quantities, and consequently do not possess an atom of use value. If then we leave out of consideration the use values of commodities, they have only one quality left, that of being products of labor, as Marx says:

We see then that that which determines the magnitude of the value of any article is the amount of labor-time socially necessary for its production. Commodities, therefore, in which equal quantities of labor are embodied, or which can be produced in the same time, have the same value. The value of one commodity is to the value of any other, as the labor-time necessary for the production of the one is to that necessary to the production of the other. As values, all commodities are only definite masses of congealed labor-time.

In short, the socialist theory is, that nature furnishes free the raw material of use value, and that human labor, and human

labor only complete's the process of turning the raw material that nature supplies into "wealth."

If this theory is true, then it logically follows, that the idler, or the non-producer, is either a parasite or a robber, and a system in which the parasite and robbers are enabled to exploit the actual producers is an unjust one. It is the great merit of "Capital," by Karl Marx, that the process by which the laborer is defrauded, is laid bare and exposed with a dialectic precision and a thoroughness never equalled. Against the socialist theory, the sycophantic apologists of capitalist exploitation have waged bitter warfare. But socialism is in the air; it influences legislation everywhere. Its influence is as potent in Kaiser cursed Germany, as in democratic America. The cause of the toiler is in the ascendant. Everywhere labor is demanding its rights, its rights to the wealth it alone produces. The right of the capitalist non-producer to absorb all surplus wealth over the cost of the maintenance and reproduction of the real producer is everywhere challenged. Capitalism is doomed. And why not? What is it that socialism demands? This: That the toiler shall control the tools necessary for the production of wealth, the tools that his own labor has supplied. Socialism demands that the divorce between the tools and the toiler shall cease. It points to the historical fact that for centuries before the advent of the capitalist system, the artisan owned his own tools. The cloth manufacturer *e. g.* owned his own loom, the cloth was woven by his own hands and by those of his family, he disposed of his product directly to the consumer, no middleman interposed to absorb part of his labor; but with the advent of manufacture, the invention of the power loom, and the use of steam as a motive power, conditions entirely changed, immense factories arose, the hand loom weaver was forced to work for the capitalist for a wage that represented, not the value of his labor, but his necessities. Socialism demands that this condition shall cease. It is evident, however, that we can not return to the old hand tools and the isolated system of production. The machinery for making shoes can no longer be contained on the bench of the isolated worker. It requires an immense factory fitted up with costly labor-saving machinery, and a minute subdivision of labor that renders technical skill almost unnecessary. As, therefore, it is evident that the individual worker can no longer control the tools of production, socialism demands that these tools shall be owned collectively; that they shall no longer be controlled by a non-producing class, who use them to defraud the real workers of the product of their labor, and that enables the exploiter to pile up unnecessary wealth,

while their unfortunate victims eke out a miserable existence in the brutal competitive struggle for a chance to work.

In a word, socialism demands that all the instruments and means of production shall be owned collectively. Its motto is: The tools to the toilers. The produce to the producers!

With this digression let us return to Mr. Borland and his criticisms. And let it here be understood, that to refute Marx's theory of value, it must be shown that in the production of wealth there are other factors besides nature and human labor; these factors must be indicated and their existence proved, and some proportion given of the part played by such factor or factors in production, what proportion of the product such factors are equitably entitled to claim.

After a very intelligent presentation and definition of use and exchange values, showing that the labor time expended on commodities would be the basis upon which all exchanges would be effective in the socialist state, Mr. Borland says:

That is, providing the socialists were able to harmonize their theory with the *incontrovertible* facts that are all the time cropping up to give it the lie, which not being the case at present, is no more likely to be after socialism had become established.

Let us see what these *incontrovertible* facts are. He instances the fact that when an object of considerable utility is rare upon the market, it increases in value until the extra profit derived from its production attracts the productive agents of society, with the result that a glut ensues, and an equilibrium is finally established with the prices of other products. Very well, an equilibrium is restored and the theory of value is not affected. Besides, in what way would that condition of things affect values under socialism, where all labor would receive the same reward? or even if labor was paid according to the individual product, the scarcity of a certain commodity would enhance temporarily the proportion going to the producer, such temporary aberrations of value do not affect the general law of value.

Again, he says.

Let us take a national object, say a fruit. We may suppose that it costs nothing to take possession of it, that it presents itself at haphazard to the passer by, who has only to stretch forth his hand and take it without labor. From a socialist point of view—and Marx is positive on this point—"A use value, or useful article, has value only because human labor in the abstract has been embodied or materialized in it."

Mr. Borland's object here appears to show that Marx is contradictory, that in the case of the fruit there was no labor embodied in it, yet it had value. But Marx's statement just quoted related to use values derived from labor, as say a coat, or a barrel of flour, for he states that "a thing can be a use value without having value (i. e., exchange value), such as air, virgin soil, natural meadows, etc.

If fruit was so plentiful that it could be picked anywhere without labor, it would have a use value, but no exchange value whatever, and Mr. Borland's remarks as to how its value would be affected through scarcity and the desire to possess, is beside the question altogether; where it requires labor to produce it, it will like all other commodities derive its value from the labor expended in its production.

Mr. Borland asks: "And who can rightly contend that the value of a diamond bears any relation to the social labor time embodied in it?" I can assure him confidently that the diamond has no other value than the labor time embodied in it. Marx says:

Diamonds are of very rare occurrence on the earth's surface, and hence their discovery costs on an average a great deal of labor time. Consequently much labor is represented in a small compass. Jacob doubts whether gold has ever been paid for at its full value. This applies still more to diamonds. According to Eschwege, the total produce of the Brazilian mines for the eighty years ending in 1823 had not realized the price of one and a half years' average of the sugar and coffee plantations of the same country.

Mr. Borland says:

Suppose there is but one diamond on earth and that its possessor has secured it without effort, has merely stretched forth his hand and picked it up. There is no labor time embodied in the diamond, will the socialists say that in receiving the price of the diamond its possessor is guilty of robbery.

The question is a childish one. In the first place, if there had never been any diamonds previously discovered, the one picked up would have no value. What gives diamonds their value is the exact knowledge of their physical properties; their great antiquity as an article of value and adornment; their rarity and the consequent great amount of labor expended in the effort to discover them. Imitation diamonds of paste can be procured at a small part of the cost of real diamonds, the difference between which can only be detected by an expert, but their difference in value is the difference in labor time necessary to produce each kind. If, for instance, a man found a diamond on the street, that fact would not affect the value of diamonds, which would still be the amount of socially necessary labor time requisite for their production. But suppose it was a common thing to pick up diamonds promiscuously, say that 25 per cent. of diamonds were found that way, their value would depreciate 25 per cent., if 50 per cent. were so found, their depreciation would be in the same ratio, and if diamonds were picked up everywhere without labor, they would have no more value than pebbles. But, as a matter of fact, fruit is not picked everywhere without labor, nor are diamonds found on the roadside, but both represent in their production labor time.

Mr. Borland appears to argue that the scarcity of a thing gives it a value apart from any labor expended upon it. This is



mere nonsense. The scarcity of a utility or use value is an evidence that great labor is required for its discovery or its production. The fact is, the illustrations offered by Mr. Borland are frivolous in the extreme, and have no bearing whatever on the question of the composition of values under practical and normal conditions. He is compelled to assume impossibilities in order to make any showing whatever. Of course, scores of volumes have been written by the paid apologists of labor exploitation. But I really think a fellow wage slave like Mr. Borland might be engaged in better business than in repeating the specious and frivolous arguments of the paid advocates of labor exploitation. There is some excuse for those who are paid to do the work—there is none for him. Besides, the arguments he offers are now relegated to apologists of the third class. The most eminent of the paid apologists for capitalism base their defense of labor exploitation on something altogether different, namely, on the claim that capital is an independent factor, or at least an auxiliary in production. This is Henry George's theory, although he bases the justification of interest on the reproductive forces of nature and the element of time, giving a value to capital—owing to equalization of advantages—quite distinct and separable from labor. For a criticism and refutation of this theory I refer the reader to my article in the MAGAZINE for May, 1893.

But the argument of the bourgeois economist is, that capital is a distinct factor in production. It is admitted that labor produces capital. But some producers abstain from consuming all this wealth, and devote their "savings" to productive purposes, and "interest" is the reward of their "abstinence."

The Austrian theory of value is also based on "abstinence" as the starting point of capital. On this abstinence theory, the brilliant socialist writer, Mr. E. B. Bax, says:

Economists, in the vain search for a scientific explanation of interest on capital, lighted upon the naively brilliant idea that interest was the reward a beneficent nature had provided for "thrift." Now, as every small boy knows, if he abstains from eating his cake, or a portion of it, one day, he has the pleasure of consuming the same another day. But the only reward of the small boy's virtuous thrift is the future pleasure of consumption, as against the present or past. With this he has to be satisfied, as the cake does not increase or multiply with keeping. But we are asked by the Economists to believe that the virtue of the small boy, like Sampson's locks, grows with his growth and strengthens with his strength, in such wise that when he becomes a big capitalist he has acquired proportions entitling it to a reward altogether incommensurate with what satisfied it in its earlier stages. Now he expects his cake, under the abstract expression "commodity in general" or its concrete symbol money, to grow by keeping to indefinite proportions. Like the good fairy's cake in the nursery tale, so far, so good; but here the uninitiated stumbles across the puzzling fact that to the carnal eye the abstinence and the increment

do not run hand in hand together, but that the abstinence lags behind the increment, and finally stops altogether, and that, too, just at the time when the pace of the increment is accelerating by "leaps and bounds." To the carnal eye, for example, the abstinence of a Nathaniel Rothschild or a Samuel Morley is below the *minimum visibile*. The unfortunate student of orthodox economy is thus driven to accept the Economists' assurance on the strength of that unsatisfactory surrogate the "eye of faith." Given a causal relation between abstinence and increment, and he naturally expects to find *ceteris paribus*, a progressive increase in the cause to precede or accompany a progressive increase in the effect. Experience, however, shows the reverse. What, then, becomes of abstinence as a scientific *raison d'être* of interest? Surely it is something like eponerity for a doctrine which has at its basis such childishness as this, to arrogate to itself the name of science, as is done by the orthodox economy.

Mr. Bax further points out that "profits" are divided by the Economists into three elements: (1) wages of superintendence, (2) indemnification for risk, (3) reward for abstinence. He observes with sarcasm, "that 'wages' of superintendence becomes greatest when the capitalist ceases to 'superintend';" and the indemnification for risk reaches its highest point when the possessor of wealth can afford to defy all risk with impunity."

That sophists and sycophants should invent such excuses for robbery is not surprising. But that intelligent workers, the victims of such a system of exploitation should repeat parrot-like the sophisms of their masters, is certainly discouraging. There is no use being mealy mouthed about terms, but it may be set down as true, that the man who defends exploitation of labor by means of rent of land, or interest on capital, is either a sycophant apologist for the exploiting classes, or an ignoramus—either a knave or a fool.

Here I am reminded of a case often presented by defenders of our present system: It is this: A man works industriously; is saving and prudent, accumulates say, a thousand dollars, which he invests in machinery, hires men, increases his business, employs more men, until he has finally hundreds in his employ and accumulates a fortune by the profits from his business, and the the question is asked confidently, "has not such a man acquired his wealth honestly?" The answer is no! He has acquired his wealth by withholding from labor the full equivalent of what it produced. Slavery illustrates this case clearly. For instance, say that instead of investing the thousand dollars in machinery, he had invested that amount in a slave, he sets the slave to work, and with the profit derived from his work, buys another, and another, until he has hundreds producing wealth for him and acquires an immense fortune thereby. As we are all agreed that chattel slavery is wrong, we all admit that the gains of the slave owner represent mere robbery of labor. Now the two systems are precisely parallel, the

slave owner uses force, he provides his slave with food, shelter and clothing and retains all the surplus product of his slaves. Whereas the capitalists use fraud, takes advantage of a system that compels the wage slave to dispose of his labor, under a *fectio juris* of "free contract." That is; the capitalist goes through the farce of bargaining what portion of the product will be returned to the laborer in the shape of wages. But every intelligent student of Economics recognizes that the minimum amount the workers consent to live upon, decides the "wages" they will receive. So that the wage slave has the advantage over the chattel slave, that he can change his master; instead of being the slave of one man, he is the slave of a class—the capitalists. Our principal advantage over the chattel slave is that we have insisted on a higher standard of living; insisted upon educating ourselves, an extravagance that our masters at one time vigorously protested against. We have, therefore, shared somewhat in the advancement of civilization and intelligence, and in time, will perceive how we are degraded and defrauded by a system which compels us to engage in brutal competition with our fellows for the privilege of gaining access to the tools of production our own labor created, instead of owning those tools in common, ourselves.

But, to return to Mr. Borland and his criticism, which I am sorry to say continues in a carping and trivial vein. For instance, he endorses my advice to those subscribers of the MAGAZINE who fail to read it, and remarks thereon:

I am led to wonder if Mr. Stuart is not in a position to take some of his advice to himself. Who is in the worse position, the person who reads not at all, or the person who reads in so superficial a manner as not to know what he has read? I candidly assure Mr. Stuart that, so far as I can remember, I have never quoted a line or a word from Bax's "Religion of Socialism" in my life.

This style of criticism is rather "small potatoes." The head and front of my offending is, that I credited a rather copious extract which Mr. Borland gave, to Mr. Bax. I was mistaken, and it is not of the slightest consequence who wrote it. Nor has Mr. Borland any right to assume that I read it superficially; on the contrary, I read it very carefully.

He also carps at my definition of the word "religion." He informs me the word has a very comprehensive meaning, as: "sense of duty; conscientiousness; sense of obligation." Quite true, but I used the term in the sense that is almost universally attached to it, viz.: our relations to a supposed supreme being. In that sense, socialism is neither religious nor irreligious.

I assure Mr. Borland that I am quite familiar "with that idea of Marx, that the religious system of a people always answers

to a definite economic category," and Marx's "idea" may be a correct one, but it remains an "idea" which may be accepted or rejected; it forms no necessary part of the socialist theory. It is quite evident to me that the belief in the existence of a supreme being, or in the existence of a divine revelation, is not dependent upon the form of any economic system only in so far as a better economic system may make it possible through better education and higher culture to arrive at truth. He says further: "As for Mr. Bliss, he may be good authority on Christian socialism, but Mr. Stuart surely knows that the Christian socialists are not orthodox." I assure Mr. Borland, on my honor, I didn't. An "orthodox" socialist is one who believes in the collective ownership of the means of production under a democratic form of government, and whether he is a Mohammedan, a Christian, or an atheist, does not in the least affect his "orthodoxy" as a socialist. Again: "Mr. Bliss is no more an authority on socialism than Mr. Bellamy." Quite true; they are both, however, excellent authority on socialism. And again: "The position of Mr. Bliss in the socialist movement is well known. He is even 'damned with faint praise' by the *Twentieth Century* for continuing to work such a 'barren field' as he is in." The implication intended by Mr. Borland being, that the *Twentieth Century* considered socialism and Christianity incompatible. Nothing of the kind was intended. Here is what the *Twentieth Century* did say:

Rev. W. D. P. Bliss issues a New Year's edition of "The Dawn," organ of Christian socialism. We have often felt that Mr. Bliss was working a barren field, for while the founder of Christianity taught the principles of socialism, the organization itself is too often the defender of capitalism, the apologist for usury, and the dispenser of that charity which is "as sounding brass and tinkling cymbal." Yet, the growth of socialist sentiment in the church is now very rapid, and if the editor of "The Dawn" can bring those of its members to practice the fundamental doctrines so long overlooked by the church, his work will not be in vain.

As Mr. Borland considers the *Twentieth Century* the leading socialist organ of this country, and as the editor is one of those whom he considers "the only logical socialist," I hope he will now be satisfied that Christian socialists are eminently "orthodox."

I quite agree with Mr. B. that "society is not going to accommodate itself to the views of either the Blisses or the Baxes who may constitute but a small part of it (socialist society)." There isn't the slightest doubt but "that there would always be some persons who would fail to see things as those gentlemen saw them, and there is no evidence that they would apprehend things differently than they do now." Quite true, indeed, with the qualifications I have already made regarding the change an improved social system might effect in our

ethical or religious ideals, which suggest the thought that perhaps the bugaboos Mr. B. raises in regard to the new social system are as unnecessary as they are ridiculous.

Mr. Borland instances the persecution of the Mormons as an evidence that religious bigotry has not yet died. But the persecution of the Mormons in late years is not on account of their religion. The objection against them has been on moral grounds—against the practice of polygamy. This is a practice that all civilized nations are opposed to, both Christian nations and those that are indifferent or hostile to religion. Mr. Borland draws my attention to a movement now "immensely active" in this country, and that people are not yet so weaned from the desire for persecution, and that it is out of such material the future co-operative commonwealth is to be formed.

Yes, I acknowledge there is yet room for improvement. Mr. Borland himself has furnished an example of how ready people are to arouse religious prejudice when it suits their purpose. But I assure Mr. Borland that the editor of this magazine has voiced the sentiments of every socialist in regard to the movement referred to. It is not too much to claim that under an economic system where education will be universal and the brutality engendered by poverty and ignorance obliterated, that religious persecution will entirely cease.

Another of the *incontestable facts* that tell against socialism, according to Mr. B., is that "the Australians who have started a socialistic community in Paraguay refuse to accept persons whose morality is doubtful. A socialistic colony is now being started in Greensburg, Ind., and its projector advertises that "none but persons of good moral character will be admitted," upon which my intelligent critic remarks: "Now, it seems to me, that states the whole question for socialism." That is to say, that unless socialism can take the worst elements of society—the thieves, murderers and thugs, and make a success of such material for a socialistic commonwealth, that socialism is a failure. This is intelligent (?) criticism with a vengeance! Because the projectors of small socialistic experiments, the starting of which is universally discouraged among scientific socialists, insist that their hazardous and uncertain experiments shall not be handicapped at the start by bad material, we are to assume that socialism would only be successful if composed exclusively of the elite of society. This is an argument that might be used against the anarchism, but not against socialism. Socialism will remove the causes that develop criminals, it will make it easy for everyone to provide an honorable and ample living for himself and family; only a fool would be guilty of theft when moderate exertion

will insure an abundance. Mr. B. adds: "But when our moral natures are properly developed, that is sufficient by itself, and socialism has no *raison d'être*," which is mere childish nonsense. I have shown in a former article that our moral natures can never be "properly developed" under a system that consigns the great mass of the people to lives of bitter toil and poverty, and the necessary result: ignorance, brutality and fanaticism.

Mr. Borland tries to bolster up his silly statement regarding the supposed increase of power of majorities under a socialist regime. He quotes my statement that: "The majority, providing it is strong enough to enforce its action, can now absolutely prescribe what the people shall eat, drink and wear, and what religion shall prevail." Upon which he remarks: "This is a remarkable statement, to say the least, and I assure Mr. Stuart he is far from right. The power of the majority in this country is now limited by a fundamental law." (Of course, but how long would a "fundamental law" remain in force against the will of a majority? Mr. Borland knows as well as I do that the will of the majority under a democracy is as absolute as the will of the Czar of Russia. Any limitations, constitutional or otherwise, designed to prevent hasty legislation, can be abrogated whenever the majority so desire. But, assuming the converse to be true, how does Mr. Borland know that the same limitations would not prevail under a social democracy? Will he kindly explain why the elimination of private capital would make any change in majority rule? Has the assumption by the government of the carrying of the mails or the establishment of free schools increased the power of the majority?

The fact is, Mr. Borland, in his eagerness to make a point against socialism, made a very foolish statement, in limiting the power of the majority, under our present form of government; any school boy of average intelligence knows better. I again assure him that no extension of the present power of the majority is contemplated by socialists, or would be possible. Nothing better illustrates the impregnability of the socialists' position than the extraordinary arguments brought to bear against it by its eager opponents. If Mr. Borland really believes that the adoption of a co-operative system of production, by abolishing poverty and making education universal, would tend to turn us into beasts, ready to cut one another's throats, and that our benign (?) system of private capitalism is the only thing that prevents such a condition, then he is right in opposing socialism, but such a belief discredits his intelligence, and the ranks of the single-tax is the proper place for him to remain. *There requiescat in pace.*

It is a continual source of amazement to socialists to discover the crass ignorance that prevails among otherwise intelligent people on the subject of socialism. This ignorance is not confined to the unintelligent and superficial, but is shared in by scholars, and even professors of political economy. When, for instance, a superficial writer like José Gros criticizes organized socialism, tells us that "we don't want economic rent determined by any set of government officials. \* \* Nor do we \* \* want wages determined by government officials. \* \* We don't want plutocracy in any form, not even one composed of socialistic saints," and such like twaddle, *ad infinitum*. When the very object and aim of socialism is to abolish economic rent, abolish wages, and make plutocracy impossible, we are not surprised that Mr. Gros knows nothing about socialism, nor about economics beyond the idea that private ownership of land is wrong, don't claim to know anything, and is, perhaps, proud of his ignorance. Nor, indeed, does Bro. Gros need to know, his accurate and complete knowledge of "God's will" and of Divine laws," upon which subject he is *au fait* and speaks *ex cathedra*, renders any knowledge of economics on his part quite superfluous. But when he tackles socialism, upon which subject he is not inspired, we smile at his innocent prattle with good natured contempt. But what shall we say when the New York *Evening Post*, that is noted for its literary ability and scholarship, said editorially, some weeks ago: "There are two great assumptions at the bottom of the theory of socialism. One is that the resources of the state are mysterious and inexhaustible, and the other is that the present well-to-do class would under socialism continue in existence, and not only pay workingmen whatever wages they asked, but joyfully meet all demands made on them in the shape of property and income taxes, and buy all the state goods, while the laborers had short hours, steady employment and a fair share of the luxuries." Here is a scholarly ignoramus who prates of a "well-to-do class" of idlers, who "pays workingmen wages," buys "all the state goods," pays the "property and income taxes" under a socialist regime.

Then the criticism of a French economist, M. Yre Gytot, whose idea of the socialist theory of value is, that mere muscular energy of itself, and under the most unfavorable conditions, is what produces wealth most abundantly. Then the criticisms of Prof. Fawcett, of England, whose work on political economy is considered a standard, says seriously: "If the state divided all the lands among the inhabitants, there would gradually arise the same inequality of wealth which exists now."

Certainly there would, but no one outside of a lunatic asylum proposes any such plan of "dividing up" either the land or anything else. With the same idea in his profound noddle, Mr. Joseph Cook, the philosopher of transcendentalism, says vehemently: "Rather than give property Monday morning into the control of men who, before Saturday night, will have produced inequality again by their own spendthrift character, we will see to it that in this country sterner laws are made than now to repress heresies and demagogues under universal suffrage."

Then there is Prof. Goldwin Smith, of international fame for ripe scholarship, who issued a little brochure three or four years ago, under the title "False Hopes," in which he traced the rise of socialism, single-tax, trades unions, strikes, etc., to a great extent, to the decadence of religion (?). There's scholarly profundity and discernment for you! The absurdity of many of the objections and arguments urged against socialism Mr. Borland sees as clearly as socialists, yet he himself urges others that are equally as frivolous.

The works of Henry George himself show an ignorance of other schools of economics that is astonishing. What would we think of a man who wrote a book advocating a new theory of the origin of specie, which claimed to have "covered every point and met every objection," but which completely ignored the works of Darwin? and yet that is what George has done. He has wrote a work and offered it as the "sovereign remedy" for all social ills, and has yet ignored the works of Karl Marx and the socialist school. Nor is there any evidence whatever that George ever read one of these works. On the contrary, the internal evidence of "Progress and Poverty" negatives the assumption. In the preface to that work he couples the names of Proudhon and Lassalle in a manner that shows he probably never read a line of either. The contribution of Karl Marx to political economy can no more be ignored than could Darwin's in biology. Karl Marx's "Capital" marks an era as distinct in political economy as does Darwin in another science. To this ignorance of current political economy may be traced George's misconception of the meaning and function of capital. He is entirely oblivious of the extraordinary difference effected when wealth used for the production of more wealth (his definition of capital) is used by the owner of that wealth to increase his personal product, or when used for the purpose of extracting surplus value from the labor of others.

His other extraordinary misconception of the difference between the economic rent and monopoly rent, i. e., the difference between rent under a state of freedom, as

contemplated by Ricardo's law of rent, and that which obtains under a system of general monopolization of land, such as now obtains, reduces his whole theory to an absurdity, which will be referred to by future economists as the *fin de siècle*—economic "fake" *par excellence*.

## INDUSTRIAL FREEDOM.

BY JOSÉ GROS.

It has taken about forty centuries of post diluvian civilization for men to conceive the two words with which this article is captioned. We don't remember of any historical period in which that conception was preached by any set of men, or grasped in any distinct form by any group of reformers. It is hardly over ten years old, that conception. And how few do yet understand the real meaning of those two words—Industrial Freedom! To those who understand the fullness of that motto, to them the motto implies a radically new departure in human affairs, a new leaf in the history of humanity, new fundamental perceptions of life, a peaceful revolutionary process such as history has never had, such as men never even dreamed, unless it is a few clear minds to-day. And the dream is far from wild, because it rests on the simplest methods conceivable and takes full cognizance of all law in nature and in ethics, in the physical as well as in the moral order. When that new departure is to commence, that no man can tell. It will all depend on human volitions, because, while the final triumph of truth is inevitable, God is not going to bring it about until men co-operate with him. He can wait just as long as men see fit to wait. And God wants free co-operation, not the forced one of socialism.

We hear a great deal, in our days, about social and economic evolution, by which it is intended to convey the idea that, bad as it is, our social and economic status, it constitutes an advance over that of previous civilizations, indispensable to any substantial social growth in future human developments. Are we sure that that is a correct view? It flatters our human pride. There is no doubt about that. It is not pleasant to imagine that we have, all along, been lounging in the wilderness of human fancies, going to and fro through the interminable forests of our own conceits, and yet, now and then we should look at the facts of history such as they are. For instance, let your mind rest a few moments on the social reconstruction of William the Conqueror, that ideal tyrant, soon after he overcame all resistance and became the master of England.

For all practical purposes William was a first class socialist, as much so as needed in

that historical period, short of industrial freedom. And please remember that there is no middle term between industrial freedom and some sort of socialism. And remember too that so far all civilizations have been but forms of government—class socialism. We mean government giving to a class the privilege of handling the other classes, directly or indirectly, by hook or crook.

The civilization of to day is essentially government corporation socialism, worse, if possible, than any other. Perhaps state or national socialism would eventually become more fatal yet; but, as the matter has never been tested, we should neither say yea nor nay on the subject. Well, the socialism of William the Conqueror left 13,000,000 acres of land as common property where the common people could obtain fuel and pasture for their cows, pigs, &c. And nobody willing to work needed to loaf in the dark ages of feudalism, in England or anywhere else. Not even in the vast empire of Persia 25 centuries ago were men forced to beg for labor in vain, as in our days, close to the portals of the twentieth century of Christian progress, so called! It is bad enough to have to beg for labor. It is far worse to be in danger of having no work even if we beg for it!

The writer is old enough to remember that forty years ago, in the old effete nations of Europe, in the southern sections anyhow, healthy tramps and city loafers were unknown, except in certain very poor and remote localities, or after warlike developments. It was reserved to us, the richest nation on earth, by God blessed with higher blessings than any other nation, and that on top of three centuries of popular education and political freedom, it was reserved to us to evolve the sight of large numbers of male adults, able and willing to work, but unable so to do! And that has been the case for over twenty years, with greater or less intensity every now and then, with profound peace all along, with famous crops year after year. And that is what we call social or economic evolution! Are we sure that that is not dissolution?

Now let us see. About 13,000,000 acres of common land for three or four millions population in England six centuries ago, in the dark ages. Not even free roads for most of our 70,000,000 free (?) American citizens, in our enlightened age, because half the breadth of the road belongs to the land holder in front, even if he never saw the land, and you have to move when in the road. Seldom anybody forced to beg for labor in vain under peace and fair crops in the old nations. Quantities of such people to-day and during many previous years in the most enterprising nation that ever lived, with the greatest natural domain

that a nation ever had! Is that evolution? Is it not rather dissolution? And why all that? Principally, anyhow, because of land concentration in the hands of the few carried to a greater intensity than ever before. Never before can you find a continent like ours more completely under the direct and indirect control of 50,000 men, the masters of 70,000,000 population. And please notice that not even the farmer free from mortgage, or the city worker with a home free from debt, can claim to be a real land holder. The reason is very simple. We have at least fifteen billions of dollars in public and franchise corporate securities, a colossal general mortgage on all small fry land holders and the honest labor of all workers.

The chariot of civilization has always been rolling up and down hill. Periods of greater or less prosperity have been followed by others with greater or less hardships. Only that such a prosperity has always been concentrated with the few and the hardship with the many. The periods of hardship have invariably coincided with great land concentrations. Those of prosperity have resulted from relative land subdivision. To be sure, we never had any solid prosperity, much less an ideal land subdivision.

Look at that Rome which gradually exhausted and conquered Carthage. The latter republic was cursed by large landed estates. The former contained yet a good proportion of small real freeholders. Land subdivision prevailed over land concentration. As long as the former continued, so long do we find the Roman armies invincible in war, and the republic prosperous and wealthy within, all relatively speaking.

And what about that old France, overrun by the armies of England when the latter had evolved a certain degree of land subdivision, under mild feudal rules, while France was groaning under large land concentrations and a harsh feudalism?

From that turn your eyes to revolutionary France, when land subdivision had taken the place of land concentration. You see then the French armies entering all the capitals of Continental Europe, victoriously promenading in all directions, except England, saved by her turbulent channel and insular position.

And what about those small but powerful republics in Northern and Middle Italy, sprung up from the ruins of the Roman Empire? Some of them supported in plenty a population of 800 per square mile, while we, the grand nation, cannot even support 25 per square mile, although our modern inventions have multiplied by 30 the productive power of the average man. Under land subdivision we could support in plenty an average density of 400,

even with the old plain tools. Bonanza farms, or great land concentration, mean the wilderness in the country on one side, and the wilderness of large cities on the other, poverty in the latter coupled with great wealth, and nothing but poverty in rural districts. It means a very low average product per acre, wretched cultivation, slaves in the fields and slaves in the cities.

Could we scape any such developments by simply carrying land concentration to the highest point, under public officers, with piles of bureaus right and left trying to discover the actions and reactions of the very laws of nature which the system would repudiate? Why should official land concentration and official capitalism be any better than the capitalism and land concentration to which we can trace all the disasters of human societies?

We all know that on one hand the small sin evolves or invites the big one. There is some form of evolution for you, evolution downwards. On the other hand, the small virtue invites the grander and most important virtues. There is evolution upwards.

In the monopoly evil private land monopoly comes first. Corporate monopoly follows. The final step would be the nationalization of all monopoly, if we want to carry evolution downwards, and so the monopoly evil to its most fatal ultimatum. There is, then, a certain logic in the socialistic philosophy. It does not accord with moral law, nor with laws of sound progress. It takes effects for causes. It would attempt to suppress the monopoly evil by making it official, public—eternal, so to speak, or rather giving it its maximum destructive force.

The logic of history is as follows: Every step in land concentration marks a decrease in industrial freedom, and a decrease in average per capita production with given tools. Every step in land subdivision marks an increase in industrial freedom, with corresponding increase in average per capita wealth produced, with improved distribution. We are not justified in assuming, and socialism does not prove, that the above logic of history can be changed through the low, human, mechanical contrivance of *officialism*, or *bureaucracy*, a return to old, worn out despotism and complexities.

The correct lines of healthy human progress lies in the direction of plain, simple adaptation to the order of nature. That alone can develop the ideal man, and hence the ideal social group.

Too much government has forever been the great curse of humanity. Too much government means too little freedom. The inevitable officialism of our modern socialists would be industrial despotism under the mask of political freedom, because of

too many laws and regulations with which to keep the individual into a given industrial socket, with hardly any initiative of his own. That would be a reactionary and retrogressive progress with a vengeance.

The socialistic song of large production through combination sounds well enough. But, combination under a strait jacket, without freedom, can never work very well. We have had enough of it to know something on the subject.

Manhood through freedom. Freedom through manhood. Just as few laws as possible. Just as little government as needed to see that Peter does not interfere with John's happiness. And, please, brother reformers, trust men to their own free combinations, co-operations and the like. Don't envelop your reforms in the low materialism of dollars and cents. Dollars and cents shall not be wanting if we strive for that freedom which rests on righteousness, and hence on the *law of equal rights* and opportunities. We have nothing to do with equality in wealth. Why to treat men as if they were a pack of good sized babies?

## THE ETHICAL AND ECONOMIC BASIS OF SOCIALISM.

BY GEORGE C. WARD.

I have been very much interested in reading the very able contributions from my friends, José Gros and Wilfred P. Borland, in the April number of the *MAGAZINE*, and have thought it expedient to contribute my mite to the fund of current discussion of the various phases of socialism.

I am not ashamed to confess that as the days roll by my mind is becoming more and more convinced of the justice and practicability of the single tax and its adaptability as a means to land nationalization, but, strange to say, while single taxers are, as a rule, individualists of the strictest sect, I am inclined to be a single taxer, because I am a socialist and because socialism and the single tax seem to rest upon a common ethical and economic basis. The claims of land nationalization rest upon the postulate that land is the free gift of God to all men and the common heritage of all men *equally*. Accepting this composite ethical and economic proposition as its basic principle, the single tax would take from each and every man, as a tax, any benefit or value derived or realized by him from the use of land, which was in excess of the benefit or value realized by the individual whose benefit or value thus derived was the least of all.

Now, land nationalization is the essence of socialism, as applied to the land question, entailing, as it does, the abolition of private, speculative ownership of land and the elimination of land from the catalogue of com-

modities, or properties which may be ethically bought and sold. Socialism, applied to land, means the common or collective ownership of land, by the people and the restoration to humanity of the heritage stolen from it by a cunningly devised system of land tenure. But the single taxer points out the fact that, while it is true that the land belongs to the Almighty and is simply held by the living people in usufruct, it is so held by them, not only in common, but *equally*, and proposes the single tax as the means of apportionment to each and every individual his or her proper and righteous portion of the land value thus belonging to the whole people, equally, but none the less in common. The single taxer calls attention to the fact that, as land differs greatly in utility, value, and in benefit conferring properties, it is impossible for *free* holding, by use and occupancy, to give to each and all an exactly or even an approximately equal portion of the common fund of land values. Proceeding further in the same line of argument, the single taxer asserts that as the general fund expended for purposes of government and the construction of public improvements is so expended as that the benefits are enjoyed by all equally, if each and every individual is made to pay to the community, in its organized capacity as a government, a tribute or tax equal in amount to the land value or benefit enjoyed by him or her, not only will it be possible to abolish all other forms of national and state taxation, but because of the fact that each and every individual will derive an equal benefit from the expenditure of the public fund thus raised, the people, as individuals will, in fact, own and enjoy the land values of the nation, not only in common, but also equally.

And this, as Mr. Henry George points out, is the very essence of State Socialism as applied to land. And, because I am a socialist, I am about ready to yield an assent to these propositions and advocate the single tax—and further still—because I am a socialist, I propose to use the arguments advanced to sustain the single tax, as potent reasons why the principles of Socialism should be yet further extended, so as to embrace the common yet equal ownership of all patent rights and hence all improved, labor saving machinery and tools of production, all public utilities and specially the banking business or facilities of the nation, through the medium of which the stored up product of the people's toil is gathered up, guaranteed safety and sure return and loaned to those who wish to use it in business enterprises and in the development of the resources of the nation.

The fundamental ethical basis of socialism is the eternal Fatherhood of God and the universal Brotherhood of man. It is found

in the solidarity and homogeneity of the human race and the continuity of its existence. It is found in the momentous yet central truth that society is a social organism, having an organic life and a common soul, individuals being but members of the organic man, the Lord and head of whom is Jesus the Christ. In the beginning of our history of time we find man, and revelation shows to us man, perfected and purified, as the ruler of the universe in the coming new era of redemption. Have there been trials, tribulations, reverses and dark ages? Organic man—the human race—has suffered equally and alike. Have there been triumphs and victories, glories and brilliant achievements? Together the members of the human organism—the *genus homo*—have shared the benefits and reaped the rewards. Have there been gigantic intellects and noble souls? They were but the vehicles through which God worked out His eternal purposes in regard to man. Has man measured the universe, chained the forces of nature and forced the very elements to do his bidding? The authors of these achievements have passed from the stage of action and the glorious results are the common heritage of the children of men. Has invention multiplied the productive power of man a thousand fold? God, who furnished the inspired brain, freely revealed the inventions to lighten the labor of toiling humanity. These are not souls, but one soul, the soul of man. Not hearts, but one heart, the heart of humanity. Not brains, but one brain, the human brain. The thoughts and ideas, the deeds and actions, the glories and achievements, the knowledge of the sciences and advance in art, the fruits of inventive genius, all these belong not to the individual, but to the race, to whom they were bequeathed by the illustrious dead members of the organic body man.

It is a disregard of these vital and fundamental ethics that is responsible for all the misery and anguish, the pain and poverty, the riots and panics that darken with foul blots the pages of history.

The early fathers taught the ethics of socialism as the tenets of Christianity. Said St. Augustine, commenting upon Psalms cxxxii. and cvi.

Let your charity attend to this. It is because of private properties that lawsuits, hatreds, brawls, wars among men, risings, faction feuds, scandals, sins, crimes and man quellings arise. What about? About the very things we hold as private property. Do we ever go to law about the property we hold in common? We draw in the air in common: we all look on the sun in common. Blessed then are they who so prepare a place for the lord, that they do not exult in their private place \* \* \* Then, brethren, let us abstain from the owning of private property (or at least from caring about it, if we cannot get out of owning it), and prepare a place for the Lord. Indeed, that most glorious City of God, when she obtains her promised heritage, wherein none dies and none is born, will not have citizens who rejoice in private property; for God will be all in all. *If any one truly and heartily*

*desires His society in this pilgrimage, he will always prefer things to be held collectively rather than privately, seeking not his own but the things of Jesus Christ.*

And in these latter days many of the most eminent preachers are beginning to voice the Gospel in its ancient and pristine purity. The Rev. Thos. Dixon, Jr., in a recent sermon said:

The only glimpse of light that we see in the darkening picture of our present commercial calamities comes from the spots where social co-operation has taken the place of competition. We find here the key to the ultimate solution. If we are ever to do away with the ever recurring crisis and collapse of trade, we must harmonize the two sides of wealth creation and bring about the era when production shall become social and co-operative, and to this end the organized power of the state, of the municipality and of the district must be brought into concerted and co-operative action. It is inevitable that with the advance of civilization the state shall advance in its functions.

The state is not a tyranny imposed from without. By the state I mean the organic community governing themselves. There are hundreds and thousands of men who are now employed directly by the state. They are not subject to the depressions of a commercial crisis. It is possible for the functions of government to be gradually increased until vast interests now in the hands of private corporations will be placed entirely beyond the danger of panic. It is possible for the municipality to absorb to-day, and that to its enormous advantage great industries that are in private hands.

I appeal for a soul to society. As a social organism we need to be conscious of our being. We are acting as though we were in a dream. We are merely drifting toward these great transformations. Could we but gain consciousness of our organic life we could move forward with gigantic strides. Let no man be frightened with the cry of paternalism. Whether paternalism be good or evil depends entirely upon who the *pater* is. We need a more thoughtful citizenship. We need to study our relations and our obligations to one another. Let the man who believes in individualism take note of his present inconsistent and untenable position.

The present crisis is the wreck of an overdone individualism. The present system, so far from maintaining individuality, is crushing out from the life of men whatever individuality they had.

Is it possible that the followers of Christ, the Socialists, are beginning to apprehend that the message of God to man, the Gospel of peace and good will, is an exposition of the socialistic programme, the reign of brotherly love?

Let single taxers understand that Thomas Jefferson, when he declared that "the land belongs, in usufruct, to the living," might consistently have included much else besides land in his catalogue of the gifts of God held in usufruct by each succeeding generation. Socialism rests upon the same ethical basis as does the single tax.

But what shall we say of the economic basis of Socialism? Single taxers assert that all wealth, i. e. real capital, is the product of labor applied to land. Hence all the so-called capital, with which labor is now exploited, is in reality the proudest of the very labor it now exploits. But United States Circuit Court Judge Caldwell goes farther and concedes that labor is capital. In the course of his decision in the Union Pacific case, he says:

"A corporation is organized capital; organized



labor is organized capital: what it is lawful for one to do it is lawful for the other to do."

But not only is both labor and its product, capital, but what is known as the cash capital, or money invested in business enterprises is actually the property of the men employed by the exploiters called manufacturers. One-half, or probably two-thirds of the total "deposits" in all banking institutions of the nation are the "savings" of the wage workers of the nation. On the other hand, fully as large a proportion of all productive and business enterprises are carried on with borrowed capital, such capital being the savings of the men employed in such enterprises. The banks pay the depositors—say three per cent. and loan their deposits at from six to twelve per cent. The result is that the wage workers pay, as consumers, in increased price of articles consumed, not only the three per cent. the bank ostensibly pays them, but also pay for the privilege of thus being exploited by their own saved capital, the extra per cent. the banks charge for attending to the business. This is individualistic and corporative exploitation of labor for private emolument and enrichment, and the funny part of it is that on top of the interest paid the banks, the exploiters charge interest upon "capital invested?" and a certain rate of profit above wages of superintendency, and yet the employees, in reality, own all the "cash capital" invested, as well as putting in all the "labor capital" expended. And for all this, they get a "bare subsistence."

Now take a glance at another plan. Suppose two hundred men, possessed of the average savings of \$300 each, making a "cash capital" fund of \$60,000. Suppose they invest this \$60,000 in a manufacturing establishment, including lot, building, machinery, tools, raw material, &c., &c. and electing some of their own number as superintendent, bookkeeper, overseer, &c., &c. inaugurate a productive enterprise, manufacture a line of goods and sell at cost to themselves, for home consumption, but to all others at the governing prices in the present competitive market, dividing the net proceeds, above cost, in equal proportions among themselves. In addition to the average wage received under the former system, or example, the two hundred men would receive six per cent. interest upon \$60,000—say four per cent. profits and the money paid by their former exploiters for rent and insurance, and sinking fund, &c. and also the increase in the value of their lot. This would be co-operative, in a competitive community, for the benefit of the individual co-operators, but the consuming public would not be benefited in the slightest degree by the operation. And if this co-operative system were

extended so as to embrace each and every productive enterprise in the country, no one would be benefited except to the extent that the co-operators in each plant, or enterprise were benefited by receiving their own net special product, as wages and for home consumption, at cost and free from the burden of interest and profit.

Nothing can benefit toiling humanity but the abolition and elimination of the factors rent, interest and profit, as now applied and used for individual aggrandizement and the enrichment of capitalistic exploiters of labor. The single tax will divert the rent fund, which now goes to enrich individuals, from private hands to the public revenue. The principles and ethical basis of the single tax, applied in other directions, will abolish all profits above fair wages and utterly destroy interest, thus robbing money of its "power to oppress." I will further elaborate in my next communication.

## HOW THE CHURCHES LOOK ON LABORER'S POSITION.

BY MARIE LOUISE.

The Boston *Congregationalist* dissenting on our perturbed social conditions in one of its latest issues said:

"We think our friends, the wage-earners, have forgotten that the present economic system is not the creation of any single individual or set of individuals but an evolution, or development, the work of centuries, something which capital can no more change than labor, the rich man than the poor man. That churches should recognize this system is only natural."

Personally, I am thankful for the *Congregationalist's* candid statement of its position regarding the claim, or rather the non-claim of the laboring class. It is always beneficial to know the number and the social status of those who step out to affirm or to demonstrate that we, the sons and daughters of toil, have no right to a better place in society than that we now occupy, and that all hopes towards an amelioration are futile. But what is pre-eminently useful in the statement of the clerical organ is the formal declaration that the church recognizes this (our present) system and indorses it as natural and irremediable, being, as it is, "the work of centuries of evolution or development."

Ordinarily, the views of the church on general points do not affect the thinkers and the scientists to a very serious degree, but when the economic question of the day are the matter in dispute clerical utterances acquire a degree of importance corresponding to the hold of the church on the minds of the least enlightened among the laboring class. While the economist and the soci-

ologist, as such, have nothing to say about disputes on religious creeds and theologic interpretation of dogmas, they are morally bound to expose fallacies which the privilege of the pulpit makes dangerous to the solution of the labor problem.

It is marvelous to see how the clergy can, without effort, harmonize gross contradictions and assimilate hostile elements. Only a few years since clerical organs had held it sacrilegious to explain any question by the theory of "evolution or development." The doctrine they upheld was that of *creation, final and immutable, otherwise of fixity*, as interpreted on the authority of the bible. In those days the *Congregationalist* had said "the present economic system is not the creation of any single individual or set of individuals, it is the *creation irrevocable and final of God Almighty, who, in His unerring wisdom, has decreed that there shall be rich and poor, masters and toilers in society.*"

By the law of its being, a church must rest on the divine principle of absolutism; it must represent on earth a power, spiritual or supernatural, whose omnipotence created all things in the far remote past, whose will is unchangeable. The creatures it ministers to must be predestined to pain and hardship on this earth with a beam of hope for a reward beyond the grave. Remove the theory of absolutism, of predetermination, of fatalism, and the church organization at once collapses, its base slips from under it. The idea of a creator omnipotent, absolute and unchangeable, involves the logical inference of the impotency of the matter created to progress and alter its primitive condition; it is an emphatic denial of the qualification of free-will in man.

When the theory of evolution made its appearance in the philosophical world the clergy rose in arms against it and flung at it the bitterest of denunciations. But when the new theory had worked its way into public favor the clerical anathematizers made *volte face* and placed the heresy on their tables of divine laws. This move instantly threw them at the elbows of the agnostics and the atheists, and an odor of fire and brimstone made them recoil a few steps. Their deity, whose very existence the new doctrine threatened, made a somersault and suddenly landed by their side on the new ground they had entered. The deity had donned a new, but ill-fitting attire. Many years shall the garment require to assimilate well to its figure. Yet, clerical veracity swore that no change whatever had taken place in the appearance of the deity, and attributed their late quarrel with the new theory of evolution to the careless use of terminology on the side of their opponents.

To a pure, unprejudiced logician, the theory of evolution and that of creation are

entirely dissimilar. (I mean creation, as understood by theologians and scientists, adverse to the speculations of Charles Darwin and Herbert Spencer, adversaries among whom is found Prof. Dawson, Principal of McGill College, at Montreal, Canada, a scientist of merit, a geologist and explorer of good fame.) The church, however, was not slow in turning the new popular doctrine to its own advantage: it grafted the new theory of evolution on the old one of creation and did it with the best of success. This flank movement saved modern Christianity from destruction for, on the one hand, the church could not afford to do away with the principles of absolutism, of predestination and of innate, persistent depravity; on the other hand, an attitude of obdurate resistance was dangerous, for the people become fascinated with the new idea would soon finally divorce the old. To graft cleanly the new doctrine on the old dogma required a great deal of mental gymnastic, an art in which the clergy has always been proficient. Thus we behold to-day expressions like those of the Boston *Congregationalist*, which, in one and single breath, tell us of an "economic system which is an evolution, or development, the work of centuries," but which has arrived at a point when evolution ceases and "not the capitalist, nor the laborer nor the rich man nor the poor man, (inferring nobody at all) can change it, and that it is only natural for the churches to recognize that system."

Fellow-workingman, do you hear that declaration? The system by which, since twelve months, millions upon millions of working people are out of employment suffer untold privations and pressed by the gnawing of hunger and the shame of wearing tattered clothes, sink into degradation and hold out their hands for alms—a system by which nearly all the land and the wealth it contains has been monopolized into a few hands, thus shutting all natural opportunities against the masses of the people—a system which makes of labor a tool of capitalism to be used when needed and put away when not needed—a system which completely ignores that labor and the laborer are irremediably attached to one another—that system, the churches declare, cannot be changed either by capital or labor, or rich man or poor man—the churches recognize that system as legitimate and moral!

Working people! ye who have ears, hear! Were it not for the influence of the church on the mind of the masses, those clerical and sophistic utterances had not deserved even a passing notice. The clergy has a right to its opinion, but that body of men sways the thoughts of a large number of the community, especially those of women. Persuade

an individual that he is sick and you shall soon have a patient for the physician. Persuade a man that he is born for servitude and he will go of his own accord and place his neck under the yoke. Class privilege is produced by class imbecility, the former can endure only so long as the latter endures.

The statement of the *Congregationalist* concerning the fixity of our present economic system is too absurd to be refuted. It shows in the editor a gross ignorance of historical data, a lack of observation, a want of philosophical knowledge and logical common sense. In society there exists nothing that can not be transformed. Man is not a piece of lifeless matter, or an automaton. He is a being finely organized and endowed with efficient mental qualities. So plastic is his nature that he can adapt himself to his environment and grow out of it with a marvelous facility. All he needs is freedom for his mind and limbs. Let him have that and you will see how long he will remain in the same groove. Every pulsation of a man's heart is for progress, for one step and then another step onward and forward. His activity, expediency and creative genius is inexhaustible, his love for the good and the beautiful is unquenchable. Man is sluggish and stupid when he is in bondage, when his brother man crushes in him the manly dignity and hope, when he is made to believe that he was born to fill the office of a servant, drudge to individuals richer than himself in money and authority, when he has permitted his brother man to use him as tributary and enrich himself with the product of his toil. Labor thus deviated from its normal course by having its product flow off the producer instead of flowing toward him, becomes prostituted and dishonored. Labor and the laborer being welded together, the degradation of the former is reflected upon the latter, and both are thrown into dependency. This monstrous institution, the exploitation of man by man, has, in the course of many centuries, evolved the distressing situation in which society finds itself.

Does it follow, however, that this economic anachronism has succeeded in establishing itself in the public conscience and has become part and parcel of our individual and social organisms? Contemporary history emphatically disproves that assumption. The civilized world is uneasy, it stirs, it groans. Modern society is shaken from center to circumference, the most skeptic admit it. From ocean to ocean the cry is heard: "Investigate, redress wrongs." Even the pope in his mitre elevated on his spiritual throne, feels the universal tremor and sends encyclicals to his flocks on the subject of the commotion brought on by

the clashing relations of capitalists and the laborers.

There is an economic axiom which Adam Smith launched on the thinking world as a bomb whose mission it is to destroy slowly or otherwise, the capitalistic system of industry which the *Congregationalist* affirms cannot be changed. That economic axiom, the most revolutionary of all axioms, is that "Labor is the source of all wealth."

Labor, then, is the intelligent, designing, purporting creator of wealth. Capital is a part of the produced wealth transformed into an implement needed to labor for the furtherance and the increase of production. Thus it becomes one with labor, and both factions logically belong to the laborer. The subjection of labor to capital is an anomaly, a departure from the laws of social equilibrium, a subversion of the natural order of things. The term labor suggests the action of an intelligent being. It cannot be bought or sold unless the creature who labors is also bought or sold with it. The subjection of labor means nothing short of servitude for the laborer. In other words, a condition of slavery which by its very nature is the subversion of all social equity and of all sociological laws. The present situation of labor being anomalous, agitations and disturbances are inevitably produced, a general sense of insecurity and fear prevails in society. Demands for more repressive laws besiege the legislature, while the increase of repression ever bearing on the poor classes, fomented hatred and incites evil deeds.

The question at the bottom of all social trouble is the placing of labor in its normal position. Man must live; to live he must work and the product of his labor is all his own. Capitalism is a cancer on the body economic; with care and circumspection the tumor shall be removed and health be restored to the body. The abolition of capitalism does not imply the ruin of the rich and the enrichment of the poor; it means wealth for all and labor for all, it means peace and plenty, it means that each individual shall be self-supporting and free. Labor and capital, by the force of logic, are one. Pierre Joseph Proudhon, says: "Labor, talent and capital are analytical terms, not synthetic. Capital is labor solidified, talent is labor considered in its several degrees of perfection."—*De la Creation, de l'Ordre dans l'Humanity*, page 256.

It is obvious, therefore, that the artificial line drawn between the economic factors, labor and capital, is responsible for the social misery we endure. The evil, as it strikes the working class, does not spare the wealthy; a social commotion is felt by all. The "Labor Problem," as it is called, is easy to solve on a purely natural basis. What stands in the way is the short sight-

edness of the rich and the lack of clear judgment in the poor. Wealth blinds and hardens the former, poverty misleads and confuses the latter. Yet let both the rich and the poor beware; a problem brought forth by the logic of events for a solution *must* be solved, and the sooner the better.

### FREE USE OF THE EARTH.

BY W. E. BROKAW

In your May number W. H. Stuart makes a lop-sided argument against the single tax and then says: "My single tax opponents never answer this argument." What is his argument? Simply that farmers cannot now compete with capitalists and have abandoned farms in sight of factories, and that "all the advantages to be derived from improved tools, machinery or other capital would go, as now, to the capitalists." This latter is an unsupported assertion which he cannot prove. The reason why not only farmers but other laborers can not make a living on those abandoned farms, and barely exist anywhere, is because everything they consume or produce is taxed—their industry is fined, while the speculator in land is almost exempt.

The value of land is purely the value of the privilege of exclusive possession. The privilege to exclude others is all that ground-rent is paid for. Where that privilege does not exist land has no value. The degree of that value is determined by the advantages such privilege gives. The more people desiring that privilege over any locality, the greater advantage, and hence the more valuable it becomes. I defy Mr. Stuart, or anyone else, to show any other way of securing both equal freedom in the use of the earth, and exclusive possession of certain portions of it, than by requiring each exclusive possessor to pay to the whole excluded community the full annual value of that privilege.

I also defy him, or anyone else, to show how, with such a land tenure system in America, capitalists or any other class could dictate wages or keep men out of employment who desired work.

Property rights all spring from the individual's right to himself—self ownership. He who does not own himself cannot own anything. Self ownership is manifested in control of one's own faculties and the results of their exertion. Without equal freedom in the use of the earth one cannot be equally free to exert his faculties and control the results. If not equally free he is partially a slave—and that's how it comes that another becomes possessor of the fruits of his toil. There is no other way. The single tax will secure that equal freedom in the use of the earth, and nothing else will. The veriest savages, under

such freedom, could soon amass great wealth, independently of all "capitalists" producing their own capital. But without labor the capitalists would starve in a short time.

Whether Mr. Stuart has ever been answered through your columns or not I do not know. But he has been answered from the platform in his own city of Los Angeles, where he wilfully or ignorantly misrepresented utterances of Henry George, and failed to come forward manfully and admit it after being corrected. Such men may deceive the uninitiated by their bombastic claims, but they cannot convince the cool reasoner who will take the pains to study the single tax. To one who has been as many years in the agitation as I have, meeting leaders of thought of all schools, it becomes exceedingly monotonous to read such stale objections, continually rebashed, as Mr. Stuart advances.

One thing more, concerning your editorial on the labor problem. You say: "We urge the wage method of solving the labor problem because it alone can solve it," and then add: "Why clamor for single tax?" I answer, because nothing else will secure to each his full wages. Because, no matter what other reforms you adopt, or solution you try, the benefit, if any, goes to "the robber that takes all that is left." See "Protection or Free Trade," chap. XXV.; and the single tax is the only thing that will kill off that robber.

### INTEREST.

BY D. C. DAVID.

In the April number of the MAGAZINE I noticed an article on "Money and Interest," by my friend, Mr. James Middleton. This interest question seems to be a hobby of his. He uses the old illustration: "I am a farmer. I need seed corn, potatoes and wheat; I have not the money to buy with; my neighbor has." Why haven't you the money to buy with? Is it because you have neglected your opportunities, or because you have not had opportunities? The chances are as a million to one that you have had no opportunities. I have the things you want, but I know we are not going to meet as equals. We meet as master and slave; the fact that you are under the necessity of borrowing makes you a slave. But as you talk like a fairminded man, and are willing to pay for service rendered, I will lend you what you need; and will tell you something you do not seem to know. If you take care of the corn, wheat and potatoes that I don't need, and return them to me when I do need them, you will render me as great a service as I render you. Why should you return me an increased

quantity, when, if I do not lend to you or some one else the quantity will be *reduced* in the fall? Of course, any increase must come from labor and the *reproductive forces of nature*; but I will charge nothing for the reproductive forces of nature, nor for the use of the earth. Why should I? Oh, no, I charge nothing for risk, because I am not going to take any risk! If you know of any man who will lend without security, I will be greatly obliged if you will point him out. You take the risk of losing your home and you furnish me with a basis of credit, therefore, why should you pay me interest? I understand, perfectly, that although I cannot save my wheat, etc., without loss, I can sell it and save the money, thereby forcing the loss upon somebody else. Because, if I save \$100, commodities to that value must perish, or remain in the reservoirs of nature, for want of an effective demand to call them forth. Whether I destroy what has been produced or act in such a manner as to prevent its production, amounts to the same thing. I have a little scheme to get and save \$100, but others have similar intentions, and therefore *save* their money so that the \$100 never gets to

me. I can prove, in many different ways, that interest is robbery.

I will not take up space with an explanation of the genesis of interest; because its origin can easily be found in the desire of men to get something for nothing. This desire is no more pronounced in those who have millions than in those who have nothing. If brother Middleton should come my way without a coat, and I should have an extra coat, I think I ought to give it to him. Because, if I were the only denizen of the earth, I would have no coat. Others must, therefore, have contributed to the making of that coat, and many men, possibly, have a better claim upon it than I have. The fact of my having two coats, while thousands are coatless, is a suspicious circumstance in itself. If I should commence to act in a brotherly fashion towards all men I might create an impulse that should go on increasing in energy through all the unthinkable cycles of eternity. I cannot say that I have always, nor generally, acted that way. I have studied Theosophy, and have a better fulcrum for my lever than I once had. I recommend theosophy to readers of the MAGAZINE.

#### SAM DELANEY'S REDEMPTION.

Shabby Sammy Delaney stepped up to the bar, And from toeing that mark he had many a scar. He was bleary-eyed, and red nosed, had wrinkles so deep, That a fly crawling round to cross o'er them should leap. There he stood, full of longing, no money had he, And the bottles so tempting before him could see; He was nervous, unsteady, down-hearted and weak, But he managed these words there to shamefully speak:

"I am sick and in need of a drink to restore My poor head, for it aches as it ne'er did before; All my nerves are unstrung, and my heart is a load, Bearing down like a stone in its fleshy abode; And my stomach is empty, my spleen that are past Are as nothing compared to my greatest and last; Will you give me a drink to recover my brain? And, with God's glorious help, ever more I'll refrain."

Then the bartender said: "Yes, I'll give you a drink, But in mercy's name, Sam, of your family think: You've a wife whom you've sworn at the altar to love, And two children, akin to the angels above; If you longer pursue such a dissolute course, Separation must follow by death or divorce. Here's the bottle, but pause ere you touch it again, Though I sell it, I prize the redemption of men."

Sammy thought for some seconds, but touched not the glass: He reflected when Kate was a beautiful lass, As they strolled side by side, 'neath the shade of the trees, When her ringlets were tossed by each spice-laden breeze;

Of the vine-trellised cot where they lived when they wed, And the hopes they enjoyed, now long faded and dead;

Of the eyes that were dim from the fall of her tears, And the miserable life he had led her for years.

Then his heart that was seared by intemperate hours, Soon began to o'erflow, till the tears fell in showers. For an instant or two he let nature have sway, Then he straightened himself, and he brushed them away,

And he said: "There are times in the lives of us all When a word can reclaim us or urge us to fall.

You have saved me, old friend of my youth, and I'll prove I am worthy my wife and my children's love."

Out he went; not a taste did he take, but began, Once he passed through the door, to again be a man. He fought bravely the battle the craving to kill Which he had for all liquors. At length his strong will

Made him victor at last. Now he has his reward— Once again is his mansion with merriment stored, The glad face of his wife and the pranks of his boys, As he shares in their sports, are the best of his joys.

If we'd stretch forth a hand and a kind word in time, In the manner the bartender done in the rhyme, We perhaps might reclaim many victims of drink, Ere too deep in the dregs of damnation they'd sink. Human nature is weak, there are none of us strong; Though our aims may be right, we too often go wrong. Let us aid one another, much suffering 'twill save, And perhaps we'll have peace t'other side of the grave.

Shandy Maguire.

## MECHANICAL.

Contributors will sign their names to their articles and forward copy so as to reach the editor not later than the first day of each month.

### WHAT CONSTITUTES "ECONOMY" WHEN THE COMPOUND IS COMPARED WITH SINGLE CYLINDER?

Possibly other readers of the MAGAZINE have waded through some statements as to the work of a new compound, in which a large percentage of gain was said to have been accomplished; but it is not usual to have such a statement without one single figure for comparison. In reading over the several statements it struck me by its inconsistency, and in the total lack of any sort of defined information. It is usually the practice to say that a certain number of pounds, or some sort of reference was the fact, and in the report to the superintendent of one of our railroads, he would in all probability ask some pointed questions if an engineer was to report he had taken on "the usual amount of coal from station 14," it is quite likely that engineer would get a short but clear inquiry to step up to the captain's office at once. But in this statement we are told "the performance was very satisfactory," and the run over the same line with the same number of cars was with a perceptible saving of fuel (?). How do we know, there is no weight given, no time, no miles, nothing but the bare statement that it was so, and then as we read further on we find, "steam at the end of the stroke was apparently very dry." How do we know? Was it in any way tested? What does the indicator diagram look like? What is the efficiency as compared with the theoretical? Or is it similar to some statements made a short time ago, with reference to an electric lighting station run by a professor in a university, who claimed that he could run his power for three pounds of fuel per indicated horse power an hour. A test was instituted to ascertain how much he did know about it, and the report said at its final figures, that "under favorable circumstances he did produce a h. p. with 5.843 pounds per hour, but taking the full night's run and for several days in a month, it was found to be over *six* pounds an hour, or 6.23+." Here we have a statement that, while we do not doubt his honesty, was only within fifty per cent. of the truth, but it was troublesome to find out what was the fact.

It is far easier to say, than to get at facts first and then state them, and the very lack of this reliable information is a prejudice to all parties. What we desire is such information as will make our statements respected, and based on facts alone. But

to return to our savor of fuel, the statement is all in favor of the new engine as compared with one of the old plan, single cylinders, but there is not one figure in the statement, nor is there a basis of any comparison whatever for the reader to work out to his own satisfaction where the saving came in, or how it saved in amount or percentage; and unlike a statement lately made by an engine builder, as to his new arrangement of cylinders, for when his machine was at work, and the exact test he had so stipulated was carefully made, it was found he had agreed to do a thing which was and is utterly impossible with any steam, unless with superheating to some extent, and no way was provided to do that, and in the end of the computations it was found he had promised to do between one and three-quarters and one and eight-tenths as much as it was possible to do with the steam, and he is now looking over his plans to see how it was; really, he had agreed to work on the abstraction of heat from steam in such a way that it called for 23 per cent. of the heat in steam, while it is a most excellent one that gives out 14 per cent. of the total. The man was wrong, or his way of expressing it. Here we have a very troublesome factor, the heat of steam is not to be mixed up in such calculations, for as a physical substance it has the same utter disregard for the statements of careless men, as they have for the laws that so far as we know, govern its going out and its coming in. In its "cycles," where operated for power, and in all these workings we are to study what is possible with all regard for the truth, rather than to do so with any idea of adapting our preferences to the action of heat, we might be more successful.

That there are gains in the use of multiple cylinders is not to be disputed, but it is as necessary to say that those cylinders are to be used with some regard for the conditions under which fairly favorable to their load is to be observed. And in all such cases it is to be understood that where the conditions change much as to the load there will be found less economy than where the conditions are carefully regarded; but if the vacuum could be added to the locomotive it would be far easier to make a great gain, as it is we must let the problem be worked out with a trial running over the course of a few years, and out of reach of the patentees or interested parties as the only way of settling its actual worth to its users.

An inquirer wants to know what is the weight of a gallon of water at its greatest density, also a cubic foot of same?

Water is at its greatest density at 39.1° F. and a cubic foot weighs 62.425 pounds

avoirdupois, and the United States standard gallon of 231 cubic inches, at 39.1° F., weighs 8.3451 pounds, and in one pound at the same temperature there are 27.6812 cubic inches. The formulae for computing the density of water was given in the FIREMEN'S MAGAZINE some two years ago, not having them at hand cannot give the reference.

\* \* \*

A regular reader of the MAGAZINE has written for some information as to the use of petroleum for fuel. He asks, "why is it that if petroleum has twice or more the heat in it that coal has, it is not more used for making steam?" To answer this requires a little explanation. Anthracite coal has in it from 12,300 British thermal units per pound, to as high as 14,500 or more. Bituminous coal has less or more, all dependent on the sort of coal and the amount of moisture, as well as ash or foreign matter in a pound. It is as a rule in practice considered to be equal to the evaporation of twelve pounds of water into steam if all the heat units are utilized, or that that is the limit of practice in the use of coal, from present information, and the cost of coal is now near \$3.25 per ton for steam.

Petroleum has the heating capacity of from 21,000 to 21,600 heat units per pound, or pretty nearly 50 per cent. more than coal per pound, and it is also true that it has not so great loss in weight as has coal, so that its real efficiency is rather more than 50 per cent. above the value of coal per pound, or equally to nearly 1.8 pounds of coal in its heating capacity when all considerations are allowed.

The weight of a gallon of petroleum is 6.5 pounds standard, but nearer 6.7 when weighed, so that a gallon of petroleum is equal to nearly twelve pounds of coal under the boiler in its heat power, and it requires 190 gallons to equal a ton of coal (gross), or 2,240 pounds.

The price of oil in Boston is slightly under three cents per gallon, or  $190 \times .03 = \$5.70$ , cost of oil equal to a ton of coal at \$3.25 or nearly that, so that although oil has in it fully 50 per cent. more heat units per pound, at the present low cost it is far higher than coal, and if the Standard Oil Co. should at any moment say it was ten cents a gallon, no one could say no, if it were not out of the question at cost, and it is also curious to find that when boilers have been fired with oil for a while that the shell or tubes are structurally changed, for the fire is so fierce on the sheets or surface, that defects are fast brought to the surface, and in some cases the use of oil has been found to make the iron or steel short, and soon come down, but what the specific cause of this is, is not known, it is as likely to be some

treatment of the rolling or in working as in the oil.

A mixture of oil and steam has been used and shows very little superiority to that of coal when all is considered, but it is very dangerous in some of its applications, for the heat is far more intense than oil alone. Many kinds of fuel have been used to supplant coal, but in a careful consideration there are none of them as good all considered.

Mixtures of good coal with screenings, or with culm, are much used, and are advantageous in cost where there is grate surface enough, but there is little use in expecting to compete with coal in the locomotive, for it usually draws its own fuel from the mine to point of consumption, and it is likely to remain so, regardless of the claims of competitors.

Some of the fuels used are curious in comparison. In some of the horse rail roads, or where cable and horse were to some extent combined, the dung from the horses is fired regularly and with good results. In cities it is used to save cartage. This is used combined with saw dust, and it is peculiar in its action on boilers, shortening the life or durability of the boiler in a very perceptible manner.

Saw dust and water form another fuel in use at the large saw mills. This is mixed with shippings, or edgings and fed green, it not wet. The spent tan bark is used in tanneries, and is wet or partially dry from the press. This is very efficient when it is dry, but as used it is of small value alone, but when mixed with soft coal or culm is much used, and it is cheaper to shovel it into the fire than to cart away if wet. When dry it is nearly 90 per cent. value in the fire pit, when wet or moist it varies from 15 to 25 per cent.

In southern states and the islands the remnants of the sugar cane, called "bagasse," is used in the fire pit, when dried it is most excellent fuel.

Cotton seed was used until it was found the seed was almost equal in value to the lint, and the hulls are now burned, and the pomace after the oil has been stripped by the press, but there is little of it done now, for the meal made from the pomace is again almost the value of the seed as of old; for years this was thrown away, it is now an important factor and is money.

There is yet much to learn of the value of fuels in relation to making steam, and it is not possible to make any great strides in it, but the small advantages are to be studied and in all of them there are many to save something on, or in connection with. Boiler and engine are not either perfect, and can be improved, plenty of room for us all "up stairs." Can we reach it?

Thos. Pray, Jr.

### RUNNING BY LANDMARKS.

*Locomotive Engineering* recently contained some comments on a theory that some person had advanced, that engineers should cultivate the practice of counting the rail joints for the purpose of determining their location in snowy or foggy weather when it is impossible to keep track of familiar landmarks. The stand was taken, and justly so, that the person who advanced any such theory as that had no practical knowledge of locomotive running, as an engineer has so many other necessary duties to occupy his attention that it is an utter impossibility for him to occupy himself with counting rail joints. Most roads now have mile posts situated close to the track, which can be seen except in extraordinarily bad weather, thus enabling a man to tell where he is; but it was not always so, and it is not universally so now, and it is not infrequent, even now, for engineers to become utterly bewildered and lose all track of where they are. It is not, by any manner of means, a pleasant situation for a man to be in; and I can think of nothing more calculated to give an engineer the "creeps" along his spinal column than the certain knowledge that he is running along without knowing exactly where he is, unless it may be the sudden discovery that he don't know where he is when he has all the time been running along in the confident belief that he did know. That latter discovery sometimes comes to a man as a result of running by landmarks without knowing it, and, while watching out for his landmark, he suddenly finds that he has the old girl wide open and making time in a place where he ought to have her shut off and pretty well along towards a full stop. When that discovery comes to a man all of a sudden, if it don't raise him right up off of his seat and shove some of his hair up through the roof of his hat I don't know what will. I have been dead lost many times when I knew I was lost, and the man who would have talked rail joints to me at those times would certainly have stood in danger of a terrible death, but I was never lost without knowing it except once, and that once scared me so bad that I would want big pay to go through the same racket again, although I was in no real danger at all. It was a number of years ago; I was firing for one of those engineers who can always tell when the fire-boy begins to get weary, and who is not afraid to take hold of the scoop and help him out. We had a hard run, a night freight, the time was fast and the train was heavy; and together with doing work along the road and getting laid out here and there for superior class trains, it was almost impossible to pound the old girl hard enough to make the time on the first sixty miles of the run, which was almost a dead pull for

the whole distance, with the exception of a few miles where a man could swing them a little. But the last thirty miles of the run we had things all our own way, nothing to meet, no work to do, and track that was just enough down grade all the way so as to make it an ideal place to make up time. We used to figure to make up about all the time we could in running this thirty miles, and it was customary—a custom which he established himself—for my engineer to take the scoop whenever we arrived at that stage of our journey, as we used to double the road on this run with practically no rest, and by the time we got back to this point I was generally pretty tired and in good shape to take a little rest. Well, on the night I got my scare we had made a pretty good run, and when I took the throttle I figured on striking the end of the division on time without any particular effort. Everything run along as I had expected and we passed the last station, six miles out from the end of the division, only about three or four minutes late. Right here we ran into a dense fog that had settled down over the face of the country; but that was not an uncommon occurrence and it caused me no uneasiness, because I knew the road so well that the idea of getting lost never entered my head. Just before entering the yard we had to make a stop for a railroad crossing, and we used to shut off for this stop, generally, at a big barn situated close to a double road crossing, about half a mile back. This always made a good easy stop for us; with a good rail it was only necessary to set three or four brakes on the hind end and the thing was done in good shape. There was three road crossings between the last station and my barn and on this night I located them all without much trouble: I had them sailing along at a pretty good gait, expecting to see my barn loom up out of the fog at any instant and thinking how good it would feel to wash up and crawl in to bed after striking town exactly on time, when, horrors!! a switch light loomed up out of the fog, and clinkety clink the old girl went over a switch about a quarter of a mile from where I ought to have them to a dead stop. Well, maybe my heart didn't come up far enough to shut off my wind. I was so scared for a full minute that I could not see straight; but instinct helped me out. It was only about the fourteenth part of a second after I struck that switch until I had the caboose jacked up and the old girl working on sand in the back motion. I expected sure to run that crossing, and there was some danger in doing it, too, as there was a train due there on the other road just about that time, but I never knew the old girl to act better than she did that night; she seemed to take right hold of them from the start, and although I don't believe the train



crew had time to set brakes enough to do any real good, we came to a stop within about fifty feet of the crossing. I was over my scare by that time, enough to begin to look around me, and I cast my eyes over to the left hand side and found that engineer of mine sitting up there laughing at me. He made me mad by telling me that when I put her over, with the coal dust on my face, I put him in mind of a whitewashed nigger. It didn't take me long to recover my spirits after that. I haven't had any more scares like that since, nor I don't want any. The conductor came over ahead with the bills just as we were pulling into the yards, and the remark he made almost gave me the heart disease. He said: "that was a mighty good stop we (that we is what fixed me) made at the target." I could only answer, "yes, that's the way it looked to me."

But, talking about landmarks puts me in mind of something else. I know somebody will say this is a lie, because there have been stories similar to this one going the rounds of the press for a number of years, only varied some as to location and circumstances, but I can take my oath on a stack of Bibles of any size that this is a Gospel fact. I was running a locomotive on a logging railroad up in northern Michigan; there were ten crews of us who used to run five engines, working night and day week and week about, changing from the day to the night run, and vice versa, every Sunday. We hauled fifteen cars in each train, and made four trips from the skidways to the banking ground and return for a day's work. The road was operated by a telephone system, a box being placed at every side track, where the engineer of each train used to apply for orders from the train dispatcher at the central office as he needed them. There was nothing very arbitrary about this system of running trains, and the way some of us used to interpret our orders would have turned the best train dispatcher in Christendom into a raving lunatic in attempting to tell where all of his trains were at any given time, and, "thereby hangs the tale." It was to our advantage to get our four trips in as quick as possible, as that finished our day's work and we could then turn the engine over to the other crew and take a rest, and we used to take advantage of every circumstance that would put us ahead. When we got our load at the skidways we would get orders to meet one or two of the empty trains at sidetracks down the road, they having similar orders with respect to us. Well, we would jog them along as fast as possible and if our empty train was in the siding at the established meeting point, all right, we kept right on going; and if she wasn't there why it was all right, too, we kept right on going just the same. This was calculated to mix

things up; we generally met the empty trains between two sidetracks, keeping our whistles in operation so as to let them know we were coming, and then they were compelled to run ahead to the next sidetrack and let us by, and as we made time, or thought we did, by this practice it came to be the established rule with us, accepted by all without protest, except the kicker, "Big Pete." For the life of me I can't tell what Pete's other name was; I never heard anybody call him anything besides "Pete," or "Big Pete," and he was big, so big that he almost filled up the cab, and you never met him but he had a kick coming about something or other. He had formerly been a passenger engineer on some road running out of Chicago, the Northwestern, I think it was, but whiskey had got the best of him, and whenever he didn't have three or four drinks inside of his skin he saw things crossways and became grouty. Well, "Pete" didn't approve of our system of running trains, he said it was dangerous and liable to put some of us in a condition to get measured for a wooden overcoat if we did not stop it. He went to the dispatcher about it, but the dispatcher told him that he could do nothing about it and referred him to the superintendent. The superintendent was a person who knew a whole lot about sawlogs but not much about railroads, and he could see no particular danger in the way the trains were run, so he told "Pete" that as long as the boys made the trips all right he could not see as there was any particular danger in the system. He said "all you have to do is to watch out the same as the rest of them;" after that, "Pete" had to content himself with growling. One night, it was dark as pitch, I got orders to meet "Pete" at a certain side track down the road, and when I arrived there he was not yet in sight, but this time I lived up to my orders. I had a couple of pistons which were blowing pretty bad and I had got a few turns of packing fixed up all ready to slip in at the first opportunity, during the few minutes I had waited for my train to be loaded, and I made up my mind to wait for "Pete" this time and slip in a few turns of packing while doing so. I hurried up, all the time expecting "Pete" to show up around a little curve about a mile from the siding, and got one piston packed. Then I listened for "Pete" for a moment but could hear nothing of him. I slipped in one turn in the other piston so as to stop the worst of the blow, then I went to the telephone box and asked the dispatcher what he knew about "Pete." He said: "damfino anything about him, he pulled out of here like he didn't have no time to lose after I give 'im 'is orders, and he's had plenty time to git there fore this." I made up my mind that "Pete" was in the ditch somewhere,

and I concluded to pull out. I started, and had just got my train about half way by the switch, when I heard "Pete" whistle away down the road. I stopped and backed up to clear the switch, and in another minute "Pete" came rolling around the curve and was soon in the siding out of the way; when he pulled by he saluted me with, "whatin-helkepye." I met "Pete" the next day and asked what had been the matter with him the night before when coming back after making his second trip. He said, "Hub, there was nothin' the matter with me, but there must have been something wrong with you when you was so dam particular about living up to your orders as to wait a half an hour at a meeting point for an empty train." "Pete" had asked the brakeman on my train how long we had waited for him the night before on that trip. Well, that's all the satisfaction I could get out of "Pete," but the thing was too good to keep and his fireman gave it away a few days after that. Between the two sidings, the one at which we had orders to meet each other and the next one down the road, there was a stretch of perfectly straight and level track about three miles long; at each end of this straight track there was a slight curve and the siding where we met was about a mile from the straight track after turning the curve at the upper end, while the other siding was less than a half a mile from the curve at the lower end. When "Pete" turned the curve at the lower end of this straight track on the night in question, between the dense rows of tall pine trees that lined each side of the track, he saw what he took to be my headlight just turning the curve away off at the upper end of the straight track. "Pete" shut off with his usual remark, "somebody's goin' to get hurt yet with this dam fool way of running trains," and backed up into the siding which he had just passed. He waited a reasonable length of time for me to show up and thought it strange that he heard neither my whistle nor any sound from my train; he began to get suspicious that there was something wrong and told the brakeman to pull the pin and he'd take a run up to the curve with the engine and see what was the matter. When he turned the curve the second time there, in the same old place, was my headlight; but this time he made it out to be the full moon which had just risen, and he couldn't mistake it for a headlight any longer for it was now half way up to the tree tops. He got his train out of that side track pretty lively after that, and before morning he had sworn both the fireman and the brakeman to secrecy but they failed to keep their oaths. It was only necessary to say "moon" to "Pete" after that to throw him into a spasm.

W. P. Borland.

#### LESSONS FROM OUR WRECKS.

Some months ago I took occasion to call attention to the fact that the officers and men of the M. & E. division of the D. L. & W. R. R. could with truth be proud of their record, for in spite of the fact that it is one of the oldest roads in the United States, and has for years done a heavy passenger, freight and coal business, no passenger had ever been killed in its cars. But the article had hardly appeared and reached its readers when the sad accident on the Newark Meadows, on January 15, marred the hitherto fair record of the road.

It appears that during a dense fog (which is apt to hang over these meadows on winter and spring mornings) a passenger train, making its way to New York city with its daily load of commuters, was overtaken and run into from the rear by another train, also loaded with its daily patrons, and as a consequent result thirteen lives (all passengers) were sacrificed, besides some forty more or less severely injured, some crippled for life.

The road has been severely censured for not having a block signal, and it has been asserted that with block signals such accidents could not happen, and yet it is a fact that on another road, running over these same meadows, had a disastrous collision at a point not more than a half mile from the scene of the M. & E. road wreck, and this in spite of the fact that said road was equipped with a block signal. It seems strange that so little was said or heard about this other accident, although about the same number of lives were lost; but it may make some difference because they were "only immigrants," and the road used to be considered as owning the state of New Jersey. I think that fair play and no favors should be accorded to all, and if the M. & E. has established a good record, do not too hastily condemn them for one error or mistake, but give the officers a chance to show that they consider the safety and comfort of their passengers as paramount to all other considerations.

The precaution for rear-end collision in use on the M. & E. is the standing order for the rear brakeman to flag trains following his train, and to also place torpedoes on the track to warn the next train that the previous train has been stopped. The first part of this order is all right, for if one train from any cause is failing to make its time, and is thus running near the time of a following train, the flagman should drop off and flag the other train, and if this rule had been adhered to the accident would not have happened. Again, also, that slaughter of immigrants on the other road would not have happened if the block signal system had been properly managed and obeyed. This brings us back to the fallibility of the

human race—frail man, with his weaknesses, his foibles, his mistakes and his short comings.

Sometimes, when hard pressed and over worked, man asks: "What do the dispatchers take me for? Do they think I am made of iron or steel and will not tire?" This seems to imply that iron or steel mechanism would be better to rely on than fallible man, and no doubt this is true.

We have automatic machinery that performs its allotted task without failure, and even goes so far as to keep tally on itself, and present at the close of it day's work a record of its performance. There are those machines that turn out our envelopes about as fast as one can wink, then counts them into bundles of twenty-five and present them to the operator ready to pack away.

Water works have automatic registers giving the strokes of the pump and number of gallons pumped. Automatic meters measure the water or the gas consumed in a certain line of pipes, and all do it with unflinching accuracy, because they are iron or steel and do not get tired or fail.

Before going further, I wish to allude to the torpedoes which the flagman is to place on the track whenever he goes out to flag. The orders are that he is to go back about one-half mile and place a torpedo on each rail, then, when he is called in, he is to put another torpedo about half way to the train. Now, the orders to an engineer striking torpedoes are to bring "his train to a full stop" and "then to proceed with caution until the cause of the torpedoes is ascertained. Accordingly, a train striking torpedoes must be brought to a full stop, and if the flagman does his duty he will go back one-half mile and put on his torpedoes for the next train, and so on *ad infinitum*. I have had the luck to strike seventeen torpedoes in seven miles, and saw nothing of the flagman that placed them or the train that he belonged to. Suppose I had made those seventeen full stops, given my flagman time to travel one-half mile back and return to my train, and that each succeeding train lived up to the same rule, what would be the result? There would be a block of trains at that point trying to get over the road but not able to do it.

Torpedoes tell you that at some time some train has been stopped or ran slow at the point where you crack them, but whether it was five minutes or five hours since they were placed you have no means of telling. I have cracked some late on Sunday afternoon which could only have been placed by trains about 6 o'clock Sunday morning, and which, to my knowledge, had reached their terminus before 7:30 that morning, yet at 6 o'clock Sunday evening they warned (?) me of danger ahead! Under these circum-

stances what good are torpedoes? They tell you nothing definite.

While running an extra, or as some call it, a second section of a train, it was my fortune to follow a flagman who used to place torpedoes with great liberality. I tried to persuade him to adopt some sort of a system about it, for our mutual benefit. For instance, I said to him: "If you are on time do not put on any torpedoes, because I do not expect to run on your time, or if I come to a water tank near your time I shall be looking for you." "But if you are stopped and behind put on one torpedo for five minutes, two torpedoes for ten, and so on, one torpedo for every five minutes you are behind time, and then when I come along I can tell just how long you have been away." "This would be some satisfaction to me and ought to be to you, because you would know that you had given me some information." But after these talks he would go on his old way the same as before, and I could never find out where they were or how long they had been gone ahead of me.

The best satisfaction to an engineer is some definite idea of the location of the preceding train, and an invention got up by two conductors on our road, Messrs. Young and Davis, meets the requirement better than any block signal, and does it automatically; never failing so as to produce danger; if it ever should fail it would be on the side of safety.

In simple language, the system devised by these gentlemen consists of a series of clockworks, set up at suitable points along the road, and designed to run at regular time speed, and carry a suitable hand over a dial, numbered up to forty-five minutes. These hands are operated either mechanically or electrically, so that a dial can show for the spot opposite the post or by wire connection with a spot in the road a mile or more away.

In practice, a train passing a post with the clockwork wound up and running, depresses a small lever which breaks a magnetic circuit by which the hand is carried over the dial, and the hand is brought up perpendicular. As soon as the train has passed the hand commences to move from the perpendicular, and keeps indicating the lapsed time. When the hand stands horizontal to the right it will indicate that fifteen minutes have lapsed since the train passed. If the hand points down it will indicate a lapse of thirty minutes, and of course, when it reaches the other horizontal position, it would indicate forty-five minutes lapsed. As before stated, the post can be connected with the tripping arrangement by wire, and could thus send back its message to the following train that the preceding train had reached and passed a

point a mile or more away so long ago.

In actual practice we will assume a post set at the side of a piece of straight track, and connected to the rail at that point. An engineer sees the hand at fifteen minutes and knows that the preceding train has been gone that long. He next finds another post along the straight piece and finds it at ten minutes. This would show that the other train was not making its time, and would cause him to watch for the next indicator. Now suppose at the end of the straight piece we have a deep cut and a sharp curve, and that a point beyond the cut and curve was electrically connected to a post near the end of the straight line, and that its pointer also showed ten minutes. The engineer having definite news of the train ahead, need feel under no apprehension of finding a rear end, and being obliged to use the emergency stop.

If the clock should stop, or the magnet or electricity fail to work, the hand would remain at twelve, or perpendicular, and indicate danger, and the engineer would proceed with caution to the next post, and as it is not presumed that they would all fail at once, he would get the proper information there and proceed accordingly.

Having carefully studied the patent papers of this invention, it seems to me as if it were far ahead of anything yet out in the way of a block signal, as it is entirely automatic in its action, and gives definite information about lapsed time, which no block system has ever attempted to give.

Wm. Weiler.

#### No Communication Between Train Pipe and Gauge.

MR. EDITOR:—I wish to inform Andrew Reid that there is no communication between the air gauge and train pipe when the engineer's valve is on lap. When you pump up the maximum pressure, and lap the valve, and open train cock on back end of tender, your black hand will fall owing to a leak in the rotary valve, due to its routine motion, and not from train pipe. It can also be proven by opening the train pipe cock at front end of engine. Now we will try it with a train. Take a train, say of 20 cars, and make a reduction by service application of ten pounds then bring valve back on to lap, and see if black pointer does not remain stationary, though the train pipe pressure is escaping from train pipe below piston 17. My object in presenting it to the MAGAZINE was to bring out all possible argument, as nothing creates more interest like a spirited argument, especially on that important subject of the "Air Brake" where it is settled beyond a doubt that it will be an important feature in the examination of firemen for promotion. Another point in the handling of the air brake,

is why does a service application hold better sometimes than an emergency. This is caused by the check valves in the triple valves leaking. When you make an emergency application, the train pipe pressure enters the brake cylinder through the check valve, uniting with the reservoir pressure, giving a pressure of 60 lbs. per square inch on the piston, and as soon as the pressure becomes equalized, the check seating prevents brake cylinder pressure re entering train pipe. But as these check valves often leak, the cylinder pressure feeds back to train pipe through the leaky check, which of course releases the brake. To test this point make an emergency application, leaving the handle of valve in the emergency position, and walk back and notice what cars have their pistons in release position, or releasing slowly. And those that are releasing can be counted upon as having a leaky check valve.

BALTIMORE, MD. *Walter C. Garaghty.*

#### A New Definition of Clearance.

MR. EDITOR:—I wish to take Mr. Garaghty to task in regard to some of his answers to the examination chart questions recently propounded by *Locomotive Engineering*. Some of Mr. Garaghty's answers are excellent, while others, which I shall criticize, are very misleading. I would like to have every reader of the Mechanical Department of the MAGAZINE preserve their copy of the April number and watch the controversy, as Mr. Garaghty will doubtless defend his position.

In regard to disconnecting an engine, I shall advance some ideas which I have practically demonstrated, to my own satisfaction, and to the satisfaction of master mechanics I have worked for, to be a great improvement over the old idea that a great many men seem to entertain, to-wit: that if anything happens out on the road, no matter where or how the first and only thing that can be done is to disconnect. While on this portion of my argument I shall not try to prove anything by the indicator; yet, as a whole, it will play an important part. Too little is known about that little instrument from the ash pit man to the bloated bondholder. And what an opening of eyes there would be among those latter gentlemen if they could get a few cards from their managing and financing departments. There would be an entire new distribution of—well, it might not be—steam ordered at once.

To begin, I shall take Mr. G.'s first question and answer, "What is clearance?" "Clearance in a cylinder is the space allowed for the piston to clear the cylinder heads when engine is on the centre." Mr. Garaghty has not answered the question at all. His is no more a proper definition of clear-

ance than it is proper to say that a wedge is "stuck up." Evidently Mr. G. has never had any experience in working up indicator cards. If he has he merely gives his definition to provoke controversy. All first class engine builders, when economy is the object to be attained in the distribution of steam, claim, and the indicator proves it, that one of the most important points in the economical distribution of steam is to construct the position of valve and steam ports so as to reduce the clearance to a minimum. Now I hope the engineer or fireman who has accepted Mr. G.'s definition will, right here, stop and ask himself, what has the position of valves and steam ports got to do with clearance? If he studies it out for himself he will have a definition of clearance that will be worth more to him than any other he can get. Concisely stated, clearance is the space from the piston, engine on center, through steam ports to valve face.

Arthur L. Parshall.

ALBUQUERQUE, N. M.

#### To Run by Air Pressure.

MR. EDITOR:—In answer to J. M. Bunker's questions in the March MAGAZINE, I would say that air enough could be accumulated to run the engine the last mile by placing the reverse lever in back motion and opening the throttle, until engine is nearly stopped. Then throttle should be closed and lever put in forward motion until sufficient headway is attained to repeat the former operation. In this way sufficient pressure might be accumulated to run the engine last mile. Second, The air pressure will overcome the steam pressure. Third, No; as the principle on which the injector works is that of the condensation of steam, and water will not condense air.

J. W. Cook.

OLEAS, N. Y.

#### Questions on Brake Handling.

MR. EDITOR:—I would like to have some of your correspondents answer the following questions: First, Suppose you are pulling a passenger train of four cars, all equipped with the Westinghouse air brake. The cylinder on the front car is 10x12 with seven inch piston stroke and leakage groove in cylinder. The rear car has a 10x12 cylinder with a three inch piston stroke and no leakage groove in cylinder. Now, suppose you make a service application of eight pounds, will you get more pressure in the front car than in the rear one, or will the pressure be equal? Second, Suppose you have a car with a three inch piston stroke and no leakage groove in cylinder. You make a reduction of about eight pounds and get about 62 pounds in brake cylinder. Now,

if instead of this slight reduction you make an emergency reduction, will the pressure in the car cylinder exceed that of the train line or auxiliary, train line pressure not to exceed seventy pounds?

BRADFORD, PA. James W. J. Droney.

#### The Varied Uses of Electricity.

According to the account given by a correspondent, Great Falls, Mont., appears fairly entitled to the distinction of being called the Electric City. At Black Eagle Falls, three miles above the town, an immense dam has been thrown across the Missouri, and hydraulic works and power-houses erected. Not only are the street cars propelled and lighted by electricity from the power-houses, but they are heated as well by electric radiators placed in each car. Elevators, printing-presses, cranes and all kinds of machinery are operated by the ubiquitous force. There are automatic excavators, electric pumps and electric rock-crushers. A not uncommon sight on the streets is a mortar-mixer attached to an electric wire leading down from a pole. The restaurants cook by electricity, the butcher employs it to chop his sausages and hamburger, and the grocer to grind his coffee, and so likewise does the tailor to heat his goose. The subtle fluid is a welcome blessing in every home; the housewives run their sewing-machines and heat their flatirons by electricity; they bake their cakes in wooden electric cake-ovens that can be set away on a shelf like paste-board boxes. They have electric boilers and broilers and teakettles. What a singular anomaly when one pauses to think of it; that of broiling steaks and heating flatirons through the instrumentality of a waterfall!—*Engineering Magazine*.

MR. EDITOR:—In answer to J. A. Harrell's question asking which would release the easiest, the six inch or eight inch piston travel: The eight inch will release the easiest on account of the air equalizing at a lower pressure. If Mr. Harrell is a good operator he can release the eight inch piston and hold the six inch piston by restoring train pipe pressure equal to that in auxiliary in each case.

GRAND RAPIDS, MICH. L. A. Ogden.

It is not generally known that India rubber expands by cold. This was shown by Professor Dewar at a lecture recently. A piece of rubber tissue was stretched like the head of a drum and cooled locally by the application of a pad wetted with liquid air to minus 180° or so. Whenever touched by the cold pad the rubber expanded into puckers, which stretched tight as the rubber got warm again.—*The Engineer*.

**The Richmond Compound Locomotive.**

In our last issue we gave a description of a trial of the Richmond Locomotive Works' two cylinder compound, which has been doing some good work of late in regular service. Reference was then made to the fact that some interesting figures showing its performance in comparison with sixteen simple engines of the same series and carrying the same pressure, which figures we were not at that time at liberty to publish. We have now obtained permission to do so and present them without comment:

	General Average sixteen simple engines.	Compound 421.
Engine miles—freight . . . . .	2,844	1,128
Miles to one ton of coal . . . . .	16.91	24.00
Miles to one pint of oil . . . . .	10.56	6.06
Pounds of coal per engine mile . . . . .	118.27	83.33
Car mileage . . . . .	63,575	26,694
Average cars hauled . . . . .	22.4	23.7
Average cars hauled 1 mile per ton coal . . . . .	379 0	568.8
Pounds of coal per car per mile . . . . .	5.29	3.52

—Locomotive Engineering.

THE Sunday rest reform on railways has not been entirely abandoned, although it must be confessed that of late years the tendency has been rather to increase than diminish train movement on that day. All managers admit the desirability of giving every man one day's rest in seven, and some of them have practically discontinued freight service on Sunday. The New York Lake Erie & Western railroad has issued an order to hold all common freight trains in the yard from 12 o'clock Saturday night to 12 o'clock Sunday night every week in the year, only the necessary crews to handle fast and perishable freight being kept at work. The passenger service also has been greatly modified so that the station agents and telegraph operators will get a few extra hours' rest Sunday. The order affects nearly 8,000 men, half of whom will get an entire day's rest, the other half being required to work only two or three hours Sunday. We believe that this arrangement will increase efficiency, safety and economy in the Erie service and greatly promote the happiness and welfare of the employees.—*Railway Age*.

Is a circular issued by the Traveling Engineers' Association, calling for information on the operating of locomotives, the question is asked, What is the average time your engines are waiting for trains? This is a small question with a big tail to it. On some roads the engines are expected to be sent to the starting point for the train at

the schedule time, and then they often stand for hours waiting. In this kind of waiting service, coal is burned sufficient to pull the train over a considerable part of the trip. With the telegraph system now in use there is no excuse for keeping engines waiting in steam for hours to take out trains that are late. It indicates bad management if the motive power department is not kept informed of the hours at which trains may be expected to arrive. This useless waiting for trains wastes more fuel than those responsible for it are aware, besides keeping crews on duty many extra hours. The expensive leak ought to be stopped, and the Traveling Engineers will do an important service to railroad companies if their investigation directs attention to the magnitude of this waste.—*Locomotive Engineering*.

ALTHOUGH the intramural elevated railway at the world's fair seemed to be a demonstration of the adaptability of electricity as a motive power, yet it is said that the managers of the Metropolitan elevated road which is soon to be opened in this city have given up the idea of employing that medium, after long and careful investigation, and will use steam locomotives. Yet elevated railways possess certain manifest advantages over surface roads for the transmission of power by wires. Evidently engineers have grave problems yet to solve before the manifest destiny of electricity is realized. Two or three more elevated roads are already proposed in Chicago, and a sub-railway to form a loop road under the center of the city has been chartered, so that there is still a wide field here for inventors and experts in electricity.—*Railway Age*.

ELECTRIC locomotives are proving themselves to be well adapted for use in coal and other mines, and they now furnish the motive power for hauling cars in about 30 mines in the United States. They are designed to occupy but little, if any, more space than the cars they haul. With any other method of traction considerable more height and width is necessary. In coal mines in which there are narrow seams this is especially noticeable, as much rock has to be blasted away to admit of the passage of mules. By using electric locomotives the blowing down of the roof is entirely done away with. The increased speed also permits a larger tonnage to be taken from the same outlet, and with fewer turnouts, switches and cars.—*National Car and Locomotive Builder*.

THE elevated railroads of New York city carried 8,000,000 more people during 1893 than during the previous year. The figures for 1892 were 213,000,000 passengers carried.

while 221,000,000 passengers were carried during 1893. Twenty new engines were ordered during the year. The number of passenger coaches employed in the service is 1,116, and 75 new ones were added during the last four months. Improvements in the structure continue to be made, and the light 50 and 60-pound rails are being replaced by 90 pound rails. The locomotives consume over 200,000 tons of the best white ash anthracite per year. The coal makes no smoke. Over 3,000 trains per day are run, the exact number being 3,300. The employees number 5,000, and all are paid by the hour. Twelve hours is the longest time any man is required to work per day on the roads. The maximum pay is \$3 50 per day. Engineers earn \$100 per month.—*National Car and Locomotive Builder*

A LARGE proportion of the cities of this country are in a chronic condition of complaint at the exorbitant price charged by the gas companies for gas. That the complaints are well founded is proved by the citation of instances where, through the restraining influence of legislation, the price is much lower. This high price is bad where workshops are lighted by gas, and it is particularly bad for the small gas engine trade. The gas engine is one of the most popular means of furnishing small power, and can very well hold its place if it has a fair chance in the price of gas. But, handicapped as it is in many cities, it is at a disadvantage that does not belong to it by right; unnecessarily high price for gas is a detriment to a hundred small manufacturing interests in a large city, and it looks as if the outcome would be that cities will find themselves compelled to furnish gas as well as water to the citizens.—*American Machinist*.

LAST July we made the remark, in commenting on the discussion by the Association of Master Mechanics on the compound locomotive, that from the mass of contradictory testimony it was difficult for an unprejudiced observer to tell "where he was at." Recent reports from widely different sections of the country, show that a very decided saving of fuel is effected by the compound. This seems to be assured, but the unprejudiced observer is still looking for data regarding expense for repairs, and on this point information seems to be difficult to procure. There seems to be no good reason why a well-designed compound should be more expensive to maintain than a single engine, except in the matter of the larger cylinder; but the very fact that they are new, that none has ever worn out, and that repair records are not published serves as a check upon their introduction.—*American Engineer*.

THE new engines recently built by the Pittsburgh Locomotive Works for the Manhattan elevated are the largest yet used on that road. They are designed to haul a load of five cars weighing 29,000 pounds each, or 145,000 pounds in all, on a grade of 2.5 per cent., and at a maximum speed of 25 miles an hour. The Belpaire firebox is largely used on the road, the first engine equipped with it being built in 1887, and in the new engines there is a combination of the Belpaire firebox and the extended wagon-top boilers. The first combination of the Belpaire firebox with an ordinary wagon-top boiler was employed on the Brooks eight-wheel express engines built for the Exposition Flyer on the Lake Shore & Michigan Southern railroad. The new engines have driving wheels 3 feet 6 inches in diameter, cylinders 12x16 inches, and a boiler with a working steam pressure of 140 pounds, and Eames vacuum brakes. The total weight of the engines is 47,000 pounds, of which 33,000 pounds are on the drivers.—*Railway Age*.

THE air of this country seems to have a beneficial effect on Italians, at least they are moving against the padrone system by which the latter pockets just about half the money paid to laborers by the city of New York, and gets a big bonus for supplying contractors and corporations with laborers. The whole padrone system is scarcely removed from slavery, and is much worse in some respects.—*American Machinist*.

#### Measuring High Temperatures.

Professor Roberts Austen, in England, has recently devoted much attention to the measurement of very high temperatures, and has obtained results of great interest in connection with the molecular structure of alloys. He has now turned his attention to providing a recording pyrometer for use in works, and this new instrument he exhibited together with some remarkable photographic curves obtained by its aid. The pyrometer itself is a thermo-junction of platinum and platinum alloyed with rhodium; this is attached to a galvanometer and the spot of light from its mirror is received on a revolving drum covered with sensitized paper. The curves exhibited gives a 24 hours' record of the variations in the temperature of the blast supplied to furnaces smelting iron. It is thus possible to account for variations in the working of these large structures, and by insuring regularity of work to avoid the occurrence of these variations; also to effect economies of fuel.—*American Engineer*.

THE total amount of new track built in the United States in the year 1893 is 2,585 miles; in Canada, 433 miles.

## WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER.

Letters for publication should be directed to Mrs. Ida A. Harper, Stanford University, California.

### JUNE.

Brightest month of all the year:  
Beautiful fragrant June.  
All things seem happy since she is here.  
Bright, merry month of June.

Now the rose of perfume sweet,  
Scent the balmy air;  
Now the wild flowers at my feet  
Seem to me more fair.

Now bright birds of every hue  
Through the shady grove;  
Now the sunlight on the dew,  
Lingers as with love.

Roses, sunlight, birds and flowers,  
Are to drive dull care away;  
But still there's one sad thought in June:  
"She too must pass away."

LEADVILLE, COL.

Nellie Lawless.

### THE PRESENT STATUS OF WOMAN SUFFRAGE.

Every one who follows the history of current events through the daily reading of the newspapers, must admit that the question of woman suffrage is becoming an important issue in the affairs of this country. There is scarcely a session of the legislature in any state that is not called upon to grapple with this subject, and it crops up, in one form or another, at many of the conventions and associations held for various purposes. People are understanding more fully than ever before the power that lies in the ballot, women are entering more actively into business and public life, and are beginning to realize the disadvantages of being without this influence. Since our last writing, the Iowa legislature has granted municipal suffrage to women with some property qualifications, and the bill awaits the Governor's signature. It passed the senate by a vote of 27 to 20, and the house by 51 to 39. We shall be able to give more particulars hereafter.

In Colorado the women have exercised the suffrage in the municipal elections for the first time, and the newspapers are full of commendation. None of the dire occurrences predicted have taken place, but the papers in all parts of the state compliment the women for their dignity, their business-like methods and their large vote. At Denver, in a majority of the wards, more than half the vote was cast by women; at Colorado Springs more than one-fourth more ballots were cast by women than by men. At Greeley and at Montrose women were elected city treasurers. The papers state that in many places there were flowers on the judges tables, and in one ward in Den-

ver the election was held in a conservatory. The Colorado Springs *Evening Telegraph* says: "Yesterday's results are a strong evidence of the power and efficacy of the woman's vote upon the side of good government." The Boulder *News* says, "It was an ideal election in every way. There was an air of refinement and courtesy that could be better felt than described, due to the presence of the ladies, and it was the general sentiment that the experiment of woman suffrage is already a success, and if the question were submitted again to-morrow, there would be few to vote against it." Scores of such extracts might be quoted. The Associated Press dispatches, which are supposed to be without bias, speak in complimentary terms of the success of woman suffrage in Colorado. The dreadful things that would occur when women were given the ballot have been held up as a bugbear, these many years, to frighten women from asking for it and men from granting it, but in every instance where they have voted the testimony is similar to that of Colorado. The practical test surely should be able to refute the foolish arguments which no longer ought to have any weight. And yet in the very face of this unimpeachable testimony from Colorado comes the action of the Massachusetts legislature refusing to grant municipal suffrage to women. There are no more highly educated and capable women in the country than in the state of Massachusetts; they pay taxes on millions of dollars of property, thousands of them are wage-earners, and yet they have been going before the legislature for eighteen years asking for a representation, and have been refused. Fifteen years ago they were granted school suffrage but anything more has been persistently denied to them. This year it looked as if they might secure their bill. In spite of every obstacle that could possibly be interposed, the bill passed the house of representatives by a clear majority of 122 votes and, although it was three times debated and three times voted upon, it held this majority for two months. When it came to the senate, one of the most powerful and persistent lobbies ever known in that body conspired to defeat it, headed by such men as Henry Cabot Lodge and ex-Governor Robinson and backed by the Liquor Dealers' Association. It is said that the latter raised a fund of \$20,000 to defeat the bill. The Boston *Herald*, which fought it bitterly, had the decency to protest against the manner in which it was defeated. It says editorially: "There is little doubt that, if it had not been for the liquor influence, the vote of a majority of the senators would have been in favor of municipal suffrage for women, and if there is no other way of putting a curb upon a thoroughly corrupt and corrupting influence in politics,



it is not impossible that in a year or two more, female suffrage may be carried through simply as a popular protest against this pernicious form of legislative dictation. But still the *Herald* stood shoulder to shoulder with the liquor element in opposition to granting women the right of representation. Notwithstanding the tremendous opposition the vote in the senate stood 23 to 13. A change of six votes would have carried the bill.

The speeches of the opponents were very amusing. One member opposed the bill because women are very conservative and their vote would not change affairs any; another, because women were so radical they would turn everything upside down; one, because the women would carry the state for prohibition; another, because women would become a tool in the hands of the rum power; the republicans, because the women would deliver the state to the democrats; the latter, because the majority of the women would vote the republican ticket; one member voted "no" because women would not use the ballot if they had it; another, because the women would all rush to the elections and leave their homes and children unprotected; one, because the franchise would make the ladies masculine and unwomanly; another, because he did not want any "hysterical voting." Do these things sound incredible? They are copied from a stenographic report of the debate. One speaker after another declared that "only a few misguided women wanted the ballot," although individual letters asking for it had been handed in to the committee signed by over 40,000 women. They declared that the people of the state were not in favor of it, although petitions had been sent to the legislature signed by 200,000 names. One member, Mr. Hayes, of Lowell, declared that "the quarrels that would arise from the passage of this act would require an insane asylum and a divorce court to be erected in every municipality in the commonwealth." He did not state just how he would "erect" a divorce court.

And so, after this burlesque was ended, the bill was voted down. If every man in Massachusetts represented himself and one woman by his vote, there would still be 43,000 women unrepresented, as there are that many more women than men in that state. But how can a man represent himself and a woman at the polls, any more than he can represent himself and a father or brother or son? If he cannot do this, then there are 700,000 persons, over 21 years of age, in Massachusetts who are deprived of representation.

In the progressive state of Kansas school suffrage was conferred upon women before the war. In 1887 they were granted the municipal suffrage. Now after thirty three

years trial of the one and seven years of the other, the legislature has submitted an amendment to the votes of the male citizens to give to women the full suffrage. The three political conventions, Republican, Democratic and Populist, will meet in June and early in July. It is earnestly desired that each of these conventions shall declare for woman suffrage, and for this end the speakers and leaders among the women suffragists are bending every energy. They are greatly in need of money to pay the expenses of speakers, literature for distribution, etc. During the many years of its existence this department has never asked for money for any purpose, but we think it is justifiable to suggest that those of our readers who are interested in securing suffrage for women can very materially assist by contributing to the Kansas campaign. The general officers of the National Woman Suffrage Association have prepared a Lucy Stone Memorial Box, which will be sent upon receipt of five cents. They are to be used for collecting small amounts from one's individual friends, and will be opened on Lucy Stone's birthday in August. We hope that all of our readers will send for one or more of these boxes and see that they are filled. Your gentleman callers will respond liberally to your request for dimes and quarters. Address Mrs. Harriet Taylor Upton, Nat. Treas., Warren, Ohio. At the municipal elections held in Kansas this spring the woman vote was the largest that has ever been cast. The great majority of voters were among the most respectable women in every community. The vote was divided among all political parties, but it was almost unanimous in favor of law and order. There is, however, an undercurrent of opposition to giving Kansas women the full suffrage, for various reasons, and the battle will not be won without a fight.

Before this reaches our readers the Constitutional Convention of New York state will have met and the question of striking out the word "male" as a qualification for voters will have been settled. A vigorous campaign is being made and, in the city of New York, an unusual feature of it is the interest that is being taken by the prominent, wealthy and fashionable women. Heretofore they have kept aloof from the movement, but now, to quote Mrs. Livermore, "they have caught the divine contagion of an intense desire for justice," and are rushing about with petitions, holding meetings in their handsome parlors, organizing committees, opening headquarters and displaying great energy and enthusiasm. Among the active workers are found Bishop Potter, Dr. and Mrs. Rainsford, Mr. and Mrs. Russell Sage, Mr. and Mrs. Rockefeller, Frederic Couderc, Rabbi Gottheil, Rob-

ert Ingersoll, William Dean Howells, and a long list of equally distinguished individuals. It is amusing to read, in this connection, from the New York correspondent of the *San Francisco Chronicle*, that "professional agitators, like Susan B. Anthony, are kept in the background." Miss Anthony has spoken in every county in the state of New York, sixty of them, and is universally recognized as the bone and sinew of the movement. She is in demand from every quarter, and is speaking five times a week. As soon as the New York campaign is finished, she is booked for one hundred and twenty-five speeches in Kansas. This does pretty well for a woman seventy-three years old.

We have given an unusual amount of space this month to the subject of woman suffrage, because the present time seems to mark an important epoch in its progress.

#### A NOTEWORTHY SCANDAL.

As this article is being written, the decision of the jury has just been rendered in the Pollard-Breckenridge breach of promise case at Washington, D. C. The plaintiff gets a verdict for \$15,000. She will never receive any money, for the defendant belongs to that improvident, spendthrift class of public men who spend their income much faster than it comes in, deplete the pocketbooks of their friends, and live on credit as far as it will go. She has obtained, however, what is far sweeter than money, viz: revenge. It was for this alone that the suit was undertaken by a desperate woman, and we believe that when all the circumstances of the case are understood the average man and woman will not find it in their heart to blame her for pursuing the course she did. She had nothing to lose out of the wreck of her life, and she determined that the man who was responsible for this should go down with her. This may not be in accordance with certain scriptural injunctions, but it is a phase of human nature in which we can not help but sympathize, even though our higher moral convictions may declare against it.

The details of the case are no worse than daily confront us in the newspapers, and we would have passed them by without a reading but for the prominent position which, for so many years, has been held by the defendant. The circumstance of his being a member of congress would not cause his immoral career to excite surprise, for it is a deplorable fact that the lives of many congressmen are anything but models of virtue and integrity, but Col. Breckenridge always has posed as a man of the highest standard. His speeches have been replete with lofty moral platitudes, he has kept his church membership prominently before the public, he has gone about

over the land addressing Young Men's Christian Associations and Sunday school celebrations, and with fine southern chivalry has posed as the protector of defenseless women. And yet all these years he has lived a licentious and corrupt life, grossly unfaithful to his marriage vows, dishonoring the memory of his dead wife, and bringing in a second innocent wife to share his shame and disgrace. We do not have to depend upon the testimony of Madeline Pollard for this knowledge, Col. Breckenridge himself admits it upon the witness stand, without a blush or the quiver of a muscle.

One can scarcely recall anything approaching in its brazen effrontery the testimony of this man. He admits that at the beginning of their acquaintance he was nearly fifty, the girl under twenty, he a member of congress, a pillar in the church, she in boarding school, always taught to regard him with respect and reverence. He had a wife and a family of children. "No man in America had less excuse for such an action than I, with the domestic surroundings I then had," he declares on the witness stand. For nine years the relations were continued and, during this time, the Colonel introduces his mistress to the young girls of another boarding school; he takes her to the house of an old friend, an estimable widow, and, vouching for her purity, secures her a home there; he indorses her as a person of good moral character when she wishes to obtain a government position; the two children which result from these relations are disposed of without delay; within a week after his wife's death he is consorting with and promising to marry this girl; finally, he takes her to New York, registers her at the hotel as his daughter and lives with her up to the very day when he marries an estimable woman.

It would be hard to paint a blacker picture than this, and yet all the excuse that this man offers was the one originated by Adam, "The woman tempted me and I did fall;" and his sole endeavor to escape was based upon the unsuccessful attempt to prove that she had been betrayed before he met her. He made no charge that she was ever untrue to him during the nine long years that followed. A fitting climax to this most disgraceful story was the speech of defendant's counsel, Col. Phil Thompson, himself at one time on trial for having committed a murder. The press reports tell us that his anecdotes were unfit for publication, and his sneers at the seventh commandment called forth a universal protest. He justified his client's action, declaring "Both were pursuing a course of immorality agreeable to each other and telling any little lies that came along to

help each other out. Every man in the court has told lies about these little domestic matters. I don't see why this man, who is no worse than the rest of us, should be punished just because he was found out."

And now we have, standing out in clear and beautiful relief against this dark background, certain features which lift us into a higher moral atmosphere and revive our faith in humanity. First, is the attitude of the press; almost universally has it condemned the Breckenridge standard of morals. This has not been the expression of the religious press alone, but of the secular, also. There has been no attempt to palliate or condone the immorality of the defendant, but there has been an almost unanimous voice of scorn that he should attempt to save himself by still further degrading the woman he ruined, and a demand that he should retire from public life. A second admirable feature is the stern, inflexible and austere bearing of Judge Bradley excluding, as far as the law would permit, the vulgar curiosity-seekers from the court room, restraining any undue exhibitions by counsel or witnesses, and keeping the case as much as possible within the bounds of decency. Third, is the courageous and highly commendable speech of Judge Jere. M. Wilson for the plaintiff. He declared the principle, which the world is only just beginning to recognize, that there must be but one standard of morality for both men and women, and that the man must share with the woman in the results of sin. He characterized the plea of Adam laying the blame on the woman as that of a craven and a coward. It was a brave speech which deserves to be engraved on tablets of stone. Fourth, is the verdict of the jury. It is in the highest degree creditable to them that they made no compromise with infamy. If all men are guilty, as Col. Phil Thompson declares in his speech, it would not have been strange if a portion of this jury had sympathized with the defendant, but it is to their everlasting credit that they put a unanimous seal of condemnation upon his hypocrisy and depravity. Fifth, is the action taken by the women of the country. From far and wide comes denunciation of Col. Breckenridge's immoral life and shameless acknowledgement of it. Flowers, letters of congratulation and resolutions of approval have been sent to Judge Wilson by ladies of the highest social standing. At Lexington, Ky., a petition to congress to impeach Col. Breckenridge is being signed by many distinguished women. Many organizations and societies have made this the occasion of declaring that men and women must be measured by the same standard of morality.

From these observations we must con-

clude that this great scandal case has not been wholly demoralizing to the public. It has opened up some social questions which needed revising. An object lesson like this is of more weight than a story or a drama. It carries its moral for both women and men, that the wages of sin is death in one form or another. Whether or not congress takes any action in the matter, Col. Breckenridge will never regain his former prestige in that body. Whether he is re-elected remains to be seen. He probably will seek a re-election as a vindication, and his constituents may stand by him to prove the truth of Col. Thompson's declaration that all men are sinners in this regard, and must stand by each other. We venture the assertion that if the women of his district had a vote they would not choose to be represented by this man. The suggestions to his wife that she secure a divorce at once are very impertinent. That is a strictly private matter for her alone to decide. The fact that she would drive down Pennsylvania avenue with Col. Breckenridge while the newsboys were crying the verdict indicates that she means to remain with her husband. That he should subject her to this ordeal shows the supreme callousness and brutality of the man. The weakest part of a woman's nature lies in her affections, but, since herein also is her greatest strength, we can not criticise. All right-thinking people will hope that the principals in this revolting case will retire from the public gaze and keep out of sight. It has carried its lesson, which should be remembered and heeded, but the actors and the scenes in the melancholy spectacle should be forgotten as soon as possible.

#### BE OF GOOD CHEER.

A reply to "The Heart's Secret Chamber," by Nellie Bloom, in April MAGAZINE.

Your poem has a mournful strain,  
It speaks of sadness, dark and drear,  
Of uncheered loneliness, rayless night,  
And friendship's severed ties, once dear.  
Oh, would that I could give you cheer!  
Bring back those happy, by gone years,  
Breathe gladness into your tired soul,  
And brush away the crystal tears!

Open "The Heart's Secret Chamber," friend,  
And let in the bright, shining sun:  
It may bring gladness to those smiles,  
And joy may be partially won.  
I do not think that it was meant  
That sorrow should our portion be,  
For sweet contentment fills my heart,  
And love for love is given me.

It is not gold or precious gems,  
That give me happiness and joy,  
But friends, a loving husband, dear,  
And a darling, dark-eyed, baby boy.  
Oh, why be sad? for nature smiles  
Alike on all, if you but see,  
Why should the Father not be kind  
To you as well as unto me?

NEEDLES, CAL.

Mrs. A. D. Ensign.

### DRIFT OF THE MONTH.

The number of women physicians is rapidly increasing in all parts of the country. In Boston there are a number whose income is expressed by five figures. This year twelve southern women will graduate from the Woman's Medical College of Pennsylvania. It is accepted now as eminently right and proper that women should practice medicine, but when they first attempted to enter this profession, in this land of the free and home of the brave, the opposition was so great that they had to go to Vienna and St. Petersburg, in Europe, to obtain their education.

On the last day of its session the general assembly of Kentucky passed what is known as the "Husband and Wife Bill," and it was signed by Governor Brown. This bill wipes out the disgraceful property laws relating to married women which have always prevailed in Kentucky. It gives to the woman entire equality with her husband in the ownership and control of property. She can make a contract and carry on business in her own name. A widow and widower are given the same rights in the estate of the one deceased. It is a radical measure and a great credit to the members of the Kentucky legislature.

Mrs. Zerelda G. Wallace, one of the beloved mothers in Israel of the temperance and suffrage cause, is as truly a friend of men as of women. She expresses herself thus beautifully:

I rejoice over the results of the woman's suffrage campaign in Colorado, not so much that the women have the suffrage as because the whole thing shows the progress and development of men quite as much as of women. Talk as much as we may of the progress of women, the whole question resolves itself into this: That until men grow just, broad and grand, they will never deal righteously with us or themselves. Hence I feel that the attitude of the men in Colorado is the most hopeful feature. It is only the beginning of the end. Let us thank God and take courage. Humanity will in time reach its high destiny and vindicate its claim to divine origin.

The Young Woman's Christian Association of Boston conducts an excellent training school for domestic service which this year will have forty-four graduates. Its various classes have contained 800 students. It also conducts a Traveler's Aid Society which has assisted more than 1700 young girls. These are only two features of the splendid work it is doing. Our young people should remember this when they are inclined to sneer at religious institutions. While some of them undoubtedly are open to criticism, yet much if not most of the charitable work of the world will be found to be under religious auspices.

After a long and patient struggle, the Woman's Council of Cleveland, O., has at

last succeeded in securing police matrons for that city. Two excellent women have been appointed, one of them a widow with a mother and two little children dependent on her for support. She will receive \$666 a year, just two thirds the salary of a policeman. Fifty-five dollars a month is not a great deal for the support of four persons. Cleveland is to be congratulated on this new departure, however, and, after a year's experience, she will wonder how she did without women police matrons.

Mother Husband, the famous war nurse of the army of the Potomac, recently died in Washington city. She was the granddaughter of William Morris, one of the immortal signers of the Declaration of Independence. While her two sons were fighting at the front, she was devoting her life to the hardest kind of hospital service, which she continued till the close of the war. Did she not serve her country as effectually as any soldier in the ranks?

Rev. Anna Shaw is the only ordained Methodist minister in this country, and she is also a very witty and forcible lecturer. She is often called upon to perform the marriage ceremony and, in a recent speech before the Association of Pilgrim Mothers, she said:

I never use the word obey in the marriage ceremony. I wouldn't marry a woman that was such a fool as to promise to obey a man in everything and mean it. I wouldn't marry a woman that was such a liar as to promise to obey and not mean it. There is nobody that knows so much about the duty of a wife and mother or is so ready to tell what he knows as a very young man who has never tried being either one.

### A recent writer says:

Pecuniary equality will be the natural result of political equality; but while we are laboring for the latter, the woman who contemplates marriage should have a clear and candid understanding with her intended husband. If he is not sufficiently enlightened to perceive that she has an equal right with him to the common property, then she should teach him the lesson. If she cannot do so, she had better avoid a closer connection with him. A business arrangement should be made, by which the income is divided into three parts, one for current household expenses and one for each partner in the firm. When children come there should be a fourth division for them.

This is sound doctrine, and applicable in all households.

The Dundee (Scotland) Courier has dispatched two lady correspondents around the world to investigate, in the various countries, the questions of woman's work and wages and other questions of interest to women. They expect to travel about 25,000 miles, and their investigations will doubtless prove to be of great value.

A number of towns in Massachusetts have elected women as overseers of the poor. They are better fitted for this position than

men, as their judgment is usually more correct in regard to the amount and kind of relief that should be given, and they are more careful and economical in the expenditure of money.

#### NOTES.

We take pleasure in acknowledging the receipt of the wedding cards of our admired contributor, Nora Bull. She was married at her home in Prairie du Chien, Wisconsin, April 5, to Edwin T. Froelich. The cards announce that they will be "at home" in Froelich, Iowa. We extend warmest congratulations and wishes for a long, happy and prosperous married life. We hope the new wife will not allow her gifted pen to grow rusty from disuse, but that we may hear from her again when the honeymoon begins to wane and she finds some leisure time which she can claim for her own.

In the April number the poem entitled "The Heart's Secret Chamber," is signed "Nellie Bloo." Our readers will have no difficulty in understanding that it was written by our well-known correspondent, Mrs. Nellie Bloom, but such typographical errors are very annoying. Since coming so far away from the publishers it has not been possible for the editor of this department to read the proof, but we trust that the errors may be few in the future.

#### THE GREAT AMERICAN DESERT.

"Westward the star of empire takes its way."

Where once the Indian and the buffalo,  
In unchecked freedom roamed the barren lands,  
Where choked up rivers lost the way to go,  
And sunk exhausted in the parched sands—  
Now, nevermore the herds browse o'er the lea;  
Their dry, bleached bones have almost ceased to be.

In early days long trains of wagons moved,  
Huddled, across the barren, sandy waste,  
With anxious inmates, whom it well behooved  
To look alert for foes in every shadowy place.  
Now, never comes the red man skulking there;  
Decked in his war-paint, feathers in his hair.

Where wagons snail-like crept in days of yore,  
And weeks elapsed before the goal was won,  
Now speed the mighty trains with rush and roar,  
And cross the wide expanse from sun to sun.  
In less time than it took those emigrants  
Now one can cross the entire continent.

Where erst none deemed the plains as fit  
To raise an habitation lone thereon—  
The prairie dog from countless holes would flit,  
And rattlesnake glide out 'neath the warm sun—  
Where many moons elapsed between the rains  
Were swallowed into fever parched plains—

Now lowly homes dot here and there the land,  
And towns in midst of desolation show  
The mighty and reclaiming work of man.  
And from the vast and arid desert slow shall grow  
A prosperous land. As Holy Writ foreshows,  
The desert yet shall blossom as the rose!

COLORADO.

Grace Lei Dunning.

[Accompanying the above poem came the handsome photograph of the writer and an exquisite book of pressed wild flowers of Colorado. They are as perfect in form and

color as when gathered from the field and mountain side. I can hardly put into words my appreciation of the kind thoughtfulness that would prepare so beautiful a souvenir for one who is a stranger, except as we all feel acquainted through the columns of the MAGAZINE. It will take its place among my most cherished mementoes.—Ed.]

#### Woman's Dress and Rights.

I read an article in the MAGAZINE this month from Carl E. Kreische on dress reform, and must say he has strange ideas for a man. It may be all right for Dr. Mary Walker to wear bloomers, or for a woman who has adopted a public calling, but for a wife I don't approve of it. To begin with I don't think a woman should try to copy after men, for she forgets herself when she does so, whether it is in dress or habits; and as for ennobling her in man's eyes I don't see how it can. I should think it would be to the contrary, as the average man is apt to say, "Why should I be more polite to her or show her any more deference than I would a man; she puts herself in a man's place, why shouldn't I treat her the same?" Why shouldn't they? For there is nothing gentle and ladylike about such costumes to recall a treasured mother's memory or gentle looks. I agree with the gentleman, however, about the long trailing dresses women have been wearing lately. I don't think they look nice trailing in the dust and dirt, by any means; I don't believe they promote health either, but if women would make a practice of dressing comfortably and neatly without so much cloth in their skirts to weigh them down, they would certainly be stronger, but it is not necessary to wear bloomers to accomplish that.

I see again this month another piece about the equality of men and women and woman's rights. What are woman's rights? That is a question that few seem able to answer at the present time. The general opinion of woman's rights seems to be that she must vote to have her rights. How mistaken I think that is. She has always had them if she had chosen to use them. But they have lain dormant as a butterfly waiting for spring, until the last few years, when, behold, there is a great clamoring for rights. They want more rights and don't exercise those they have. They have the rights to control nations and don't do it. If the women that want to vote would bring up sons with the right principles of honor and freedom they would not need to vote, and I say the same of those women who travel around the country as heroines, lecturing on temperance. If those of them that have husbands were to stay home and keep their house clean and raise sons who would abhor liquor, and let them spread

their influence with their companions, I don't think there would be any need for them to travel and lecture. The great trouble with our American women of to-day is, they are getting to think it a disgrace to raise a family, and that is the reason they are stepping in public places where they should raise sons to step. Not that woman hasn't the intellect to fill such places, for where do men get their intellect from if not from the mother who succors them? Women are lacking physically, not mentally, for the position they are trying to fill, and they will find it out before many years. I could say a good deal more on this subject, but I don't wish to tax your patience or the readers' longer this time.

*Mrs. D. Mills.*

LOS ANGELES, CAL.

#### LOVE'S OFFERING.

I wear your letters o'er my heart,  
 'Tis there they softly rest,  
 They seem to soothe the soul's keen pain,  
 That lurks within my breast;  
 Their precious contents oft I've read—  
 Cherish each word you've said—  
 In life I'll wear them o'er my heart,  
 They'll lie there when I'm dead.

The love you say you bear for me,  
 I read in every line,  
 But fate has willed that we must part—  
 That I can ne'er be thine;  
 But in those white-winged missives, dear,  
 Are loving words you've said—  
 In life I'll wear them o'er my heart,  
 They'll lie there when I'm dead.

Some friendly hand will place them there.  
 'T will be my last request  
 Their fond and tender words of love,  
 Will be a mute caress;  
 E'en though our paths do lie apart,  
 As thou hast oft times said;  
 I'll wear your letters o'er my heart,  
 They'll lie there when I'm dead.

When I beneath the coffin lid  
 Shall sleep in death's embrace,  
 When I no more can read the lines  
 Your loving hand has traced  
 Upon each page, so dearly prized,  
 O'er which sad tears are shed,  
 Your letters that are mine in life,  
 Will still be mine when dead.

WEST OAKLAND, CAL.

*Nellie Bloom.*

#### Dress Reform.

I am glad of an opportunity to say a few words on the subject of dress reform, for I can speak from experience, having worn the Bloomer dress for more than a quarter of a century. I adopted it at the age of twenty-four, wore it through scoffs and sneers and was married in it, one of the guests remarking that it was the first time he ever saw two pair of pants married. I am the mother of nine children, and I believe my invariable good health was greatly attributable to my mode of dress. I had been deterred from wearing the short dress as long as I lived, knowing that it was the

most convenient, comfortable and healthy dress in the world, and even refused my choice of a silk dress if I would make it up long. But, alas! for human resolutions; as the years went by and I was still alone in my dress, my courage began to weaken, and at the earnest solicitation of growing daughters I went back into the bondage of long skirts.

*Rosette Ramsdell Churchill.*

FARGO, N. D.

#### A Touch of Nature.

He was a locomotive engineer, rough, gruff and surly. He had commenced the battle of life at an early age, and had received what education he possessed amid the coarse and crude surroundings of railroad life. He had entered the service of the corporation a quarter of a century before as a hostler in the round house, and by constant and faithful application had at last arrived at the goal of his boyhood's ambition and stood on the right side of the locomotive. His early life had been devoid of pleasure. His nature was like the material of the engine which he directed—hard and inflexible. His associates said that his heart was without sympathy, that it was never known to throb with that kindred feeling which diffuses love and sunlight unto the dark recesses of this troubled world.

He married late in life, when he felt himself amply able to support a family. People said that he married for convenience and a home, that love on his part had never entered into his calculations. Children came to bless the union as the years rolled by, but still his nature remained unchanged; he might have loved his family, but never by word or action did he evince the least concern regarding their welfare. He had few associates and fewer friends; he gained the reputation of being hard-hearted, hard-fisted, cruel and tyrannical. Utterly ignoring public opinion, and refusing the companionship of his fellow employes, he lived, from day to day, month to month, the faithful, methodical and unsympathetic servant of the corporation whose only recognition of his faithfulness was shown on their monthly pay rolls.

One day in mid-winter his train was behind time; the weather was dreary and dismal, a mist was falling, freezing on the rails as it fell, rendering progress up grade slow and difficult. The train reached the summit of the grade fifteen minutes late; this must be made up in order to make connection with another road. The engineer had a horror of being late; he pulled the throttle viciously and the train whirled at a terrific rate of speed down the grade; faster and faster it sped on towards its destination; five minutes of the lost time had

been made up; at this rate he would make the connection on time. With his hand firmly clapping the throttle, his eyes fixed steadfastly on the track ahead, he appeared like an immovable fixture of the locomotive, placed there for the purpose of infusing faster speed into the being of iron and brass, which obediently obeyed his master hand.

A curve looms up ahead; there is no time to apply the brakes to ease the momentum of the train; the connection must be made; the curve is gained; the engineer with his eyes strained upon the track ahead, beholds standing in the center, directly in front of the locomotive, a little girl apparently about eight years of age. The child, dazed and bewildered by the thunder of the approaching train, stands motionless; the hissing, steaming mass of metal continues to dash forward; the engineer with superhuman effort, seizes the reverse lever and applies the emergency air brakes; the brakes close on the wheels with a sudden clasp and grind, the machinery of the locomotive groans under the terrible strain; for an instant he beholds the supplicant features of the child gazing up at him in hopeless terror; he instinctively closes his eyes; the train continues to move forward over the sleet-covered rails; there is a muffled jar and the engineer knows that all is over; he opens his eyes, the track in front of the locomotive is clear. The train is at last brought to a standstill, the engineer hurriedly alights and walking rapidly back up the track, he observes a crowd of passengers congregated in a group on the bank near the track; he rushes through the crowd, roughly elbowing his way to the center. Upon the ground lies a mass of mangled human flesh, the cinder-blackened snow is covered with red spots; he stands gazing upon the mutilated remains for a moment, then suddenly kneeling on the clump ground, he gently raises the shapeless mass in his arms with the tenderness of a woman, strokes the matted and blood-stained hair from the forehead and gazes with an expression of the deepest agony into the upturned face; gradually tears, which, maybe, have been welled up for years, begin to flow down his smoke-begrimed face, dropping like rain upon the features of the child; he stands thus for several moments, apparently unheeding of the surrounding crowd; at last he seems to suddenly recollect his duty, and with a sob which he made no effort to suppress, he gently replaces the body on the ground, and turning to the affected bystanders, says: "Boys, it may appear to you unmanly and womanish for an old railroader like me to take on like this, but I've got a little girl up in the country about this little one's age, and may God in His mercy spare

her from any such fate as this;" and without another word he makes his way back to the engine and the train moves on toward its destination.—*Railroad Employee.*

#### A Moving Mountain.

A traveling mountain is found at the Cascades of the Columbia. It is triple-peaked mass of dark brown basalt, six or eight miles in length where it fronts the river, and rises to the height of almost 2,000 feet above the water. That it is in motion is the last thought that would be likely to suggest itself to the mind of any one passing it, yet it is a well-established fact that this entire mountain is moving slowly but steadily down to the river, as if it had a deliberate purpose some time in the future to dam the Columbia and form a great lake from the Cascades to the Dalles.

The Indian traditions indicate immense movements of the mountains in that region long before white men came to Oregon and the early settlers—immigrants, many of them from England—gave the above described mountainous ridge the name of "traveling" or "sliding mountain."

In its forward and downward movement the forests along the base of the ridge have become submerged in the river. Large tree stumps can be seen standing dead in the water on this shore. The railway engineers and brakemen find that the line of the railway that skirts the foot of the mountain is being continually forced out of place. At certain points the permanent way and rails have been pushed 8 or 10 feet out of line in a few years.

Geologists attribute this strange phenomenon to the fact that the basalt, which constitutes the bulk of the mountain, rests on a substratum of conglomerate or of soft sandstone, which the deep, swift current of the mighty river is constantly wearing away, or that this softer subrock is of itself yielding at great depths to the enormous weight of the harder mineral above. —*Goldthwait's Geographical Magazine.*

#### THE PRAYER.

Dear Lord! Kind Lord!  
Gracious Lord! I pray  
Thou wilt look on all I love.  
Tenderly to-day!  
Weed their hearts of weariness;  
Scatter every care  
Down a wake of angel wings.  
Winnowing the air.

Bring unto the sorrowing  
All release from pain;  
Let the lips of laughter  
Overflow again;  
And with all the needy  
O divide, I pray,  
This vast treasure of content  
That is mine to-day.

—James Whitcomb Riley.

## THE MAGAZINE.

Published by the Brotherhood of Locomotive Firemen on the First Day of each Month, at Terre Haute, Indiana.

**Manuscripts and Exchanges** should be addressed to the editor.

**Remittances, Subscriptions, Changes of Addresses,** and all correspondence relating to the business department, should be directed to the Manager.

**Advertising.** Correspondence relating to advertising should be directed to Wm. N. Gates, Agent, 29 Euclid ave., Cleveland, Ohio.

EUGENE V. DEBS,	- - - - -	Editor.
F. W. ARNOLD,	- - - - -	Manager.
W. N. GATES,	- - - - -	Advertising Agent.

JUNE, 1894.

### JUDGE CALDWELL AND THE UNION PACIFIC EMPLOYEES.

When a man is summoned to give testimony in court, and takes an oath to tell the truth, any eulogy touching his veracity becomes a questionable compliment, an intimation that "the truth, the whole truth and nothing but the truth" had been in peril, and that the witness had been, fortunately, rescued from the unpleasant dilemma to which perjurers are sometimes subjected.

It appears that Judge Caldwell entertains views relating to the duties of a judge quite in consonance with those which devolve upon a witness—he does not like to be eulogized nor thanked for being honest and upright—as is shown by the following incident:

Chairman Vrooman of the B. of L. E. thanked the judge for his decision, whereupon, the judge, quick as a flash, replied: "No thanks are necessary, Mr. Vrooman. *when a court does its duty clearly, without fear or favor, it is not deserving of thanks.*"

These were words "fitly spoken," as beautiful and as valuable as "apples of gold in pictures of silver." Judge Caldwell is evidently made of the right sort of material—a large per cent. of iron and sand, with no intermixture of sawdust, putty or caoutchouc. Nevertheless, Mr. Vrooman is not to be seriously criticised for thanking Judge Caldwell for his celebrated decision, since every honest man in the country feels thankful for his verdict, for, notwithstanding it was not entirely unexpected, when it came it was phenomenal—a revelation, that

at once set a revolution in motion. Judge Caldwell's decision was eminently natural and rational, direct and honest, distinguished for its law and common sense, and justice to all parties.

In this connection it is pertinent to remark that it was these characteristics that created wide spread surprise. We have remarked that a decision was expected in which something would be said differing from the decision of Judge Dundy, and workingmen entertained hopes that some relief would be granted them, that they would receive honorable recognition, and their rights receive some judicial consideration, but they had so often, of late, been the victims of brutal judicial bludgeons, wielded by other United States judges, in the interest of receivers and corporations, that they were unprepared for declarations from the bench which emancipated them from the degrading grasp of ignorant and rapacious receivers acting in the interests of men who held millions, evidences of debts, but in fact representing the most stupendous frauds ever perpetrated in this country. Judge Caldwell, in treating this feature of the case, became, morally, heroic. He referred to the receivers, of whom four of the five were totally incapable of determining what wages employes should receive, and their opinions upon the subject were of no consequence, because they knew nothing about wage schedules, and while the judge expressed a prudent anxiety to have the road relieved of its financial embarrassments, he said, "to accomplish this desirable result the wages of the men must not be reduced below a reasonable and just compensation for their services. They must be paid fair wages, though no dividends are paid on the stock and no interest on the bonds." It is just here that Judge Caldwell puts some facts upon record, in such such a way that ought to strike dumb those who are eternally defending corporations as models of honesty, and lampooning labor organizations as the enemies of capital. Said the judge: "It is part of the public history of the country, of which this court will take judicial notice, that for the first \$36,000,000 of stock issued this company received less than 2 cents on the



dollar, and that the profits of construction, represented by outstanding bonds, was \$43,929,238.44." These two items represent \$79,929,528.44, of which at least \$35,280,000 was pure fraud, \$43,929,328.44, was a trick in construction, also a fraud upon innocent stockholders and the government.

After all, we inquire, what is there remarkable about the decision of Judge Caldwell that it should awaken continental interest? Truth never changes; justice is eternal; inalienable rights are immutable. Judge Caldwell grasped them and wove them into the woof and warp of his decision—a triumph of the judiciary over the world, the flesh and the devil, corporation cussedness and capitalistic greed. That the decision was phenomenal, rare, exceptional, is of itself an arraignment of the courts of the country. Judge Caldwell, erudite, profound and analytical, capable, abstruse, master of the technical in law and logic, like all great-minded men, states propositions which a wayfaring man can comprehend, and then, bringing the law of equity to bear upon the case, brushes aside subterfuges, sophistries, special pleadings, chicane and every vulgar trick, and blazes a way through the jungle of jugglery that leads men out into the clear light of common sense, which is always good law. He pays no attention to the sinuous trails of serpents, the pathways of trappers, the little elevations where prairie dogs bark, but knowing the right way, he illuminates it by the search lights of justice and wins the gratitude of a nation.

Workingmen—railroad employes, have believed that they had rights that should be respected, but time and again corporations, aided by judges, had struck them down, until railroad employes were being taught that only fines and imprisonment awaited them if they asserted their rights, but Judge Caldwell came to their rescue and told them, told the country, corporations and receivers, that, "In this country it is not unlawful for employes to associate, consult and confer together with a view to maintain or increase their wages by lawful and peaceful means any more than it was unlawful for the receivers to

counsel and confer together for the purpose of reducing their wages. A corporation is organized capital; organized labor is organized capital. What is lawful for one to do is lawful for the other"

It was this right, which had been struck down, that Judge Caldwell restored, and in the re-establishment of which he took occasion to remind employes and employers that railroad receivers cannot abrogate contracts at their own sweet will; that they cannot "hang employes and try them afterwards;" in a word, that laws are made for employes as well as employers; that courts are established to administer justice, and not for the purpose of aiding and abetting wrong; that in the United States "the period of compulsory personal service, save as a punishment for crime, has passed," an intimation that the courts which have sought to visit upon railroad employes "the pains and penalties of the early English statutes" perpetrated a damnable outrage, for which they should be impeached and disgraced forever. In announcing that railroad employes are entitled to fair wages, that contracts shall be respected, that employes shall be paid though the payment of dividends and interest on watered stocks and bonds is postponed, that employes have a right to organize and confer together in all matters relating to their welfare unmolested and unintimidated, we say, in making such announcements Judge Caldwell voiced eternal principles of right and justice, for which he is entitled to the gratitude of railroad employes and all the toilers of America.

The MAGAZINE has a right to indulge in no little self felicitation, because on numerous occasions since we have had control of its pages we have, in our way, advocated the principles laid down by Judge Caldwell in his masterly decision, and the decision absolutely vindicates the theories of law and justice we have advocated and maintained. The decision of Judge Caldwell is full of inspiration for workingmen to stand firmly by their organizations, and to be content only when they are awarded the fullest measure of their rights.

## THE OUTLOOK OF LABOR.

In every section of our broad land men, regardless of trade, calling or profession are studying the outlook of labor—prognosticating, questioning and reading the signs of the times. Capitalists, merchants, manufacturers, agriculturalists, politicians and statesmen, philanthropists and economists are profoundly interested in the outlook of labor. This is not surprising, since it is fundamentally true that when labor is prosperous general prosperity, happiness and contentment prevail, and when adversities befall labor every interest feels the baneful consequences. If hitherto such facts have not been fully recognized, they are now admitted and their force fully comprehended by all thoughtful men, and they are daily coming into more pronounced conspicuousness. Men laugh at the Coxey "commonweal" demonstration, when in fact it would be difficult to find its parallel in grim, haggard and dangerous characteristics. The calling together from all parts of the continent of a horde of men forced into idleness by no fault of their own, ragged, hungry and homeless, seeking work or subsistence, levying contributions as they march, everywhere creating unrest and alarm, is a spectacle which no prudent citizen can contemplate with composure. It is a symptom of a national disease ceaselessly boding evil. It is organized poverty, an army of hungry, ragged men, always on the verge of despair, inviting recruits from the ranks of the wretched and forlorn wherever they are found. On all sides we hear it said that Coxey is a crank, that no good can come to him, to his army, or to others by this "commonweal" demonstration. The conclusion is correct, no good can possibly come from forced idleness, prolonged hunger, such shelter for men as is provided for beasts, and often no shelter at all. No good can come from bringing together from east, west, north and south large bodies of men, who, if not clothed and fed and sheltered will find ways to obtain such essentials at any risk, because "hunger knows no law." Coxey, though he will not extort from congress the enactment of laws which operate to give the idle work, nor provide for them in any way,

it is becoming painfully apparent that he has begun a movement well calculated to breed discontent and make it epidemic throughout the country, and just what results will follow no one can fortell.

If an army of one hundred thousand enforced vagabonds should manage to reach Washington they would constitute an object lesson, such as the world never beheld since the Israelites marched out of Egypt through the Red Sea. Statesmen, politicians, philanthropists, educators and divines could contemplate it and exclaim, "Here is one of the evidences of progress, religion, education and civilization in a government of the people, by the people and for the people. Here is seen the fruits of class legislation. Here is an exhibition of plutocracy, corporation, trust, monopoly and robbery on the one hand, and poverty, hunger, squalor and degradation on the other hand. Here are two exhibits in the great Columbian Fair No. 2, held in the capital of the nation. A. D., 1894. Look! By all the pagan gods in a pile, above the army of *citizen* vagabonds, without food, clothes or shelter, floats the star spangled banner, 'Old Glory!'"

We do not suppose Coxey will march into Washington a hundred thousand hungry, ragged, shoeless, hatless, frost bitten American citizens, but it will not be because there are not one hundred thousand idle workseekers in the country, for there are millions of them, but enough will straggle into Washington to humiliate the nation—enough, as we have suggested, to make an object lesson for the study of statesmen, if any are found in the capital of the nation.

In studying the outlook of labor the inquiry goes round, What are employers doing to improve conditions? The reply is, in some cases nothing, in others as little as possible, while almost invariably those who are doing anything in the way of giving employment, a reduction of wages in some form is insisted upon. In numerous cases the cut is direct, ranging from 5 per cent. to 25 per cent., the average being fully 10 per cent. If, however, the wages per day or per hour are maintained the reduction is reached by reducing the number of hours per day, or the number of days per week,

often equivalent to a direct cut of from 10 to 50 per cent. Nor are these cuts of wages, direct and indirect, the only burdens imposed upon labor. In addition there has been going on a ceaseless discharge of employes who are forced into idleness without an opportunity to earn any rate of wages.

In carrying out their programme of reduction employers claim in every instance that they are in the grasp of imperative necessities that can not be avoided, the result of conditions they had no hand in creating, and which they can neither control nor modify. The facts seem to warrant such declarations. There is universal business demoralization—and what is being done is, as we have remarked, at reduced wages. It is not to be doubted that almost every form of investment in industrial enterprises pays, just now, small dividends or no dividends at all, and that in numerous cases operations are continued at a loss. Be this as it may, labor in the United States is paying the severest penalties ever imposed upon it since the government had an existence, and there never was a time in the history of the country when the outlook of labor was more gloomy.

The inquiry goes round, When can a change in the outlook be expected? In reply, men well posted in dates and data say that the panic of 1873, less serious than that of 1893, dragged along for six years, and that the country did not fully recover from its effects till 1879, hence no time can be named when the business depression now afflicting the country will disappear. Those who pretend to know whereof they speak, on the one side, contend that the good of the country demanded the coinage of what is called the "seigniorage" silver in the treasury, and congress enacted a law providing for such coinage of silver dollars, but the president, thrusting aside the action of congress, interposed his veto, and that source of relief disappeared. There are those who have clamored for sweeping reforms in tariff legislation proposing to relieve the people of intolerable burdens of taxation, but the party in power wrangles and factionizes until all hope of relief in that direction disappears. Meanwhile the country suffers, and labor more than any

other interest. Nothing can be hoped for from legislation, but during this period of suspense and uncertainty, confidence in the future is semi-paralyzed and the day of relief postponed.

Under such circumstances and in such conditions what can labor do? Can labor set industrial enterprises in operation? Can labor, even if organized, obtain fair wages per day? Is not labor so conditioned, as a general proposition, that it must accept reduced wages or remain idle? Would a strike improve conditions? Such is the character of the questions with which labor is called upon to wrestle. If any one has prudent advice to give, the present is a time when it will be patiently considered.

As we write, a case under our observation occurs. Carpenters demand 30 cents an hour. Contractors will pay 25 cents an hour. Carpenters refuse. Contractors remain firm. Pending the controversy nine houses which were to be constructed are abandoned and a contract to build a \$150,000 block is in peril. Meanwhile carpenters are idle. Contractors refuse to consult unions and contract with individuals. Such are the facts disclosed. Conditions are abnormal. Labor leaders now have an opportunity to speak. What will they say? As the English say, Hear! hear!

#### THE UNION PACIFIC AND THE UNITED STATES.

There exists a certain class of writers and talkers whose business appears to be the defense of railroad corporations and managers at all times and under all circumstances, and they are never more impudent and blatant than when railroad employees protest against the outrages perpetrated by these corporation officials. It is a well known fact because it is an officially recorded fact, that the interstate commerce law had its origin in charges of outrages perpetrated by railroad corporations so enormous and so flagrant as to cause a universal protest and a demand for remedial legislation. It is not required that we should recite these indictments; they are known and read of all men, and include almost every form of duplicity and fraud known to our Christian civilization. Not only was congress

called upon to arrest the deluge of rascality but state legislatures were implored to interpose and check, if possible, the rapacity of railroad corporations. And now we have authentic advice from Washington giving an outline of legislation to be enacted to punish the officials of the Union Pacific for a series of outrages perpetrated by them to defraud the United States government. The charges are of the most serious character and exhibit a degree of lawlessness which it is difficult to contemplate with composure.

The joint resolution submitted to congress by Representative Boatner, of Louisiana, in its recital specifies numerous violations of law for the purpose of defrauding the government, such as "an attempted consolidation with the Kansas Pacific railroad and the Denver Pacific railroad and issued stock of the Union Pacific on this consolidation for \$14,000,000. It is charged that afterwards further stock amounting to \$10,000,000 was issued for the alleged purpose of making repairs, etc.; that the purchase of the two railroads by the Union Pacific was made by the directors, who were themselves stockholders in the Kansas Pacific and the Denver Pacific, while the president of the Union Pacific was at the time president of the Kansas Pacific; that dividends have been voted in violation of the acts of 1873 and 1878, not out of actual earnings and while the Union Pacific was still in default to the United States. These payments from 1873 to 1884 are stated to have been \$27,000,000." Specifications further recite that the directors of the Union Pacific paid "the interest on the first mortgage bonds of the Oregon Short Line Railroad Company, amounting to \$4,000,000; that the directors in violation of the law and their official duties, paid subsidies to the Pacific Mail Steamship Company amounting to about \$1,400,000." The resolution arraigns the directors of the Union Pacific for numerous malfeasances, the purpose of which was to commit fraud and which were successful to a degree that demands prompt action on the part of congress to protect the interests of the government, and the charge is specifically made that the directors of the Union Pacific

"misappropriated and misapplied the property and funds" of the road, or in other words, embezzled and stole money which belonged to the United States, and that they should be compelled to restore the stolen property.

Let it be remembered, in this connection, that the men who are arraigned by congress for fraudulent practices, mean duplicity, corruption and business rottenness, are the men who, with the aid of United States judges, seek to make the employees of the road pay the penalties of their rascality. Is it to be presumed that such a gang of railroad wreckers as have had charge of the Union Pacific, and who have for years schemed to defraud the government and pocket the proceeds of their knavery, would hesitate to offer a United States judge, or any other judge, a bribe to aid them in their bunco business? And is it not infamously apparent that their hooks and traps have been successfully baited? Is it not visible to the naked eye that directors, receivers and judges are moral lepers, as unclean as the inmates of pest houses? When such monstrosities are clothed with power to impoverish workingmen, what remains of life worth the living? When by virtue of law, wrongs are perpetrated and workingmen defrauded, hopes of redress may be entertained, because the law may be repealed or amended; but in cases where there is no law, when a United States judge, in the arrogance of absolutism, robs workingmen of wages and ties them to a machine, sentences them to hard labor, and fines and imprisons them for "contempt," what is there left of our boasted liberty and citizen sovereignty? In old abolition times, when the country was "half free and half slave," men pointed to the "star spangled banner" and shouted, "Haul down that flaunting lie;" but no slave owner in all of the "sunny south" treated a "nigger" more contemptuously than the Jenkinses treat railroad employees. These ermined autocrats, these caesars, sultans and shahs, don't care for law, though they are created by law, the theory being that they constitute a department of the government and are not amenable to law. And the query has gone the rounds of the

press, "What are you going to do about it?" a sneering equivalent of Vanderbilt's exclamation, "The public be d—d." The idea seems to prevail that United States judges are the pliant tools of corporations, whose supreme duty it is at the bidding of their masters to reduce workingmen to the condition of the dog under the wagon. To what extent railroad employes will play dog or dogs at the behest of ermined autocrats, is as yet an unsolved problem, but we surmise it will be well for the peace of the country if courts are cautioned to be a little more careful in issuing their decrees. As yet the United States is not Poland, nor yet Ireland, though when a United States judge decrees that sovereign citizens shall not consult together about wages and welfare, under penalty of fine and imprisonment, Russia, Turkey, Persia, Ireland and Poland and every other country where men's rights have been cloven down, and men are slaves, march in procession, bearing testimony of this degradation autocrats have secured for the masses, and the world looks on and sees the United States take its place at the tail end of the train.

Corporations, directors and managers, as in the case of the Union Pacific and the Northern Pacific and other great systems of railroads, bring about wreck and ruin. Then a United States judge is appealed to, to strike down the rights of workingmen, and dire penalties are threatened if the decree is disobeyed. Thus, step by step, men are degraded and all too often accept their disgrace without protest.

But not all of them tamely submit. A readjustment is coming. We want it to come by righteous processes. We want it to come by the peaceful though often rugged roads of justice. We want it to come by the administration of honest laws, by unbribed, undebauched and unimpeachable courts. We want it to come by the ballot, by legislation designed to promote the welfare of the nation, but come it will. It is coming. Men who are not deaf hear the cries of a thousand Johns in the wilderness to make straight paths for labor's emancipation from the decrees of purchased judges, from the tortures of scheme created poverty and wretchedness,

from the curse of class legislation. It were folly to fix a day for the readjustment. There will be signs, and we have them; there will be wonders, and we are having them; there will be portents, they are seen in all directions. The hope of all good men is that the readjustments may come as the sunshine and the shower come to make the earth beautiful and fruitful of blessings, but come they will, and men at the helm of the ship of state will be wise if they study the signs of the times.

#### THE RIGHT SORT OF TALK.

The *Boston Labor Leader* in a recent issue contains the following caption, "The limit of state duties:"

In his Faneuil Hall address last week, Mr. Morrison Swift used these words, "We propose to take away the property of the rich—by law."

In this proposition we have the essence of the distinction between the purposes of organized labor and of those for whom Mr. Swift speaks.

The legitimate labor movement proposes to do nothing of the kind.

It purposes to so modify, either by repeal or enactment, the law so that men shall have equality of opportunity to reap the full measure of the consequences of their own conduct.

It does not accept the communistic proposition that property shall be taken, without equivalent, to be divided among those who have none.

It recognizes that the law of equity is distinct from the theory of equality, and that the attempt to supplant the individual virtues of industry, thrift and prudence by state action and a viva voce vote is as unjust in conception as it is impracticable in execution.

The theoretical gentlemen who are fond of implying that it is the duty of the state to make everyone rich and happy, may well remember that the famous Bill of Rights guarantees to the citizenship the power to "acquire and possess" property.

The dangers from Mr. Swift's theories and those of his school are not so much to the property holders of the state as to the working classes, upon which they will inevitably react.

There is, however, an advantage to be gained from the discussion he has stirred up, that a much-needed education may be obtained by citizens in all classes upon the proper limits of the duties of the state.

It should be distinctly understood by the legislators of this commonwealth that organized labor, however much it may be in sympathy, as it needs must be from the large quota of its own members embraced by them with the unemployed, is not in accord with the extreme utterances of Mr. Swift as to what the state may properly be called upon to do.

As Herbert Spencer has pointed out, the state is not a manufacture, but a growth, its "vast and complex organization . . . resulted from the voluntary co-operation of men pursuing their private ends."

Organized labor may and does demand that the in-

dividual freedom of the citizen shall not be invaded by other citizens, that the wage-earner shall not be put in a position of inequality and lack of opportunity by reason of state interference in behalf of others. Given even justice before the law, we fancy that he is willing to "assume the consequences of his own conduct."

This is as Prof. Nichols said in his testimony, an entirely different thing from the responsibility of the state to feed and shelter those who can not do this for themselves, and this responsibility is fully accepted by all humanitarians.

The foregoing from the *Labor Leader* brings to the front several questions which, with more or less directness, people are debating in the press and on the rostrum.

In every direction scenes are witnessed in which the unemployed are demanding of local governments employment, or, in the absence of employment, subsistence—food and fuel, and occasionally, with an emphasis, if demands are not heeded, which means trouble for the government. Necessarily, such demands force into prominence the question, What has municipal government, state government, or even the federal or general government, got to do with furnishing the unemployed with employment—work and wages? We answer, nothing at all; the governments to which we have referred, have one, and only one means for obtaining money, and that is by taxation. These governments operate under charters or constitutions, having no powers whatever, except such as are conferred by such organic, or fundamental laws—and here it should be remarked, because it is a fundamental fact, that no where does charter or constitution confer the right on the governments named, to tax the people to raise money to support the unemployed. There is, in other words, no paternalism in American government—neither municipal, state nor federal.

Take for instance the 5,000 men who invaded the state house of Massachusetts, demanding of the legislature employment. The state could only reply that it had no employment for them—and when the demand was made for subsistence, the state could only reply, that it had no money with which to purchase food for the hungry—and what was true of the government of the state of Massachusetts, was equally true of the government of the city of Bos-

ton—and these governmental conditions and restrictions apply with equal force to all the states and cities of the country.

To change this policy, it would be necessary for the government to levy an *employment tax*, specially designed for the benefit of the unemployed. As a matter of course, before such a tax could be levied constitutions and charters would have to be so amended as to permit cities and states to enter upon a system of improvements designed, specially, to give work and wages to the unemployed. Such amendments to organic laws could never be enacted, or if they were, and laws were passed to give them effect, cities and states would be bankrupted in five years. The flood gates of speculation, speculation and fraud would be swung wide open and ruin would result.

Notwithstanding all this, the demand for employment by the unemployed has repeatedly been made upon municipal and state governments during the past year, and fearing the consequences of denials, concessions have been made, and work, prospectively required, has been supplied, the benevolent purpose being, to bridge over, if possible, the fearful conditions which have confronted multiplied thousands of wage earners, and that too by no fault of their own.

To go still deeper in the analysis of the problem, the fact is developed, that unless the idle find work, and obtain wages whereby the necessities of subsistence can be had, the scenes of the past year are likely to be re-enacted upon a larger scale. The idea is abroad and it is taking on a more fully developed shape, that the government is bound, in some mysterious way, to give the unemployed work or provide for their pressing wants, and the idea is securing a deeper hold upon thousands of the people. It were folly to ignore it. The language of Mr. Swift, quoted by the *Labor Leader*—"We propose to take away the property of the rich by law," is putting it mildly. The men who propose to take away property from anyone by law—which we suppose means confiscation, are ripening for taking property by the most speedy means that can be suggested. Such froth amounts to little where normal conditions

exist, but where thousands are hungry, ragged and cold—laws are ignored—because it is said that “hunger knows no law”—it does not reason—and as the pangs of hunger tear and rend the vitals, men become maniacs—and results, always the same, are appalling.

Contemplating the outlook, we are forced to the conclusion that the nation's labor troubles are the joint product of the two great political parties which, for years have controlled the destinies of the country. In this fact lies the danger. If congressional legislation has wrought the ruin which confronts the country on all sides, is there one hope left, to spring eternal in the human breast, that either of the parties which conjointly have wrecked the industries of the country, can inaugurate prosperity? The question is up for debate, and it is one in which wage earners are profoundly interested.

#### THE STRONGEST SENTENCE IN JUDGE CALDWELL'S OMAHA DECISION.

Mr. E. C. Snyder, of the Chicago *Herald*, recently interviewed Judge Caldwell at Omaha. In the interview we find the following:

Then the reporter asked him to write what he regarded as one of the strongest sentences in his recent decision. Taking up the pen which had been discarded for a moment he wrote this utterance, which is destined to become memorable:

A corporation is organized capital; it is capital consisting of money and property. Organized labor is organized capital; it is capital consisting of brains and muscle. What it is lawful for one to do it is lawful for the other to do. If it is lawful for the stockholders and officers of a corporation to associate and confer together for the purpose of reducing the wages of its employees or of devising other means of making their investments profitable, it is equally lawful for organized labor to associate, consult and confer with a view to maintain or increase wages. Both act from the prompting of enlightened selfishness and the action of both is lawful when no illegal or criminal means are used or threatened.

The announcement that labor has a right to organize to obtain and maintain fair wages, is not new. It has been stated and conceded long prior to the wrecking of the Union Pacific.

There is something about the sentence which Judge Caldwell thinks the “strongest” in his decision, which we do not com-

mend. The expression “enlightened selfishness,” has a bad ring and an offensive odor. Strictly speaking, there can be no such thing as “enlightened selfishness. Besides the motives which prompt labor to organize, and those which incline capitalists to combine, are so widely different as to bear little, if any, resemblance. When labor organizes to secure better wages and succeeds society is benefited, the gain does not all accrue to labor, to the few, but is widely distributed. The homes of the masses, the nurseries of patriotism, liberty and independence, feel the vitalizing influences resulting from any advance in wages, the effect being, in all regards, of the most gratifying character. Manifestly, there is in such a policy that which bears the stamp of enlightenment. No search light is sufficiently luminous to enable the investigator to find in it a well grounded objection. But is it “selfishness?” Is there anything connected with it against which conscience can formulate an objection? Selfishness is declared to be a “vice utterly at variance with the happiness of him who harbors it,” hence, “enlightened selfishness,” becomes enlightened vice. Judge Caldwell doubtless stated the law, when he said: “It is lawful for the stockholders and officers of a corporation to associate and confer together for the purpose of reducing the wages of its employees,” but to say that such a course is “enlightened selfishness,” is, to put it mildly, a rare exhibition of incoherency. If the eminent jurist had said, that when stockholders and officers confer for the purpose of reducing wages, they exhibit sordid selfishness, he would have stated the exact fact, but any intimation that the selfishness of corporations, expressed in the reduction of wages, bears the stamp of enlightenment, that conscience is in any way involved, that it is anything more or less than mean contemptible avarice, does violence to language and words cease to be the signs of all ideas of honesty.

There is not in the records of the human family anything more commendable, more enlightened, more strictly in consonance with the well being of society at large, than the organization of wage earners to secure for themselves and for the good of those

dependent upon them, an equitable share of the wealth they create; nor has there ever been a more villainous exhibition of man's inhumanity to man, than the association of capitalists, under any of the thousand corporate names they have chosen, to reduce wages and degrade the wage earner. And yet, as Judge Caldwell remarks, such associations having in view such atrocious purposes, are lawful, equally lawful with associations which have in view purposes worthy of the highest commendation. In the Union Pacific case these distinctions were brought to the attention of Judge Caldwell, and he passed upon them. He saw, on the one hand, the sight of a large number of men included in various labor organizations, foully dealt with by an organization of capitalists. He saw that the capitalists were animated by a purpose of robbery which he unfortunately calls "enlightened selfishness," enlightened piracy, and in righting the monstrous iniquity, he puts this sentence in his decision:

The court shares in their anxiety to have an economical administration of this trust to the end that those that own the property and have liens upon it may get out of it what is fairly their due. But to accomplish this desirable result the wages of the men must not be reduced below a reasonable and just compensation for their services. They must be paid fair wages, though no dividends are paid on the stock and no interest paid on the bonds. It is a part of the public history of the country, of which the court will take judicial notice, that for the first \$35,000,000 of stock issued this company received less than 2 cents on the dollar, and the profit of construction, represented by outstanding bonds, was \$43,929,328.34.

We choose to think the foregoing is the "strongest sentence" in Judge Caldwell's Union Pacific decision. It goes deeper, has a wider spread, and reaches higher than any other sentence in his justly famous decision. It is an announcement for the first time made by any judge, state or federal, that the courts would not protect organizations of capitalists in carrying out their "enlightened selfishness," to rob workingmen to pay interest and dividends on villainous frauds, but that the court would protect the organizations of workingmen in obtaining and maintaining fair wages, an enlightened policy, seeking the welfare, not only of wage men, but the good of society

at large. The difference is as the difference between daylight and darkness, right and wrong, truth and error, and this difference Judge Caldwell saw, and pointed out so clearly as to win universal applause.

#### DUNDY VS. CALDWELL.

The Omaha *World-Herald*, of recent date, contains a full account of Judge Dundy's explanation of his order, or *permission*, relating to the cut in the wages of the Union Pacific employes by the receivers. The proceeding, as Judge Caldwell pointed out, was in all regards tyrannical and unjust. The receivers violated contracts, changed schedules, ignored organizations, were deaf to petitions and remonstrances, and being iron shod, trampled contracts and schedules into the dust, and being backed by the court, thought their scheme to pocket many thousands of dollars of workingmen's wages every month perfect, and chuckled as they contemplated the sum total of their robberies. But the fabled bull in the china shop did not create greater consternation than did Judge Caldwell when he upset their plans.

There are some features of the Union Pacific imbroglio of remarkable significance, as for instance, Judge Caldwell heard and determined the cases of certain employees, included in organizations represented in his court by their Grand Chiefs and attorneys, while employees who were not thus represented were left out in the cold, to endure, as best they might, the wrongs inflicted by the receivers in reducing their wages. It is probably true that under ordinary practice Judge Caldwell could hear and determine such cases only as were brought to his notice in regular form, and yet, it seems strange that in righting grievous wrongs he did not throw the protecting arms of the court around all the suffering victims of the receiver's tyrannical policy. This he did not do, and as a consequence, these ostracized employees appealed to Judge Dundy, and whatever may be said of his previous action in responding to the petition of these neglected and wronged men he expanded to the full stature of an upright Judge. It goes without saying, that the action of Judge Caldwell created a splendid



opening for all concerned to deal justly by the employes of the road, regardless of organization, but it so happened that a vast number of the men who were unrepresented in the cases Judge Caldwell determined had been organized under the banner of the American Railway Union and were represented in Judge Dundy's court, and that Judge Dundy, regardless of any former action, decided to hear these men, and to deal justly by them. Nor is this all—the receivers, themselves, having received a revelation from Judge Caldwell, came into court with a petition, demanding justice for the men, all classes of employes, the same measure of relief that Judge Caldwell had extended to the various organizations he had heard. We think it difficult to exaggerate the revolution wrought in these regards on the Union Pacific. It reads like fiction rather than stubborn fact, and that our readers may have the story in full we reproduce the petition of the receivers to the court, as follows:

*To the Honorable Judge of the Circuit Court of the United States:*

Your petitioners, the receivers, herewith, now come and say: They submit to your honors that it is not incumbent upon them herein to answer the intervening petition of the American Railway Union in this case, for the reason, as they represent and show to your honors, that no such organization had ever been so far organized or in existence on the Union Pacific system prior to the receivership or to have had any negotiations or arrangements with the managing officials of said railway system with respect to the rules, regulations and schedules governing the employment or pay of employes, or with respect to any other matters affecting the administration of the affairs of the Union Pacific system. But your receivers are willing to meet in or out of court any duly constituted representatives of any class of the employes of the Union Pacific system, and to adjust with them the matter of fair and reasonable wages for services performed. Your petitioners respectfully show to your honors that at a meeting of the receivers held in New York, on April 9, 1894, the following preamble and resolutions were adopted:

WHEREAS, The United States circuit court of Nebraska has decided that the schedules of pay, and the rules and regulations which were in force upon the said Union Pacific system at the date when the property of said system passed into the custody of the receivers be in full force and effect by said receivers; and

WHEREAS, The Union Pacific Railway company, by order dated August 26, 1893, had directed certain reductions to be made in the salaries of a portion of the employes of the company, by which reduction those employes whose salaries have been reduced do

not, in the judgment of the receivers, receive just relative compensation when compared with the compensation of the employes affected by said order.

*Resolved*, That the general solicitor of the receivers be directed to present to the court this petition on behalf of the receivers, asking for authority to fix all salaries, so that from and after April 1, 1894, all employes of the receivers affected by the order of August 26, 1893, shall receive the same rates of pay which were in force before the order became effective.

*Resolved*, That the general solicitor be authorized to so draft said petition as to request authority for such advance in the wages of the trackmen, bridgemen, laborers, clerks, etc., and those classes of labor not included in Judge Caldwell's order whose pay was reduced by the officers of the Union Pacific Railway company during the few months just preceding the appointment of the receivers, as may seem to the general manager proper and just under the circumstances.

Your petitioners submit to your honor that the position taken by your receivers in and about the adoption of the foregoing resolutions was reasonable and proper and fully justified by the circumstances and the situation. They now represent and show to your honor that the pay of all classes of employes on the Union Pacific system prior to September, 1893, was relatively just and fair as between the several classes; and if there is no controlling reason growing out of the situation as heretofore presented by your receiver to this court why those classes of employes whose matters have recently been heard and adjusted should participate in any decrease of wages looking to a reduction of the expenses of operation of the properties of the Union Pacific system, it is manifestly unjust that those reductions which have cheerfully and without protest been submitted to by the unorganized employes of the Union Pacific system should be further continued.

Wherefore, your petitioners pray the order and direction of the court in the premises and suggest that your honor make an order herein, authorizing and empowering your receivers to relieve all the employes of the Union Pacific system from the effect of the percentage reduction of August 28, 1893, and further authorizing and empowering your receivers to readjust the wages of trackmen, bridgemen, clerks, sectionmen, laborers and all other employes whose pay was reduced by the officers of the Union Pacific system.

The foregoing is a remarkable document. Never, since railroad wrecking was reduced to a science, and progress and poverty, hand in hand, began their march from Plymouth Rock to the Golden Gate, has any thing bearing the slightest resemblance to it appeared in print, bearing the plutocratic stamp. It not only recognizes the American Railway Union, but all the employes on the system, organized and unorganized—a petition from the men who cut wages as pirates cut throats, to restore wages as they were before they were reduced.

It is not required that the MAGAZINE should indulge in any criticisms relating to any disagreements between Judges Caldwell and Dundy, except to say that the employees of the Union Pacific have been immensely the gainers. We know little of court courtesy, and care for it even less than we know, our interest centering in the fact that Judge Caldwell enunciated great truths based upon fundamental principles, and that his decision made it possible for Judge Dundy to restore wages to all the wronged men on the Union Pacific, which he has done, and that as a result peace reigns throughout the system between court, receiver and employees. The universal verdict is that the cut in the wages on the U. P. R. was a grievous wrong, and that the action of Judges Caldwell and Dundy in righting the wrong not only reflects the highest credit upon these gentlemen, but is a victory for labor of incalculable importance.

#### MAN.

"What is man that thou art mindful of him?"

"Strange how a harp of so many strings  
Should keep in tune so long."

Those who have studied man, physically, admit that he is "fearfully and wonderfully made," and this conclusion is supported by the facts disclosed when his physical organism is subjected to dissection.

The *Popular Science Monthly* emphasizes the fact that man need not wander the wide world around for opportunities to investigate the curious and wonderful works of Omnipotent wisdom, but may, if they are seeking for the marvelous, find in the examination of themselves such wonderful things as will satisfy much of their ambition.

Now, it is very interesting to know that in a perfect human body there are about 263 bones, constituting the frame work for about 500 muscles. In the item of bones, all men are born equal, and the same is true of muscles, but it should be stated, as a general fact, that the bones and muscles of a workman are superior to those of a millionaire, being better developed, and therefore of greater service to the world.

The alimentary canal, by which nourish-

ments are conveyed through the body, is about 32 feet in length, and any derangement of its functions places health, and life itself in peril. No canal in the world, however vast in its dimensions or cost, is to be thought of for a moment in comparison with the alimentary canal that every man bears about in his body, and about which not one man in a thousand has ever given a moment's study.

Taking 150 pounds as the average weight of a human body, one-fifth of the weight, or 30 pounds, is blood, and the duty of the heart is to distribute this blood throughout the body. The heart is 6 inches in length and 4 inches in diameter, and beats 70 times per minute, 4,200 times per hour, 100,800 times per day, 36,792,000 times per year, 2,565,440,000 in three score and ten, and at each beat  $2\frac{1}{2}$  ounces of blood are thrown out of it, 175 ounces per minute, 656 pounds per hour,  $7\frac{3}{4}$  tons per day. All the blood in the body passes through the heart in 3 minutes. This little organ, by its ceaseless industry, pumps each day what is equal to lifting 122 tons 1 foot high, or 1 ton 122 feet high. Considering the vast amount of hard work which the heart is required to perform, it is not surprising that "heart failure" is so frequently referred to as the immediate cause of death. Necessarily, when the heart ceases to pump and distribute the blood, a man dies, but to assign the responsibility to "heart failure," as frequently as it is done, is pronounced by the highest medical authority as incorrect and misleading, and yet, it is true, that as a machine, the heart is frequently overtasked to an extent that, independent of disease, it can no longer perform its duty, in which case death ensues from heart failure.

In the matter of breathing, it is stated the lungs contain about one gallon of air at their usual degree of inflation, and that a man breathes on an average 1,200 times per hour, inhales 600 gallons of air, or 24,000 per day. The aggregate surface of the air cells of the lungs exceeds 20,000 square inches, an area nearly equal to the floor of a room 12 feet square.

Such facts deepen the impression that a man is fearfully and wonderfully made, and

that as a harp of many strings it is still more wonderful that it does not more frequently get out of tune and require repairing.

Referring to the brain and nerves of a man, it is said that the average weight of the brain of an adult male is 3 pounds and 8 ounces; of a female, 2 pounds and 4 ounces. The nerves are all connected with it, directly or by the spinal marrow. These nerves, together with their branches and minute ramifications, probably exceed 10,000,000 in number, forming a "body guard" outnumbering by far the greatest army ever marshaled. It is exceedingly difficult to grasp the ramifications of such a machine as scientific investigation proclaims man to be. To weigh the brain and count the nerves connected with it, or to approximate the number, is no small undertaking, but when the powers and capacities of the brain are considered, all laws of calculation are useless—as well try to fathom the attributes of God Himself, or find the boundaries of the universe.

In the further consideration of man we are told that the skin is composed of three layers, and varies from one-fourth to one-eighth of an inch in thickness. The atmospheric pressure being about 14 pounds to the square inch; a person of medium size is subjected to a pressure of 40,000 pounds. Each square inch of skin contains 3,500 sweating tubes, or perspiratory pores, each of which may be likened to a little drain pipe one fourth of an inch long, making an aggregate length of the entire surface of the body of 201,166 feet, or a tile ditch for draining the body almost forty miles long.

In writing of man, from bones to skin, we are ready to exclaim with the Psalm writer, "What is man that thou art mindful of him?" And in answer, it might be said, that man is the Creator's *chef d'œuvre*, His masterpiece, His grandest creation. Hence, as "God is no respecter of persons," but awards to all equal consideration, the fact that one class of men assume authority to impoverish and degrade another class of men, must of necessity be esteemed in the courts of heaven as treason to the Creator's government. Nor do we doubt that it was

owing to such treason that made the Creator "repent" that he had made man, and paved the way to the decree that He would destroy man from the face of the earth. Admitting that God is still mindful of men, we do not hesitate to believe He is well pleased when He sees organized workingmen battling for their rights against the machinations of plutocratic pirates, whose ambition is to rob them—to make life scarcely worth the living—to make liberty a sham and the pursuit of happiness as fruitless as looking for a needle in a haystack.

#### MEDICAL SCIENCE

It has been held by eminent men of a particular school of medical jurisprudence, that in the vegetable kingdom there is to be found a remedy for all the physical ills which fall to the lot of man's mortal body. And among all nations, savage and civilized, the hunt for such remedies has been continued since sickness and death invaded the world. But in spite of all explorations of the herbs of all the hills, valleys and mountains, people continue to get sick and die; the provision being a wise one we think, else starvation would do the work that is now left to less violent and sweeping misfortunes. Nevertheless, science never tires in its investigations and the vegetable kingdom continues to yield up its secrets for the relief of human infirmities.

Medical science, however, does not confine its investigations to vegetation. It explores the mineral kingdom for remedies and proclaims that it has found them. Nor does this suffice, but the explorations overleap all boundaries to find remedies for human ills, until the insect world is invaded to find panaceas and specifics for disease.

Once in a while some student makes a clean breast of it, goes into particulars and informs us that, in addition to Spanish flies, potato bugs are equally blistering when applied to the human cuticle, and that the United States alone has no less than fifteen known species of blistering beetles; and to soothe those who are afflicted with kidney troubles, it is stated that cockroaches, dried and powdered, are recognized by the medical fraternity as a remedy for dropsy.

Now then, we take it, not the cockroach,

but the announcement that the discovery having been made that the cockroach is valuable as a medicine for the afflicted, the insect will be more favorably regarded by the people. We have no idea what cockroaches are worth by the pound, by the thousand, or by the bushel, but if the prices are such as to yield moderate profits and the demand warrants large investments, a cockroach trust might be organized by Rockefeller and some other millionaires, which, with an inexhaustible supply of roaches, would net immense dividends.

A cockroach millionaire might not sound quite up to the standard of New York's "400," but Ward McAllister would soon discover a way to reconcile matters. The enterprise might be known as the "cockroachefeller trust," or the "kidneyan corporation," in which case stock could be watered *ad infinitum*, or if Ward wanted to knock out everything plebeian and verminous, he could call it "*Blatta Orientalis*," when the cockroachers would be admitted to banquet and ball. The cockroachers when organized might extend their operations to the collection of potato bugs, until all hands became gold bugs with which to blister the world; in fact, they might collect the American blistering beetles and knock the Spanish fly out of the markets. It would be a most interesting feature in business circles to read the quotations of cockroaches, potato bugs and beetles on 'change, as also the quotations of the stocks and bonds of the insect syndicate.

Manifestly, the discovery that cockroaches, potato bugs and beetles possess medicinal qualities, may be the basis of great industrial operations in the near future. Trapping cockroaches and beetles, and gathering potato bugs in their season, suggest large possibilities for the employment of women and children, and the inventive Yankee who first throws upon the market a cockroach trap that meets the requirements, will find himself suddenly a social lion. Quite likely Mr. Edward Atkinson could invent such a trap, and thus add fresh luster to his fame, secured by the Aladdin oven invention and to the discovery that a square meal for a workingman can be secured for three cents.

### CRIME IN PRUSSIA.

Advices from Berlin of late date report that Berlin and the provinces are experiencing an "avalanche of crime of the most atrocious character—such as murder, robbery, assaults on women and children, on officials and employers." In this there is nothing strange or novel. On the contrary, it is as natural as cause and effect. It may be phenomenal, but it conforms to the laws which govern such cases, laws as certain in their operation as the laws of gravitation and attraction.

It appears, however, that the Kaiser has become much concerned, if not alarmed, by the seriousness of the reports relating to the frequency and the enormity of the crimes committed—and he has caused a letter to be written and circulated among judges, high police officials, teachers and doctors of law, for the purpose of ascertaining the cause of the deluge of crime now prevailing in his kingdom. The questions are as follows:

Are the youthful criminals more deserving of the attention of physicians or of the criminal law?

If this be the case, what counsel have you to offer in the premises?

How can the influence of family life be directed toward an abridgement of the evil?

Has woman and child labor in factories a bad influence on the growing generation, such as to foster crime?

How about the schools? Do you think teachers lay too much stress on the cultivation of the mind while neglecting the cultivation of the heart and soul?

The Kaiser, it is seen, does not ask questions designed directly, if honestly answered, to make him responsible for a large per cent. of the crimes about which he appears to be so much concerned.

Suppose he had asked, "Are youthful criminals of a class that are well fed, clothed and sheltered? What *per cent.* of their crimes can be traced to poverty, squalor and degradation? Is taxation, to maintain royalty, a standing army and other outrages upon decency and common sense, in any way responsible for the "avalanche of crimes" in Berlin and the provinces? Is not the taxation, levied upon my subjects, in itself a huge crime, and the prolific parent of most of the crimes committed in my kingdom?

His subjects, the socialists, would have

promptly responded in a way that would have made his diamond bespangled crown set very uneasy on his head. The Kaiser turns his attention to the "family life" of his subjects, his cattle, and would know what its influences are upon children. If he were not as blind as a bat he would know that extreme poverty, low wages, bad and insufficient food, create conditions in which criminals are developed, not only in Germany but everywhere, in all civilized lands. Then he inquires about the effect of woman and child labor in factories, when he ought to know that such labor is debasing and must, eventually, where it is permitted, be productive of degeneracy, and then this royal individual refers to schools and the influence they exert upon "heart and soul," and doubtless wonders that the poor, who are half fed, half clothed, and sheltered less expensively than beasts of burden, are not made to appear like angels.

All that is required anywhere to produce "avalanches of crime" is for the rich to proceed with their robberies. Degradation will follow, penitentiaries will be crowded, not only in Germany but in this "God favored" land, known as the United States."

#### THE GRAND MASTER VINDICATED.

In the following report of the Grand Executive Board and the Board of Grand Trustees of the Brotherhood of Locomotive Firemen will be found a triumphant vindication of Grand Master F. P. Sargent, in reference to all his official acts since the close of the last convention. It appears that Bro. Sargent has been not only harshly criticised, but that he has been the subject of slander and vilification to an extent that made it necessary to convene the boards above named for the purpose of instituting an investigation in justice to Bro. Sargent as well as the order at large. We have happened to see or hear but a small part of the alleged vituperation which is so fiercely resented, and our own idea is that investigating slanders is a waste of time. The easiest way to kill a slander is to ignore it. We speak from experience. Still, the results of the investigation here recorded are exceedingly gratifying to Bro. Sargent and his many friends as well as the order at large.

It is shown that in all his official conduct Bro. Sargent acted with a prudent regard for the welfare of the order, and no blame attaches to him as Grand Master for any act of omission or commission in connection with his high office. The report also

shows the brotherhood to be in a prosperous condition, which will be gratifying to every member of the order.

The full text of the report is as follows:

TERRE HAUTE, IND., May 12, 1894.

*To the Public:*

We, the members of the Grand Executive Board and the Board of Grand Trustees of the Brotherhood of Locomotive Firemen, having concluded our deliberations, are now prepared to submit the following statement:

We were called together by Grand Master Sargent for the express purpose of inquiring into his official acts and to investigate his management of the Toledo, Ann Arbor & North Michigan strike, the Lehigh Valley strike, the Louisville & Nashville, the Chicago & Eastern Illinois and Great Northern troubles. Also to inquire into the manner in which the Protective Fund has been handled.

We have exhaustively reviewed each separate case, from the incipency of the trouble on the Ann Arbor to the recent disturbance on the Great Northern, and in no single instance can we find where Grand Master Sargent has done wrong. His judgment has been sound, his acts wise and his utterances reasonable, conservative and in perfect consonance with the policy, laws and established customs of the Brotherhood of Locomotive Firemen. He has honestly, conscientiously and fearlessly performed his duty, and we heartily endorse his official acts and utterances.

The Custodian of the Protective Fund has accounted for and paid over to the Grand Secretary and Treasurer every dollar of principal and interest. It was paid out in accordance with the laws of the order to the firemen engaged in strikes on the Ann Arbor and Lehigh Valley railroads. Not a dollar was misapplied, and the records in the grand lodge office show to the minutest detail how it was expended.

The Custodian of the Protective Fund, Wm. F. Hynes, is deserving of special credit for the way in which he fulfilled the trust reposed in him. So conservative has been his management that he would not deposit a cent of it in even the strongest banks without a personal guarantee from responsible men outside the security of the bank. Through this precaution the funds were entirely safe during all the financial storm of last summer and not a cent was at any time in danger. It was promptly furnished when called for to pay striking firemen on the Ann Arbor and Lehigh Valley Railroads.

The brotherhood is in a prosperous condition, considering the general depression and consequent shrinkage in railroad traffic. Despite the fact that hundreds of fire-

men are out of employment and the earnings of the majority of those employed have been less, because of less traffic, the order has faithfully discharged its every obligation.

At the present time we have 519 lodges, with a total membership of 28,166. From August 1st, '93 to May 6th, '94, 16 lodges were organized. From Aug. 1st, '92 to date \$826,250 has been paid on death and disability claims. In the same period \$99,425.59 has been paid from the protective fund.

For the past eighteen months a vigorous propaganda of vilification, innuendo, slurs and slanders has been maintained and directed with malignant purpose against our order and its grand officers. The batteries of the falsifier have been trained on us with the set intent, doubtless, of disrupting our organization. Every mean, low, sneaking method which perverted ingenuity could devise has been resorted to to excite suspicion in the minds of the rank and file of our membership and shake their loyalty to and trust in the order. In this our enemies have a two-fold purpose, to accelerate our dissolution by disheartening the rank and file and to so disgust our grand officers that they will retire from the positions they hold.

We denounce as unmitigated falsehoods the fugitive items of news floating through the press of the country about the shaky condition of our order and the corruption of our grand officers.

We caution our members against the insidious approaches of those who are engaged in a reprehensible effort to belittle and disrupt the brotherhood, and urge upon them the expediency of remaining true to the order and its officers, who have been so true to them.

EUGENE A. BALL, Chairman,  
T. P. O'ROURKE, Secretary,  
E. H. BROWN,  
FRED. KEELER,  
Grand Executive Board.

W. F. HYNES, Chairman,  
CHAS. W. MAIER,  
ALEX. H. SUTTON,

Board of Grand Trustees.

### Compulsory Arbitration.

MR. EDITOR:—Upon the question of compulsory arbitration we are called to express approval or disapproval; and upon such expression, by the membership of the various railway organizations, will depend, no doubt, an effort to amend the present act creating boards of arbitration. As the act to be amended is a national law, and deals only with those parties engaged in inter-state commerce, it is evident that it is a question of considerable importance. As a national law which, in its present form is more ornamental than useful, it will undoubtedly remain unchanged until con-

gress is petitioned to amend it by introducing the principles of coercion. If we will have the courage to be honest and frank, we shall have to admit that it is a question upon which we are hardly competent to form an opinion. We are not aware that it has been profoundly considered, widely discussed, or extensively tried; therefore our conclusions will be narrow and conjectural. It is safe to assume however, that when congress passed the act creating boards of arbitrations or commissions, their intention was to protect the public interest rather than the rights and interests of the individual. I doubt if they had any desire to interpose any barrier to the absolute control of the internal affairs of railroads by the railroad managers. However this may be, our position relative to the question of compulsory arbitration is such that we should eliminate from the question all public considerations, and deal with it only as we may conceive it to affect the rights and interest of the railway employes. As the law is at present, it does not abridge in any way, any natural or legal right of an individual; or of an association. Neither of a corporation. Neither does it invest the individual or corporation with any new rights. It simply prescribes the method to be adopted when a dispute or controversy between a railway and its employes, is of such a nature and intensity that the two parties interested are unable to agree, and they voluntarily conclude to submit it to arbitration. Under the provisions of this law, all parties between whom there may be a dispute or controversy, may exercise their own judgment and discretion as to whether they will submit to arbitration; and having submitted a matter to arbitration they are under no compulsion to accept the decision of the arbitrating board. As a means of conserving the public interest, or of promoting pacific relations between the railways and their employes, it has been a complete failure; and mainly for two reasons. First, because in most cases, sooner or later, the contending parties have been able to settle their disputes. Secondly, they have had no confidence in arbitration. Now what is proposed by the amendment to this act? We are told the intention is, to make it a compulsory law—a law which will coerce the two parties to submit their disputes to arbitration. But will the amendment as drafted accomplish this end? Let us see. Under the amended act, arbitration would depend upon the "written proposition" of one party to the other party of the dispute or controversy. Without such written proposition under the amended act, the law would be a nullity even as at present. And if there is no faith in arbitration, from whence shall the written

proposition spring? It may be assumed as a positive fact that the railway companies are opposed, and will exert a tremendous influence to any measure compelling them to arbitrate differences with their employees. It is evident therefore that the railroad managers would not be the party to submit the written proposition, without which there could be no arbitration. Now under these circumstances the only party upon whom can be placed a reliance to bring forth the "written proposition," must be the interested employees. But will they do it? I think the amendment carries the assumption that they will. But as they have had no faith in arbitration, it is doubtful if they become the prime movers in a scheme of coercion, as binding upon themselves as upon the other party. Even though they should have faith in arbitration, and should submit the "written proposition," so essential, the other party to the dispute is under no compulsion, unless the "differences or controversies have been accompanied by acts or threats to act in such manner as to hinder, impede, obstruct, interrupt or affect such transportation of property or persons." In other words the aggrieved employees must assume the attitude of strikers; and by acts or threats to act in such manner as to interfere with inter-state commerce, before the act becomes a compulsory law. Seeking to promote pacific relations between contending parties and to keep the channels of inter-state commerce unobstructed, it invites belligerency and hostility, and makes such acts a prerequisite to its interference and demonstration of its virtues. It seems to me that a law embodying such features as these falls far short of being a compulsory arbitration law; and that such features are grotesque absurdities; ineffectual makeshifts. It is a well established rule in arbitration that the "arbitrator ought to be a person who stands perfectly indifferent between the disputants." Is this rule recognized in the proposed amended laws? The fact that each of the contending parties "shall select and appoint one arbitrator, is a guaranty that the board will be a biased board, and one which will not stand perfectly indifferent between the disputants. It will not be contended for a moment that a railroad company or the employees in exercising the right to select and appoint an arbitrator, would not select and appoint a person who would be favorable to their respective interests. In granting the right to select the implication is established that the rights and interests of the respective parties will be well guarded. The very selection itself surrounds the arbitrators with obligations to the party to whom he owes his selection. But it will be said that there is a third arbitrator—one who

owes his selection to neither party; and therefore he stands perfectly indifferent between them, unbiased, unprejudiced, neutral. To this argument I would reply that the character, disposition and position of this third arbitrator would be most carefully scrutinized by the other two arbitrators who have the selection. I apprehend that a railroad manager, stock owner or legislator would be objectionable to the arbitrator representing the employees; while any and every man who had expressed an interest in the cause of labor would be objectionable to the arbitrator representing the company. But grant that the third arbitrator possessed the qualities of an ideal judge, would he be in a position to reconcile the opposing and conflicting interests which the other two must necessarily represent? If so then he would virtually be the sole arbitrator, and upon this one man would rest the responsibility of adjudicating the differences between those two mighty forces. Capital and labor, are you ready and willing to submit your rights, interests, nay! your very destinies to such a tribunal? If so, why not clamor for the eradication of jury trial. Do you believe for a moment that your interests as employees would be more faithfully and successfully guarded; that a greater degree of justice would be meted out to you; that your compensations would be more equitable; that your services would be less onerous, and that your treatment would be more as become men? If you do, you forget that in every dispute between antagonistic parties the settlement has been dissatisfactory to one or both of the parties, and that the decision has been accepted, not as a final settlement, but as a temporary adjustment, holding good only to such times as circumstances and conditions warrant and justify a renunciation. What has been the results of state boards of arbitration. In how many instances have they endeavored to justify the longings and aspirations of the struggling workman? in how many instances have they endeavored to protect the weak against the strong? in how many instances has their sense of justice been warped by the power and influence of brain and capital, when muscle and poverty have been pleading for mercy? Can you recall a single instance when a legal board of arbitration has been of any benefit to organized labor in its contests with railway corporations? In the Lehigh strike the boards of arbitration representing New York and New Jersey, interfered to bring order out of chaos; harmony out of discord; manhood out of serfs; justice out of tyranny. What was the result? A meaner subterfuge was never put forth. A more treacherous and diabolical scheme was never concocted than in this very case.

And yet those boards of arbitration congratulated themselves upon the termination of that strike and considered that their good offices had accomplished much towards that termination. But let us hasten along and glance at other features of arbitration. I find that where arbitration has been made compulsory, the awards of the arbitrating boards "operate as final and conclusive judgments respecting all the matter submitted, and it binds the rights of the parties for all time." This is the theory prevailing in England, where compulsory arbitration has been applied to railroads since 1845. The courts have recognized this theory, and have refused to set aside such awards unless it could be proven that they were the outcome of corruption and fraud! To adopt compulsory arbitration and recognize this theory, is to bind the modern to the mediæval; the mediæval to the ancient. The ancient Medes and Persians made their laws unchangeable and unalterable. An award, which is final and irrevocable, when applied in the settlement of controversies which arise as the result of ever changing, varying conditions, is worthy of the times of those intellectual pigmies and industrial paupers. Those who would submit an industrial controversy of 1894 to an adjudication which was to be final, co-existing with time, would ally themselves with the devotees of Filmer and the doctrine of passive obedience. They would be dead and insensible to that progressive spirit which animated Charles Sumner, when he said, "times change and all things with it; and he who has lived through a lapse of years untouched by these mutations has lived to little purpose."

The United States has established eight hours as a legal day's work; while many of the states have made ten hours the legal day. But with railroad companies they exact twelve hours. Time is computed by the day. Now suppose the employees on any system should petition their officials for a ten or eight hour day and they were unable to obtain concessions. The matter in dispute is referred to an arbitrating board whose decision is to be final in accordance with the theory of compulsory arbitration. Do you believe, for a moment, under present conditions—industrial stagnation, commercial paralysis, when operating expenses are being reduced to the lowest point in order that the receipts shall be equal to the expenditures, that the employees would be able to get any favors or concessions from an arbitrating board in the way of reduced hours? Would or could this matter under present conditions be settled for all time, and at the same time be an equitable or just award to either or both parties. Would not an

eight hour decision force a company into insolvency, providing the rate per day remained the same? If it did then what more or less than judicial confiscation of personal and corporate property would such an award be? Suppose the award was a twelve hour award, would it be a just award, and one which should govern for all time? May we not conceive that, under certain conditions, such a decision would amount to a confiscation of the employee's compensation. It seems to me that the principle underlying the national eight hour law is, the greater the wealth and ability of the employer, the higher the rates of compensation to the employee. For a reduction of hours without a reduction of rate, is equivalent to a higher or greater compensation. If this be true, should not the same principle govern between a railroad company and its employees? But the wealth and ability of a company is not a fixed but a variable quantity. Therefore the relations between the company and its employees must partake of these varying conditions; and any settlement between them, based upon present conditions and circumstances, cannot be a final and irrevocable adjustment, without violating every principle upon which justice and common good are founded. Now what justification is there for a compulsory arbitration law? Do not forget we have eliminated the public's interest from the question. As employees, do our necessities, conditions or welfare call for such interference? Have our relations with our employers been so unhappy, miserable and contentious that we have been goaded to resistance and strife; and in our struggles have been defeated and plundered? Has corporate capital become omnipotent, beneath whose shackles we toil as ancient slaves? It seems to me that the schedule of wages, of rules and regulations, which seem to be fair, and under which we labor, fairly contented on over a hundred roads, is a partial if not a complete answer. By virtue of our organization we have been recognized as a competent contracting party, worthy of respect and consideration. As a rule we have been able to settle disputes and controversies with our employers without violent or disastrous results. If the terms have not always been satisfactory we can congratulate ourselves that we had a voice in the making of those terms, and that in accepting them we retain and concede the right to a rejection or a renewal of them when conditions justify it.

While the railroad companies have become colossal institutions buying legislators and corrupting courts; exacting tributes, which are held in check, only by national law; so have labor organizations advanced in power and influence. The



right to organize and combine is no longer questioned. Numerically, they are a mighty aggregation, with a tendency to multiplication.

Education and experience has taught the several organizations that "in unity there is strength;" "that an injury to one is the concern of all." With increasing numbers; more diplomatic generals; with rights conceded to us, which have always been questioned; with a national recognition of our power and importance, why should we surrender any rights or privileges to an irresponsible arbitrating committee? It is by virtue of the power and influence which organization has developed that there is a tendency to legislation, which will restrict and control such power and influence. Having built up this power and influence by gradual and legitimate processes, would it be prudent or wise to forego the pleasure and profit accruing from such advantages? Having a more matured condition and better opportunities for the development and protection of our interests, why should we solicit the protection of an arbitrating guardian?

"Compulsory arbitration is a scheme to infringe upon the rights of the individual; to trespass upon his liberties. It is to rob organizations of their defensive weapons. It is foreign government versus home rule.

*J. B. Ward.*

ROCHESTER, N. Y.

### **The Evil of Religious Strife.**

MR. EDITOR:—The MAGAZINE for April contains an editorial article, captioned "Furious Fanatics," which is of the nature of a general comment or reply to anonymous correspondents who take exception to the utterances of the editor on the subject of the A. P. A. in a previous number of the MAGAZINE; some of these anonymous correspondents going so far as to threaten the editor with the vengeance of the order unless he retracts. This shows how well the designs of our enemies have succeeded. The poison they have injected into us is doing its deadly work, doubtless to their utmost satisfaction. It is not at all strange that so prominent a person as the editor of the MAGAZINE should be threatened with assassination, when it is considered that such an obscure individual as the writer of this article is threatened in like manner, not by an anonymous correspondent, however, but directly by a self-confessed member of the order. The effort to arouse the average man to an intelligent interest in what is going on about him, or to the study of first principles, or the motives underlying the actions of people at any time, would seem to be as fruitless as the attempt of a sculptor to carve a marble statue out of a pan of dough. Nevertheless, "let us

reason together" for a moment. Can the organizers, the men in whose heads originated the idea of this order, be sincere in their avowed purpose to prevent a union of church and state, and to preserve American liberties and institutions from destruction by religious domination? If they are, why don't they go at it right, why not go to the bottom? Why don't they demand the retirement of the chaplains from the legislative halls of our nation, and the discontinuance of the practice of praying therein? And, in connection with this, why don't they oppose the entire body of Christians who, without regard to sect, creed, or nationality, are using every means in their power to have God put in the constitution? If they succeed in doing this, it will unite church and state in this nation and deprive us of all our liberties. We will then have Sunday laws, or any other laws that ministers of all religions may deem it to their interest to have enacted, and be forced to worship God according to law, or the dictates of men who know no more about God or the right way to worship him than we do ourselves. And if, perchance, there be some of us who do not believe in Gods of any kind, and who have, therefore, no desire to worship myths, having existence nowhere outside of the diseased imaginations of ignorant and superstitious people, we are liable, as of old, to feel the exhilarating sensations produced by the wheel, the thumbscrew and the rack—"all for the love of God," doncherknow! The fact that the A. P. A. does not try to prevent this is sufficient proof that its professions are false, and made only to cover up its real purpose, which is to create dissension among workingmen by playing on their religious prejudices, disrupt their labor organizations, and then in their weakened condition, work their will upon them. If people would only stop to think we could never be caught in any such a trap as the one set for us now; a trap baited with religious animosity by those who wish to enslave us. No thoughtful student of history, religious or secular, or of human nature, could become a member of any order, the advocacy of whose principles would be calculated to stir up religious strife. More bloodshed, tears and agony have been caused by religion, than all other things combined that have ever been used to set men to the work of cutting their neighbors' throats. The situation just now reminds me of a Spanish bull fight. The masses represent the bull; the red rag of religion is shook in our face, and, true to our natural instincts, we rush at it, while monopoly, our real enemy, whose intended victims we are, stands by with sword in hand to stab us to a vital spot as we rush by. Now, as often in the past, under the inspiring sentiment

of patriotism we are being led to use our massive power for our own injury. "What fools these mortals be!" Every workman in this country, where thought and speech are as yet comparatively free, should look with suspicion upon any organization purporting to be for his benefit, or, rather, the benefit of a portion of the working classes, whose principles its members are afraid, or ashamed, to proclaim and advocate in the broad open light of the day, in any community or presence; and no free-minded man will belong to such an organization, in a free country where he has the ballot in his hand.

*P. W. Monahan.*

GRAND JUNCTION, COLO.

### **The Old Dispensation.**

MR. EDITOR:—I see that Bros. Martin and Mayhall, from LaJunta, are making quite a record in the FIREMEN'S MAGAZINE as labor agitators. Bro. Martin waves the red flag and says that he is Irish, which I have no reason to dispute. Bro. Mayhall lays claim to being a tourist of some note and has known what it was to want a meal. Now, it was my pleasure to help make Bros. Martin and Mayhall B. of L. F. men, and it hurts me to see them take the pen and be among the first to try and pick flaws in the B. of L. F. to the advancement of the American Railway Union. I was always learned to praise the bridge that carried mesafely over, and if any of the timbers gave way, or became rotten, to replace them with new. Not so with Bros. Martin and Mayhall. They imagine that they have made a discovery—that the Old Dispensation is bound to sink; that it can't float any longer; that it is bound to go down with a crash, and they are like rats fleeing from a sinking ship, and they will take refuge in the "New Dispensation," as Bro. Martin styles it. Now, brothers, don't be alarmed.

The B. of L. F. has stood the storms of something like twenty-one winters, and to my knowledge the greatest portion of that time your names were not on the rolls. It was built up by older heads than yours, by men that had turned gray in the service, until it has become one of the greatest labor organizations in the world, in fact, second to none. Bro. Martin waves his flag and thinks he has gained a victory when he agrees with Bro. Carter that the heaviest expense borne by us are the assessments levied during strikes. But the good brother does not say what the assessment will be in his "New Dispensation" when they come to strike. Now let us examine this, good brother, and find out if he has any room for complaint. He has paid the very large amount of seventy-five cents in the heavy expense that he talks about. His heart must truly be as small as a mustard seed,

and as hard as flint, to let that small amount bother him. Where was the brother in 1888, when the monthly assessments were from \$7.00 to \$8.00 a month, levied to pay the C., B. & Q. strikers? Where was Mr. Martin during all the time we were assessed seventy-five cents every quarter for a protective fund, until we had accumulated \$65,000 or \$70,000? His name fails to appear on our rolls in all that time. Where was he? Even the echoes fail to answer. He is still dissatisfied and his large brain is working to try and destroy the order that has made him in part what he is. He refers to \$7.00 and \$10.00 quarterly dues that we ordinarily pay. I will refer the brother to the B. of L. F. constitution under the head of dues, and he can see very plainly that our dues are \$5.00 a quarter for three quarters, and \$7.00 for one quarter, making in all \$22.00 a year, with \$1,500.00 insurance. Now the rest of this very heavy expense that Bro. Martin is so eager to show to the public is local lodge dues, and has nothing to do with the order, as he very well knows. The brother allows that large and expensive brain of his to say that if we were relieved from our compulsory insurance, our assessments would be lighter. Now, is it not a positive fact with our compulsory insurance it makes it one among the cheapest insurance that can be obtained for the railroad men. Now, why is it that our worthy brother is so ready and willing to find fault with the order and the expense? Why has he not made a mark for himself and reduced them in a measure? His opportunities have been large. He represented his lodge at the last convention at Cincinnati. At the present time he is chairman of the firemen's local protective board, and last, but not least, he is master of his lodge. Now, I suppose that if there was any other office that the lodge could give him he would accept it with a smile and a "thank you brothers," and then take a head-of-time order for home and tax and worry his brain over an essay on the American Railway Union; tell what great advantages it had over all other orders; how cheap it was, and that there was no obligation to take, and that there was no chance for perjury; that it was free for all—Mexicans, dagoes and negroes—as Mr. Martin says that all it requires to be a member was to have your name on the books. But, Bro. Debs' answer, when asked who was eligible for the order, was anyone that drew pay from a railroad company. As the brother says, the field is large and the harvest will be great for the man that can control the vast army of railroad men in one order, and that order with neither corner stone nor foundation. Bro. Martin very well knows that the members in all other labor organizations are controlled by an obligation and a constitution providing some form of govern-

ment. But not so with the American Railway Union. Just draw pay from a railroad company and get your name on the books, is all that is required. I will ask the brother one question: If you were thrown out of employment now, which card would you travel on in seeking work? I rather think that you would drop back to the "Old Dispensation," as you know it has been tried and not found wanting. If I was Bro. Martin, and aspired for notoriety and the name of labor agitator, as he does, I would only hold membership in one order. I would not allow the members of the B. of L. F. to elect me to all the offices that there was any honor to hold, and then treat the order with as much contempt as he does in his writings. Ira, old boy, I have touched you light this time. Not but what you left many gaps down for a man to see that the office bee is buzzing in your hat. But you need not, in your wrath, consider me an enemy to the American Railway Union, as I am not. I am a warm friend to any labor organization founded on good principles, but I think that if you and Bro. Martin wish to advertise your new orders, that you should do it in some other way than through the pages of the FIREMEN'S MAGAZINE. Now, I am free to admit that I do not belong to the new order, and I am not able to say whether your writings are a work of art or not. But I am able to say that all writings like yours, and Bro. Martin's, when printed in the FIREMEN'S MAGAZINE, should be classed as patent medicine advertisements, and charged for accordingly.

LAJUNTA, COL.

Wm. D. Crane.

#### In Defense of the A. P. A.

MR. EDITOR:—In the March MAGAZINE I find an article written by A. J. Gray, and as I am a brotherhood fireman I consider it a duty as well as a pleasure to inform Mr. Gray that he is laboring under a great mistake with regard to the motive of the American Protective Association. The struggle of the wage laborers of the world is not for national or sectarian rights, it is a struggle for the rights of the human family—the rights of the oppressed as against the oppressor, the robbed as against the robber. Every wage worker who understands his rights as an American citizen is engaged in this glorious struggle. The A. P. A. does not interfere with any one's rights or liberties. The Roman Catholics may go through the land lecturing as they please and they will not be mobbed or greeted with riots, for the A. P. A. is composed of the best men in the nation; they are quiet, orderly law-abiding citizens. As for myself, I am not an A. P. A. man, but I respect the order and I wish it God speed, for it is constitutional and is actuated by the purest and noblest motives, and when it comes my

turn to vote I can be depended on to cast my ballot for one whose sole allegiance is to his God and his country, and not to any foreign potentate, be he prince or pope.

I read *Aesop's Fables* a few months ago, and one of them struck me as being appropriate to the times: There was once a simple flock of sheep, watched over by some faithful watch-dogs who night and day bravely defended them from the wolves. One day the wolves came to the sheep and said in a very bland way: "There is no enmity in our hearts against you; we should live at peace. The dogs are the ones who make all the trouble. They are wicked curs and keep up a feud between us, whereas if they were away we could live peaceably together." The simple sheep were deceived by the smooth words and evident good will of the wolves, and they thereupon dismissed the faithful watch-dogs. But that night the wolves came upon them, and as there were none to protect them the confiding sheep were all devoured.

It seems to me that the interpretation is clear: The flock is the American people; the A. P. A. is the watch-dog that guards the sheep from the wily attacks of the Romish wolves. It—the Romish church—says to us, "There is no enmity in our heart against you. We are all traveling the road to heaven, but we are taking different ways. We want to be at peace with you. We are loyal to the country; we love its laws; we uphold its public schools and all its institutions; let us be friends. But we cannot be while you have those curs of the A. P. A. at your heels. Send them away and we shall live peaceably together." Woe to the flock if it dismisses its faithful hounds! For the moment it does, that moment does the Roman Catholic church step into power, take the reins of government in her hands—they are almost there now—and then farewell to liberty and truth, freedom of speech and of the press; and then for the rack and the inquisition.

The democrats have spoken also of the "terrible persecution" that is being waged against them. If keeping them out of office is persecution, the meaning of that word has changed somewhat since last I saw it in the dictionary. And the change in its meaning since the Romish church had unlimited power till now, is so great as to form an anti-climax of the first order. It used to mean—under the sanction and by the authority of the holy Roman Catholic church and his holiness, the pope, and his minions—burning at the stake, stretching on the rack, piercing a body with spears, rending with wild beasts, throwing men and women from precipices to break their necks, and all because they were peaceable people who chose to worship God according to His commandments, and not according

to man's dictates. Has the Romish church forgotten, can she blot out the blood of the innocent ones who had kept the simple faith of the early Christian ages, and who lived a peaceable, happy life, but who were hunted like wild beasts and murdered because they worshipped God in spirit and in truth and in the beauty of holiness? Or the blood of the Huguenots, the most, peaceable, law-abiding citizens of France, who were foully murdered, and that at a time when Roman Catholics had pledged themselves to allow them freedom of worship? And this was when the Huguenots were off their guard, as they would like the Americans to be now.

It would take volumes to illustrate the meaning of persecution in the dark ages, when Rome reigned supreme and men obeyed the voice of the priest and the pope as the voice of God. 'Tis a pity our Romanist brethren would not open their nostrils and inhale a little of the smoke, figuratively speaking, that went up to heaven as an accusation at the burning of hundreds, aye, thousands, of innocent victims; beautiful young girls, young men in the strength of manhood, noble mothers and fathers, hoary headed men and women who suffered martyrdom because they read God's word and trusted in Jesus Christ as their Saviour and mediator instead of a priest. These were deeds of the holy Roman Catholic church, done under sanction and by the authority of her infallible popes. They were not sins, not even mistakes, but the doing of service to God. Her teachings were that it was fulfilling a duty to exterminate heretics, else why this wholesale slaughter? What is right for the pope is right for the layman. Her theology teaches that "the end justifies the means," but Paul says, "Do not evil that good may come," so we may judge if the Romish church clings to the bible.

But we need not go to the dark ages for persecution. Go to any Roman Catholic country and see how Protestants are treated. It is not many weeks ago that Gendreau, a man of unimpeachable character and pure life, was incarcerated for telling of the love of God on one of the street corners of that intensely Romish Province of Quebec. Rome's idea of liberty is, "Give up all your freedom to us." Her freedom is abject slavery. It seems to me that the ideas of the Romanists with regard to persecution must suffer somewhat, but then there are none so blind as those who will not see. Rome is on trial to-day in the United States. Loudly is she clamoring "Not guilty" to the charges brought against her, but we must take the proofs and the deeds, not the words. Rome has not changed; what she has done she will do again if she gets the power. If the lecturers who have lately

spoken to us tell untruths, why are not the Romanist men enough to meet them face to face on the platform before the people and answer the charges? None would be more glad than I to know they are untrue. Why not bring their books of theology—not the sugar coated pills which have lately been going the rounds—and show their doctrine, whether it is good or evil? Why not open their nunneries and let God's light reveal to us whether they are right or not? If these lecturers spoke falsely the Romanists would only be too glad to prove their innocence instead of striking cowardly blows in the rear. Again, if these men tell untruths, why not bring them before the law and punish them in a lawful manner? If a man should cover my fair name with infamy and slander, I would either pass it by unnoticed, or bring him to justice and maintain my cause. I would not waste my work in a vain way. Innocence is always fearless and will welcome investigation, but "error wounded writhes in pain." I do not wonder that Rome is howling against the lectures delivered against her; the wonder to me is that she does not hide herself in shame from the face of the earth. 'Tis enough to make anyone blush to have such a record brought to light. History does not lie; these facts cannot be gainsaid. They are written in blood which nothing can efface. The dogs bark but the caravan moves along. May the light and liberty of truth break through the clouds of ignorance and superstition, and may it bless the whole world.

*Leroy Miner.*

ESCANABA, MICH.

#### Certainly Right.

MR. EDITOR:—What is the A. P. A.? and what is it for? As an observer, as one who has studied this subject for a longer time than the A. P. A. has been in existence, if we mistake not, and as one who has studied every phase of the subject that has yet appeared, as such an observer we may be allowed to express ourselves.

As we understand it, the object of this association is chiefly, and in brief, to protect the American government and people from the domination of the papacy, by opposing every kind of union of church and state. It is therefore necessarily opposed to the encroachments of the papacy upon the government through any of her political scheming or aggression. That there is abundant room and great need of something of this kind being done is evident to every person who has watched, in any sort of fair minded way, the course of public or governmental affairs for the past twenty years or part thereof, or who will so watch affairs now. This the regular readers of the *American Sentinel*, the organ of the A. P. A.,

know full well, because all that the *Sentinel* has ever existed for is to point out these very evils and dangers. And now there are so many of them and they multiply so fast we can hardly describe them all as they pass.

That such work is proper according to every principle of the government and constitution of the United States, is plain to every person who knows the A, B, C of these principles or of the history of the making of the constitution and government of the United States. The government of the United States was established upon the principles of the total separation of the government from any church or religion, and specifically the Christian religion; and this for the express purpose of escaping any establishment of the Catholic church or religion. Jefferson and Madison and their fellow workers for civil and religious liberty, declared that "To judge for ourselves and to engage in the exercise of religion agreeably to the dictates of our own conscience, is an inalienable right, which, upon the principles on which the gospel was first propagated, and the reformation from popery carried on, can never be transferred to another." They said that "it is impossible for the magistrate to adjudge the right of preference among the various sects that profess the Christian faith, without erecting a claim to infallibility, which would lead us back to the church of Rome." They opposed all governmental favors to "the Christian religion," because, as they said, "Distant as it may be in its present form from the Inquisition, it differs from it only in degree. The one is the first step, the other is the last, in the career of intolerance." Thus spoke the heroes and patriots who established on this continent the separation of religion and the state as a government principle, and who made the government of the United States with the principle declared in its constitution. And they did it, as repeatedly declared, that the people of the United States might not be led back to Rome, to popery and to the Inquisition.

And the maintenance of these principles to-day for the same purpose for which they were established is as proper and as honorable as was the establishment of those principles in the beginning. It is as proper and honorable for men to-day to maintain these principles as it was for Jefferson and Madison to advocate them and secure their establishment as the principle of the government when the government was established. So far, therefore, as the object of the A. P. A. is concerned, it is precisely the object which the makers of the government had in view when they prohibited any connection of the government with any religion. In the object announced the

A. P. A. are in the company of Jefferson, Madison and their fellow workers in "the times of '76." The object, therefore, is as certainly right as that the principles of the United States government, as founded by our fathers, are right.

Of the political methods of the A. P. A. we know nothing personally. We have seen statements by Catholic papers and their partisans of what these methods are. But if we understand rightly, these methods of the A. P. A. are really known only to the members. And so, not knowing for ourselves these methods, and not being willing to take our information from the avowed enemies of the order, we are prepared to examine with perfect impartiality, whatever those methods may be supposed to be. By the report of the case in the Toledo court it appears that the A. P. A.'s of that city, at least, are arming. That is clearly wrong. It is only following the methods of the papacy, and it cannot win in opposition to the papacy. If this be true of the A. P. A.'s throughout the country, then they are all wrong in this particular, and should change their course at once in this matter.

If it be true that the A. P. A. proposes to accomplish its object by disfranchising or curtailing the political or civil rights of Catholics, that method is certainly wrong. If, however, the A. P. A. proposes to accomplish its object by recognizing the political and civil rights of Catholics equally with all others, while at the same time insisting that every citizen and every candidate for office shall faithfully maintain the fundamental principles of the government, and the plain provisions and intent of the constitution, then this is certainly right. If the A. P. A. proposes to accomplish its right object by the application of a religious test in any case, that method is wrong. If the A. P. A. proposes to accomplish its proper object by the test of the fundamental principles of the government and the provisions of the constitution in every case, then that method is certainly right. If the A. P. A. should apply even the test of the constitution and the fundamental principles of the government only to the Catholics, this method would be wrong. If the A. P. A. applies this proper test to professed Protestants and all others alike, then this is certainly right. If the A. P. A. opposes only Catholic aggression and encroachments upon the government, this is not enough. To be right it must oppose Protestant aggression and encroachment as well, and also every other that infringes to a hairbreadth the fundamental principles or the constitution of the government. If the A. P. A. opposes only Catholic interference with the public school, this is not enough. It must equally oppose Protestant interference with the public school. If the A. P. A. opposes

only religious interference with the public school, that is not enough. To be right and to further its avowed objects it must oppose all appropriations of the public money to any churches or religious orders for any purpose whatever; it must oppose this joint resolution which is now before congress, to add a religious amendment to the national constitution; it must oppose the assumption, on the part of the judiciary whether state or national, of insinuating religious matters into their decisions and imposing them upon the people as law; all this must the A. P. A. do if it will make good its avowed object of protecting the American government and the people from the dominion of papacy, and prevent the union of church and state.

It may be that the A. P. A. is doing all this. We sincerely hope so. It may be also, that the A. P. A. is doing all this in the right way, accomplishing the good and proper object of its organization by right methods in all things. This, also, we sincerely hope it is doing; for as the object of the A. P. A. is certainly right, we sincerely desire to see all its methods right, also, so that it can win. And, indeed, we want it to be right, whether it wins or not.

But, it is said, the A. P. A. is a secret organization. This is a queer cry to raise by anybody who knows anything about the papacy. The papacy is the most secret organization that was every on earth. The papacy being perfect mistress of ever element and method of secrecy, there can be no plan of secrecy devised in opposition to her, that can win. She can undermine them all.

Now, Bro. Debs, will you please explain why such an organization should have anything to do with organized labor, and cause the destruction of the brotherhood?

Unless we "poor devils," as you call us in the last issue of the *MAGAZINE*, are so narrow minded as to let our political and religious views bias our action toward our laboring brother. Don't you think if we are composed of such an element, and should the brotherhood die out of existence, there would not be much lost, and if partly composed of such an element that the sooner we are rid of their membership the better for us? We could not count on them in case of trouble, and we do not estimate our strength by the number of members alone, but by the tried and true brothers.

In regard to the form of obligation, how do you know it to be genuine? You are certainly mistaken about the A. P. A. being organized in New York. It was first organized and introduced in Iowa, and is, therefore, no "Wall street scheme."

Again I desire to call your attention to what, in my mind, gave birth to an organization called the "Amoreans," which ex-

isted some hundreds of years ago, and that of the A. P. A. of to-day. The oppression of the church in the past made it necessary for the existence of the Amoreans for the express purpose of protecting the liberties of the people. This same political oppression under the garb of religion caused the people of the eighteenth century to rise up in America and call a halt, which resulted in riots and bloodshed in many of our large American cities and drove from our soil the would-be pope, and now if I am correctly informed as to the mission of the A. P. A., it is to check and forever destroy the probabilities of any union of church and state, no matter by what denomination the attempt may be made; and that the order does not attack the religion of any church, but the political power, and is pledged to the ultimate destruction of political power being used by any religious body.

Yours fraternally.

J. D. Heffner.

LEXINGTON, KY.

#### A New Solution.

MR. EDITOR:—Under the caption, "Providing for the Needy," you criticize an article in the *Forum* for February, by Josephine S. Lowell, who traces the cause of our present "acute" and "chronic" distress to, (1) a surplus of unskilled labor; (2) low wages; (3) improvidence. The lady is credited with being familiar with "sociological problems," and consequently her solution of the question should command respect. She says: "To diminish the surplus of unskilled labor, one plain remedy is to cease to attract more unskilled people to the spot where there is already too many, and to deal with such as come naturally, in a way which, *while good for them, will not be agreeable to them.*"

The italics are mine. Can it be possible the same idea is cropping up in various parts of the country as solutions of the "sociological problem?" The lady hints darkly at a method of getting rid of surplus laborers "which will not be agreeable to them." You know that Dean Swift grimly suggested the eating of the redundant babies of the Irish population, as a means of furnishing food and at the same time reducing the superfluous population. Malthus advocated preventive measures for keeping the population within bounds, and considered that wars, plagues, and famines were nature's plans for reducing a too redundant population.

Now I have my share of local pride, and I desire this city shall receive credit for the first frank and outspoken method of dealing with surplus laborers in a way that "will not be agreeable to them."

A local writer has proposed a method of dealing with the question that may be something like what Mrs. Lowell darkly hints at.

He first draws attention to the "on to Washington" movement. He shows that there is no use closing our eyes to the fact that there are more laborers than is necessary for the production of wealth. He frankly admits that the reason offered by the socialists is correct, viz.: that the use of machinery is continually displacing laborers rendering them unnecessary. He makes copious extracts from a three column article in the *New York Sun* of recent date, which showed the enormous number of laborers, skilled and unskilled, who had been displaced by labor saving machinery, and the conclusion of the *Sun* that American workmen must make up their mind to have their days of employment decreased, as the production of wealth was yearly requiring less labor. But he scouts the proposition of the socialists, of a co-operative system of production and distribution. He admits that it would enormously increase the productive and distributive forces of society, indeed he opposes it on that very ground, because he claims the supplying of human wants would be so easy, that mankind would sink into a lethargic state of "innocuous desuetude," the absence of competition would remove all incentive to exertion and society would sink down to a dead level of nerveless mediocrity. So he concludes we must retain the competitive system for the purpose of keeping man up to a high standard of attainment, activity and progress. But competition must not be too excessive as that also is bad. Here is the gist of his proposition in his own words:

I have thought over the subject long and carefully and have fully evolved a plan that will make perpetual "good times;" that will solve the great industrial problem and make employment certain for all applicants; insuring also fair remuneration. I confess to a degree of pride and self congratulation in my success, for not one of the eminent authorities on political economy has given the world an outline of a scheme to solve the problem and allow our social and commercial system to remain unchanged. It is true the Nationalists claim to have proposed a theory of production that would abolish poverty and insure to everyone willing to work all the luxuries as well as the necessities of life; but these wicked agitators not only propose to destroy the tramp and make destitution impossible (and beyond this no good man would wish to go) but they mean to abolish the millionaire and make it impossible for the favored few to control the many. What a crude, barbarous state of society would ensue without millions of millionaires and private fortunes! Who would lead in social affairs? who would endow our universities, build our fine churches, pay the large salaries our best preachers earn, determine the fashion in dress, etc.? I fancy I can see an ignorant Nationalist blush in confusion over the practical question.

It is certain that the one cause of so many unemployed is simply because society does not require their labor. In other words the necessities and luxuries needed by society can be produced by probably one-third of the number of men who must exist by producing wealth.

In fact about four years ago one of the most distinguished statisticians of the age demonstrated that if all the million factories in the country were in full operation there would still be 75,000 workmen out of work, and in times of depression as the present, this surplus must extend into the millions. Now this is the plan. Let every county in every State of

the Union appoint a committee of investigation and let this body report the exact number of laboring men required in their district.

A census of the workmen will of course show the surplus number of producers and this surplus may be shipped to a central point previously selected. (The method of selecting this surplus may be accomplished by lot or any other way. It is a matter of trivial detail).

At the central point designated, the Government would build a large air tight structure prepared for the administration of chloroform, and there unhappy individuals that are causing the trouble and discomfort of modern society would be painlessly and rapidly dismissed from a world that has no need of their services.

I cheerfully admit, at this point, that the thoughtless and superficial, those who have not examined the social problem and have not made a special study of social conditions will at first glance object to this plan, and will do so conscientiously and from the best of motives, but I am prepared to meet and answer every honest objection. First, the practical business man and utilitarian will object on the ground of expense; but I am prepared to prove that all expenses may be met and in all probability the process would result in a profit. In the first place a great many could be canned and shipped to the Cannibal Islands—Mr. Mark Twain deserves some credit for this suggestion—and doubtless the natives would gladly exchange coconuts, bananas and other tropical fruits. Science has already demonstrated the human skin can be put to numberless profitable uses; an extra article of glue could be made; the bones even could be used. A few years ago the San Diego "Union" estimated that one tramp would furnish sufficient fertilizing matter to insure a healthy development of an orange tree. I need not waste more time on this objection: many other sources of profit will occur to any candid observer.

A second objection might spring from mere sentiment. A superficial sentimentalist may say society has no right to put innocent persons to death; they might go further and call it wholesale murder; but if society exercises on undoubted right to cause men to die the painful death of starvation, can it not cause the painless death of chloroform narcosis? Is society always careful that none but the guilty are killed on the battlefield? Those killed in war frequently die with no benefit to the survivors, but think of the enormous benefit to the workers that are left under my plan and to general society! no idle men, no surplus labor, everybody well paid! I have not the time to answer this objection in full and doubtless the good sense of the reader will discover other answers.

I will come at once to the most practical and important objection that can be urged. Many good Christians would regard the plan as an absolute blocking of the chief road to heaven. For there are many that know of but one path to the mansions of the blest; and that lies through giving cast-off winter flannels, worn out clothes and surplus cold meat to the poor.

There is but one way of keeping this well traveled highway open. In every district a few of the most infirm may be reserved as fit objects for alms giving and the exercise of charity.

The writer closes his article by stating that there are many other arguments that might be urged in favor of his proposition that will readily occur to any one interested in the subject. He is careful to state that the thinning out process would require to be renewed every few years according as advances in science and new inventions made men superfluous, or as he says: "In order to maintain the proportion of producers to the new condition from continual improvement in machinery and methods of production." The writer concludes with the assertion that he is without prejudice and will gladly abandon his plan in favor of

any other that could be shown to have any advantage of this scheme and still retain our competitive, social, and economic system.

It is unnecessary, I hope, to say, that I take no stock whatever in the plan proposed. I feel confident, notwithstanding the objections stated, that socialism is the only solution of the problem. Yet, as an alternative I think it only fair to present this writer's solution of the problem of what to do with our surplus labor under competitive conditions of production, and the inevitable displacement of labor, under private ownership of the means and instruments of production.

W. H. Stuart.

LOS ANGELES, CAL.

"A Better Financial System," by George C. Ward. 200 pages, paper cover, price 25 cents; issued from the press of the Arena Publishing Company, Boston, Mass.

This little book from the pen of a writer who is well known to readers of the MAGAZINE, is a masterly and thoroughly logical argument for the nationalization of our banking system. Mr. Ward takes for his text the financial plank of the Omaha platform of the people's party, and then, as stated in his introduction, he attempts to demonstrate that every principle of that platform "may be subverted and every demand realized by the nationalization of the banking system of the United States and the assumption, as a public function, by the government, of the banking business of the nation." There is no useless theorizing about Mr. Ward's treatment of his subject; he deals with facts, and he has been at infinite pains to collate a vast number of them all of which illustrate in a striking manner the correctness of the idea he is contending for. A notable chapter of the book is the one treating of "the volume of money;" standing by itself it should commend the book to the attention of students of finance. Mr. Ward shows that the range of prices that prevailed in the three year period 1867-70 might be obtained with a per capita circulation in excess of bank reserves of only \$16.45, and he says, "We are justified, then, in concluding that the demand for fifty dollars per capita is wild, visionary, and impracticable." And Mr. Ward has recognized a fact that a great many writers on finance are prone to forget—he has taken account of conditions. There is a great truth contained in the following paragraph which it would vastly benefit the majority of our financial doctors to reflect upon: "During 1867-70 the labor of the nation was fully employed and its ability to purchase and consume was limited only by its wages received. In 1890 the 'the army of the unemployed' numbered two millions. No amount of tinkering with the volume of

money can overcome the effects of these conditions." Mr. Ward shows that, with a system of governmental banking such as he advocates in operation, such panics as that of 1893, due to "lack of confidence," would be rendered impossible, and making the most liberal allowance for the expenses of conducting such a system, they would be more than covered by a rate of interest on loans not to exceed 2 per cent. per annum. The book should be read by all who are in favor of "A Better Financial System."

W. P. Borland.

#### THE BROTHERHOOD SEAT.

Of the many inventions I note on the rail,

There is one above others all engineers hail.

'Tis the "BROTHERHOOD" SEAT made by STANNARD &

WHITE.

And oh! boys, in old times it would give me de-

light

When my back used to ache till my eyeballs were red.

And my teeth, one by one, seemed to drop from my

head.

As I sat like "stiff," every lurch making groans.

At the way the old stub roads were grinding my

bones.

Those were days when we planted the seeds of dis-

ease

Which shall grow like ill weeds till our heartbeats

shall cease

Kidney ailments, dyspepsia, lumbago, dim sight.

And the blasted rheumatics I feel as I write.

We were tossed o'er rough joints and hove rail-ends

for years.

Till we nurtured the grass by the wayside with

tears.

All because we sat rigid in cold and in heat.

For no man yet invented the "BROTHERHOOD"

SEAT.

We old-timers, from bone-yards of physical ills,

Would advise men to guard against tonics and

pills.

By investing the price in this Common-Sense Seat.

For I feel in my heart that it cannot be beat.

Had I one long ago, oh, what songs I could sing.

But I groaned without back-rest or even a spring.

From my fancy these lines I most cheerfully write.

In behalf of the seat made by STANNARD & WHITE.

Shandy Maguire.

"Locomotive Mechanism and Engineering" is the title of a new book by H. C. Reagan from the press of John Wiley and Sons, 53 East 10th street, New York, N. Y. The book contains 145 illustrations, 300 pages, and sells at \$2.00 per copy. The author is a practical engineer and his style is clear and easily understood. His treatment of the various parts of the locomotive is that of a writer who is thoroughly familiar with his subject and locomotive engineers will find the new book a valuable acquisition to locomotive literature.

The members of Maumee Valley Lodge No. 512 B. of R. T. express their thanks to the members of Ann Arbor Lodge No. 421 B. of L. F. for the active part they took in the burial of the late Bro. Chas. McConell at Owosso, Mich. The kindness thus shown is fully appreciated and will be long remembered.



## ONLY A WOMAN.

Only a woman: shivering and old,  
The prey of the winds and prey of the cold!  
Cheeks that are shrunken.  
Eyes that are sunken,  
Lips that were never o'er bold,  
Only a woman, forsaken and poor,  
Asking for alms at the bronze church door.

Hark to the organ—roll upon roll  
The waves of its music go over the soul,  
Silks rustle past her,  
Faster and faster;  
The great bell ceases its toll.  
Fain would she enter, but not for the poor  
Swingeth wide open the bronze church door.

Only a woman, walling alone,  
Icily cold on an ice cold stone.  
What do they care for her,  
Mumbling a prayer for her—  
giving not bread, but a stone?  
Under rich laces their haughty hearts beat,  
Mocking the woes of their kin in the street.

Only a woman! In the old days  
Hope caroled to her the happiest lays,  
Somebody missed her,  
Somebody crowned her with praise,  
Somebody faced out the battle of life,  
Strong for her sake who was mother and wife.

Somebody lies with a tress of her hair  
Light on his heart where the death shadows are,  
Somebody waits for her,  
Opening the gates for her,  
Giving delight for despair.  
Only a woman—never more!  
She is dead in snow at the bronze church door.

—From an Unknown Author.

The publishers of *Locomotive Engineering* are giving their subscribers for 1894 three educational charts of great value. Chart No. 2 has just been issued and represents a modern locomotive, a marvel of perfection, with each part accurately named and numbered and there has been such a demand for these charts that the publishers have had a supply prepared on coated paper for framing which can be had for 50 cents per copy. Address *Locomotive Engineering*, 5 Beekman street, New York City.

Two books of special value from the publishing house of Lee and Shepard, Boston, are on our table, viz: "The Co-operative Commonwealth" by Lawrence Gronlund and "The Speeches, Lectures and Letters" of Wendell Phillips. Both are books of the day, gotten up in a cheap yet substantial form, and should be in the library of every student of current events. Price 50 cents each. Address Lee and Shepard, 10 Milk street, Boston.

The Maine railroad commission reports that of 6,332,535 passengers carried in that state last year only one was killed and but ten was injured, seven of these but slightly. Of the employees six were killed and thirty-one injured. It is probable that the peaceful avocation of farming was attended in the same state with a much greater number of casualties and fatalities than resulted from the operation of 1,400 miles of railways.—*Railway Age*.

## The American Telegraph System.

In an interview in the *Telegraph Age* Colonel R. C. Clowry, vice president of the Western Union Telegraph company, says, regarding some comparisons made between British and American telegraph systems:

"The British telegraph system comprises but about 30,000 miles of line, 190,000 miles of wire and 8,000 offices, extending over an area of about 120,000 square miles; while the Western Union telegraph system alone comprises about 190,000 miles of line, 750,000 miles of wire, 8,500 miles of ocean submarine cables and 22,000 offices, extending throughout an area of more than 3,000,000 square miles, being therefore about quadruple the British government telegraph system, and extending over an area twenty-four times as great. The capital account of the cost to the British government of its telegraph system is \$50,000,000. If the Western Union Telegraph company's capital account was in proportion to its property in the same ratio it would be over \$200,000,000.

"During the past summer I have met and conversed with representative electricians from nearly all parts of the world, who came here to visit the exposition. Each of them has inspected the Western Union office and system in Chicago, and in every case has stated distinctly that the progress of telegraphy in the United States was very far in advance of what it was in Europe. Our instruments, switchboards, etc., appear to be a revelation to most of them. Then again the United States is the only country in which telegraph lines are operated direct from dynamo current. In Europe they still adhere to the old battery system (in some cases using storage batteries), and the gentlemen who visited me were surprised to see the great advance we have made in this direction. The only European instruments which we have adopted in this country are the English Wheatstone, which we work to advantage on some of our long circuits, while in England they are gradually substituting our Morse system, including the duplex, quadruplex, etc., for their old machinery. In fact an electric manufacturing company of Chicago is shipping telegraph instruments to nearly all parts of Europe. It appears to me therefore that the United States is very much in advance of all European countries in all branches of electrical industries, the telegraph and telephone included, and in fact in all mechanical industries, very nearly all of the great inventions having been made by Americans"—*Railway Age*.

## Addresses Wanted.

G. J. FLYNN, ALPHUS MCLENDON, and ROBT P. CONANT—Members of Mission Lodge, No. 281, are requested to correspond with the Secretary of their lodge.

**TWO SINNERS.**

There was a man, it is said, one time,  
Who went astray in his youthful prime.  
Can the brain keep cool and the heart keep quiet  
When the blood is a river that is running riot?  
And boys will be boys, the old folks say,  
And a man's the better who's had his day.

The sinner reformed, and the preacher told  
Of the prodigal son who came back to the fold,  
And Christian people threw open the door  
With a warmer welcome than ever before:  
Wealth and honor were his to command,  
And a spotless woman gave him her hand;  
And the world strewed their pathway with flowers  
a-bloom.  
Crying: "God bless lady and God bless bridegroom!"

There was a maiden went astray  
In the golden dawn of her life's young day:  
She had more passion and heart than head,  
And she followed blindly where fond love led;  
And love unchecked is a dangerous guide,  
To wander at will by a fair girl's side.

The woman repented and turned from sin,  
But no door opened to let her in;  
The preacher prayed that she might be forgiven,  
And told her look for mercy in heaven;  
For this is the law of earth we know,  
That the woman is scorned while the man may go.  
A brave man wedded her, after all,  
But the world said, frowningly: "We shall not call!"  
*Ella Wheeler Wilcox.*

**Color-Blindness.**

The importance of color-blindness is world-wide. It concerns all who travel by water or by rail, for upon proper recognition of colored signals the safety of vessels and of trains depends; and it so happens that the colors used for signaling are so imperfectly recognized by four men out of every hundred that they may be confounded the one with the other. To you as guardians of the safety of the traveling public the importance of the subject primarily appeals; for to you it looks for its guidance, and from you should emanate measures for its protection.

Many of you are perfectly familiar with color-blindness, all of you should be; and to that end I shall present a brief and practical exposition of the subject, hoping that it will excite your interest and further investigation.

Color-blindness, which in no way interferes with the sharpest sight, may be complete when no colors are perceived and intensity of light as light and shadow is the only guide to the outline and recognition of objects; or the defect may apply to one or more of the primary colors. But the most frequent form is blindness for red and green, which alone concerns us, and is found in four out of every hundred men and one out of every five hundred women.

Color-blindness affects all races and conditions of men. It is hereditary, congenital and incurable, but at times may be palliated.

Color-blindness may be acquired from disease or disturbance of the central nervous system when it is only with—usually—

other symptoms of a general disorder, and is not classed as true color-blindness.

Experience has demonstrated the necessity of using red and green signals on railways, and custom has settled upon the former color to indicate danger and the latter caution, while white means safety. Now a color-blind person cannot distinguish accurately between red and green, for he relies upon their luminosity or brightness alone in reaching his conclusions, and under certain conditions he may confound either of these colors with white. Hence it becomes a matter of serious moment to detect the four per cent. of such individuals among railway employees.

In devising tests for this purpose it was soon discovered that such as required the naming of colors was unsatisfactory, for defective nomenclature and perfect color perception often coexist; and final selection was made of those tests which required the matching and comparison of colored objects, without the naming of any. That known as Holmgren's has received the sanction of almost universal adoption, and will alone be demonstrated. Holmgren's test consists of a set of Berlin worsteds containing upwards of a hundred small skeins composed of reds, greens, yellows, blues and their derivatives, and browns and grays (these latter "being confusion" colors); and besides these three skeins of larger size, known as "test skeins" and colored respectively green, pink and red.

The method of applying this test is to loosely pile the worsteds on a white cloth in a good light, and, placing the large test skein of green aside, the person to be examined is asked to select and pick out of the general heap those skeins of the same color, darker or lighter, and put them beside it. The normal eyed will do this quickly and without difficulty, but the color-blind will show his defect by selecting besides the greens, or without them, some of the grays, light browns, pale and even full reds.

The test need go no further to prove color-blindness, but Holmgren advises that its variety be established, and this is done by remixing the worsted, laying aside the large pink test skein, and asking the examinee to select and pick out all the lighter and darker shades of this color. He will pick out blues, violets or bluish green and show predominance of red-blindness, or full green and grays, and demonstrate that green-blindness is strongest. Defective perception for green means faulty perception of red, however, and vice versa. Other forms of color-blindness are as rare as they are unimportant from a practical standpoint, and we may pass them by.

A further test which is of some practical value, because it illustrates the mistakes which may occur in signaling with the color—

blind, is with the large red test skein, the color of which corresponds to the danger signal of railroads. This is laid aside and the examinee is asked to pick out the colors which match it. He will select reds, browns and greens, preferring the darker shades of these colors if he is red blind, and lighter ones if he is green-blind.

It is obvious from these exhibitions that color-blind people should find no employment on railroads where signals must be recognized. Safety certainly requires this and discountenances even palliation of the condition.

Palliation can be effected, however, and when the means of doing so are thoroughly understood by intelligent, conscientious and painstaking men, I believe it can be done with safety. The plan was suggested by Maxwell and consists in viewing signals through red and green glass simultaneously. Looking through a red glass a red flag is made lighter and a red light is clearly seen, while a green flag is made darker and a green light is much obscured. Looking through a green glass the red flag is made darker and the red light is much obscured, while the green flag is made lighter and the green light is clearly seen.

### Unnecessary Reduction of Employees.

One of our contemporaries, which has been devoting a great deal of space and labor lately to arguing that railroad men of all classes are in duty bound to accept reduction of pay without a murmur, injects upon railroad officials the question: "If you had to pay the salaries of all the men employed out of your own individual income, do you think there would be as many employed?" An attempt is then made to answer the question in the negative. We believe that we have enjoyed as good opportunities for observing the conditions of employment on railroads and in private firms as any person connected with the *Railway Age*, and the result of our observations is that we consider that railroad officers as a rule are less given to retaining superfluous help than any other kind of employer. A private employer, whose individual income suffers most severely in hard times, will often keep on old employees when there is little for them to do, partly through benevolent instincts and partly because it is good business policy to retain valuable men. In the course of numerous tours made during the last three months, we have been greatly impressed with the sympathy that private employers display towards those dependent upon them, and with the number of manufacturing establishments that are kept running with the expenses greater than the income. This is done for the purpose of providing a livelihood for the workmen

under circumstances when it would be money in the pockets of the employers to close down the works.

We regret to say that we have seen very little of this benevolent spirit among railroad officers. They are hounded so with orders to reduce expenses that they appear to have no bowels of compassion. Those who perceive that they are losing valuable men who will be hard to replace when business revives, and understand that the policy will be costly in the end, perform the acts of harshness because they have no option in the matter. To the manipulator of stocks, the individual employe is a mere machine. Supply and demand is his highest law, and he cares nothing for depriving men of employment. Men of this stamp give orders that operating expenses of railroads be reduced, and the executive officers have to obey or get out.

The present lamentable depression of business has been greatly intensified by this tendency of railroad stock owners and gamblers to reduce operating expenses, and stop purchasing everything not absolutely required to keep trains going. It is the most shortsighted kind of business policy, and ultimately causes increase in the expense necessary; but those who pursue it care for nothing but the present, and their acts exert disastrous influence upon the welfare of the whole country. There is certainly no reason to find fault with the men in charge of railroad operating for keeping at work men whose services might be dispensed with. The cause for regret is all in the opposite direction.—*Locomotive Engineering*.

### Germany's Electric System.

In Germany they do not operate the telegraph and telephone on the same plan as prevails in the United States. Details of the way in which Emperor William's country manages the electrical department of the government were recently related to a reporter by Heinrich Hofmeister, director of the German telegraph system and superintendent of the cable system at Emden. On being asked to state the difference between telegraphic service in his country and this, Dr. Hofmeister said:

"The greatest difference which I have observed is that we do more for the small towns and the villages all over the empire. We have arranged it so that the smallest communities have a service twice a day for letters, newspapers, packages and money, and that they have an efficient telegraph and telephone service. In Germany the mails, the telegraph and the telephone are confined in one department, known as the *reichspostamt*, or, as you would call it, the postal department. Dr. von Stephan is at

its head, and since 1876 his strong personality has been bent to this one end, that in the matter of intercommunication the people shall have a perfect service at the minimum of cost. His success has been wonderful and his work is the admiration of the world. His theory is that effective service at low rates multiplies business. His slogan was 'reduce the tariff.'

"How do your tolls compare with the rates of this country?" was asked.

"Very much lower. The charge for a ten-word message to any part of the empire is 50 pfennigs, or 12½ cents in your money."

"Irrespective of distance?"

"Yes. It is the same for five miles as for fifty."

"What are the telephone tolls?"

"Twenty-five cents for five minutes' conversation. We do not take distance into account. You can talk from Berlin to Hamburg at the same rate as to the nearest station. We charge individual subscribers 150 marks (about \$36) a year for the use of the telephone, and there is no charge for switches."

"Is there a deficit or a surplus at these rates?"

"O a handsome surplus every year, which is turned into the general treasury. Lest you may think the charges by your private corporations are too high as compared with ours, I ought in justice to say that we operate much of our mails, telegraph and telephone system conjointly. In small places one man acts as postal clerk, telegraph operator and telephone manager. When we added the telephone service we did not incur in many places additional cost for buildings, employes and incidental expenses. But, as I said before, the people of the interior are better served than Americans. We provide fire alarms, calls for physicians, weather reports, etc., and we are always prepared for emergencies."

"Do you still string wires on poles?"

"Indeed not. We abolished overhead wires long ago, not only in the cities, but throughout the empire. We employ underground cables, containing seven hard copper wires, constructed like submarine cables, and incased in iron pipes like gas mains. Germany is one gigantic spider web of underground cables. Main lines radiate from Berlin to the outermost edges of the country, and these radiating lines are joined together at regular intervals. 'Spider web' exactly describes the system. It is Dr. von Stephan's chef d'œuvre. With this network under the earth no meteorological disturbance, however severe, can interfere with the perfect working of the wires from Berlin to any part of the realm. No invading army could cut the wires unless it dug trenches over the face

of the empire. Occasionally we string wires on poles in the country, but we use two poles strongly braced to support the crossarms, much like the bents of a bridge, and we put up porcelain insulators, which prevent the escape of the electric current. It seems to me that in this country your poles are too flimsy and your glass insulators imperfect."—*Electrical Worker*.

### Barnabee's Prize Story.

The following story, ascribed to H. C. Barnabee, of the Bostonians, won second prize in a contest for the best story sent to *Life's Calendar*:

A well known Congregationalist clergyman of Boston went to an eminent dentist of that city to have himself supplied with a new set of teeth. After several pilgrimages, the work was completed. The clergyman, who possessed a voice pitched in an almost feminine key, stepped from the operating chair and, standing before a long mirror, began to grimace, opening his mouth wide so as to show his new set of teeth. He finally burst out with the exclamation, "Jesus Christ!" The dentist, who was a religious man and who did not know that his patient was a clergyman, upon the repetition two or three times of the sacred name, protested most vigorously against what he considered a blasphemy. The good clergyman, astonished, turned from the mirror and said: "My good friend, I'm not swearing. It is 30 years since I've been able to pronounce the name of my blessed Redeemer without whistling."

### Figures Tell the Story.

In England and Wales one hundred persons own 4,000,000 acres. In England, in 1887, one-thirteenth of the people owned two-thirds of the national wealth.

Seventy persons own one-half of Scotland; 1,700 own nine-tenths; twelve per cent. own 4,046,000 acres.

In Ireland less than eight hundred persons own one-half the land; 492 members of the house of lords own 14,250,012 acres, which rent for \$57,865,630. The total number of tenant farmers in England, Scotland and Wales, is 1,060,639, and of these Ireland furnishes 574,222 and England 314,800.

England's war debt is \$3,600,000,000, and the English bondholders fatten on an interest of \$313,004,360 annually drawn from the industrial population of that country.

In London relief was given to 88,164 paupers in one week. It takes 14,000 policemen to guard London's population.

In the United States seventy persons are worth \$700,000,000—and less than fifty of these can control the currency and commerce of the country on a day's notice. One hundred are worth \$300,000,000 and

24,000 own over one-half the total wealth. The census shows that the railroads of the country own 281,000,000 acres of land, and foreign and domestic syndicates 84,000,000, making a total of 365,000,000.

In New York City 10,000 of the 2,000,000 inhabitants own nearly the whole city, and only 13,000 own any real estate.

In Chicago—population 1,200,000—less than three and one-half per cent. own all the real estate.

Total number of millionaires, 30,000.

Total number of people out of work, over 1,000,000.

The number of tramps, 500,000.

Ex-soldiers in poor houses, 60,000; bondholders, none.

Estimated that 10,000 children die from lack of food in this country annually.

There were 57,000 homeless children in the United States in 1880.

In New York 400,000 working women are so poorly paid that they must accept charity, sell their bodies or starve. In one precinct twenty-seven murdered babies were picked up; six in vaults.

New York has 1,000 millionaires.—*Cleveland Citizen*.

### Mules are not Fools.

One day on a railroad an engineer scared up a mule on the track beside him. They were about two miles from a bridge at the time; knowing the fashion all animals have of running straight ahead on the track instead of putting their common sense on the matter and sheering off to one side, the engineer fairly made the surrounding country ring with the noise of his whistle, so as to get clear of the mule before they got to the bridge. But Mr. Mule seemed to think that the whistle was intended only to keep him on the track and make him run faster, and he kept straight on at redoubled speed. Of course the engine could easily have overtaken him and knocked him to smithereens, but as that might have resulted in knocking the train into the same kind of fragments, the engineer slackened speed a little, and finally stopped and sent the fireman out to drive the beast off the track.

That was done several times, but each time the fireman had hardly got back into the cab again when the mule was on the track the same as before, and tearing ahead like mad. In fact, the thing was becoming very monotonous, when, looking up suddenly, the engineer saw that he was very close to the bridge. Then he began to get uneasy, for fear the idiot of a mule—as he thought the animal to be—was going to try to cross the bridge, though how he would manage to step on the ties sure-footed the puzzled railroader could not understand.

They were so near the bridge by that

time that the engineer dared not go another rod, so he stopped short, just as the old mule dashed off across a field, braying like a good fellow. And then the engineer and fireman saw the game the wise old animal was playing. Right in the middle of the bridge was another mule stuck fast, with his legs between the ties.

The old railroader insists upon it that the mule had kept on the track to make the train go slow, and thus prevent it from coming into collision with the mule on the bridge, not because it cared so much about the fate of its companion, but to save the train from wreck.—*Los Angeles Herald*.

### What Interested Napoleon.

At one of Napoleon's reviews an old grenadier who had made the campaigns of Italy and Egypt, not hearing his name pronounced, left the ranks and asked for the Legion of Honor. "What have you done," said Napoleon, "to obtain this recompense?" "It was I, sire, who, in the desert of Jaffa, in a dreadful heat, offered you a watermelon." "I thank you again for it, but that is not worth the Legion of Honor." The grenadier who, so far, had been as cold as ice, flew into a paroxysm, and said with great volubility: "Do you count for nothing seven wounds received at the bridge of Arcola, at Lodi, at Castiglione, at the Pyramids, at Saint Jean d'Acre, at Austerlitz, at Friedland—eleven campaigns in Italy, in Egypt, in Austria, in Prussia, in Poland?" Here the emperor interrupted him, and imitating his vivacious language, said: "Well, well, well! how you scream! Now you come to essential points; you end where you ought to have begun; this is better than your watermelon."—*San Francisco Argonaut*.

### TURNING THE FLOWERS.

Out in the country where two roads met,  
A cottage with open door I found;  
The board for the evening meal was set,  
The good wife bustled busily round.  
It was homely and plain—but oh, so sweet,  
With rose and lavender freshly culled,  
And there, in a cradle, just at my feet,  
A beautiful babe to sleep lay lulled.

I sat me down, with a bidden right,  
And a sense of comfort over me stole;  
The board, though homely, was clean and white,  
And flowers were upon it—set in a bowl.  
And the good wife said unto me, her guest,  
As she twisted the blooms in the bowl so brown:  
"I like to turn what are freshest and best  
To the side where the man of the house sits down."

I looked at the flowers—so white, so red;  
I gazed at the happy-faced busy wife,  
And, "That is a nice idea," I said:  
"I wish we could carry it all through life.  
For the world would be a far happier place,  
And many a glint through the darkness loom,  
If we 'turned the flowers' with a tactful grace,  
And showed the glory instead of the gloom."

—*Tri-State Grocer*.

**A MODEST MAN.**

I'd fain so live that my last sleeping-place  
Will need no shaft far reaching into space,  
To blazon to the people's wondering eyes  
Great deeds of might and marvelous enterprise.  
No wish have I to lead my fellowmen  
To bloody war; nor sway them with my pen.  
I only ask that such my life may be  
That on the stone which is set over me  
May be this short description of my worth:  
"Here lies the bones of one who owned the earth."  
—*Indianapolis Journal.*

**An English Engine-Driver.**

An engine-driver, recounting his experience, said that he had thus far escaped smash-up, but that he thought he was in great danger one night. Said he: "It was a clear autumn evening, and I was running a passenger train. We were a little behind time, and I was going along at a good pace. There was a big wood to go through, and the line, on clearing it, took a sharp turn to the westward. Just as we made that turn my heart came right up between my teeth, for there, coming straight down the line was another engine, with her headlight flaming in my eyes.

"I blew down brakes, and had my engine reversed before I'd drawn half a breath, sent the train back as hard as I could to a siding about a mile behind us, and waited for the other train that I supposed to be close by, but she didn't come. I made the signalman wire up the line to see if there was any special or runaway engine in the way, but the answer was that the line was clear.

"The passengers got out and began to talk and ask questions, and as for me, I was dazed. I thought of runaway locomotives and train-wreckers. Everything was quiet around the bend as far as I could see and hear. Presently I happened to glance westward across a clearing; there was the headlight shining through the trees as serene and steady as you please. It was the planet Venus."

**Premiums on Naval Vessels.**

The interesting statement comes from San Francisco that an error of 12 pounds has been proven to exist in the Navy department steam gauges used in testing the "Monterey" and the "Olympia," cruisers built by the Union Iron Works, of San Francisco, which works suffered pecuniarily on account of an apparent deficiency in the machinery of the first named vessel, represented by 12 pounds boiler pressure. When just the same deficiency was shown in the second vessel suspicion was aroused, and the Mare Island Navy Yard gauges examined.

Of course there can be but one fair and honorable way of dealing with such a case, and that is to fully reimburse the Union Iron Works, even if a special law of congress be required for the purpose; and in the

meantime it would be very interesting to know just how the government gauges came to be so much in error at a time when so much depended upon their being right.

It so happens that contemporarily with this discovery some little stir is being made about the matter of premiums paid by the government to contractors for performances of vessels beyond contract requirements in respect either to horse-power or speed; it being charged that things are so arranged between the officers of the Navy and the contractors that the large premiums can be readily earned.

There are, of course, a hundred ways in which engineers of the Navy department, so disposed, could arrange things so that certain favored contractors might know in advance that a large premium was to be earned on any given vessel, but we think if those who are charging such things against officers of the Navy were somewhat better acquainted with the methods of the department and with its personnel they would know that such a charge is about the last one likely to have any truth whatever in it.

—*American Machinist.*

**The First Mint.**

Massachusetts was the first of the colonies to establish a mint. It was located in Boston, and was in charge of John Hull, who was bound under oath to coin, by the help of God, every shilling of three penny troy weight and other pieces in proportion. "So neere a you can," was the considerate concession made by the court that would not be too strict in its demands on a man's ability to coin money to a nicety with the rude implements then in vogue. Hull was to have one shilling out of every twenty. The business proved to be so good that when Hull's daughter married Judge Samuel Sewall, her father gave her as dowry her weight in silver. The story goes that after the wedding ceremony a large steelyard was brought into the room and the bride was placed upon one of its platforms, while pine tree shillings were poured into a tub upon the other side until the steelyard balanced. These New England coins had for their device a tree, at first a willow, then an oak, and last a pine. The date on most of them was 1652, for our prudent fathers saw no reason for changing the die every year. This indifference served them a good purpose on one occasion, for Charles II., learning that the people of New England were coining their own money, was very much displeased. In a conversation with Sir Thomas Temple he expressed his indignation in no mild terms. Sir Thomas was a good friend to the colonists and had spent several years in New England. He apologized for them on account of their ignorance of the law, and took from his pocket some

of the oak-tree shillings. He told the king that the people of Massachusetts had adopted the oak as the emblem of their loyalty to his majesty, inasmuch as that tree had saved the life of their king. This satisfied Charles, who good naturedly smiled and called the Massachusetts people "a parcel of honest dogs."

### A Creede Burial.

"Can a feller buy a stack of blues in here to-day?"

"Not to-day, partner."

"What's the matter?"

"Well, Joe Simmons is being buried to-day, and the house is closed until after the funeral."

"Who was Joe Simmons?"

"How long have you been in the camp?"

"Come in on the afternoon train."

"Thought so. Well, Joe Simmons was Jeff Smith's best friend. This is Jeff's house, and not a card will be turned or a drink sold until Joe's remains have been carefully planted. You can slide up to the bar and gulp one to Joe's health beyond the range, but your money don't go."

The above conversation took place at the Orleans club in this camp Sunday afternoon, says the Creede (Col.) *Chronicle*. The inquiring party was a miner fresh from Leadville. The man who responded was the barkeeper at the club. After the drink the mixologist waxed talkative. "I've known Jeff Smith," he said, "for a number of years, but I never saw him knocked such a twister as when he found out that Joe had to die. Down in Texas, years ago, both of 'em was kids together. They went to an old log school-house and helped each other to annoy the teacher and get a little learning. Then they went to punchin' cows and worked for the same outfit, afterward graduating into the Texas rangers. They ran together, swore together—yes, and I guess they skinned many a spicker together, too—but they never gave a friend dirt."

"Well, Joe comes into camp when he hears the boom is on, and went to dealin' for Jeff. He finally got sick—pneumonia—and Friday night a few moments before 12 o'clock Jeff goes up to his room. Joe was dyin' and Jeff knowed it, but he tried to give him a stall that he was looking all right."

"Don't lie to me, Jeff," says Joe. "I know I'm dyin'. My last chip will be cashed in very soon, and I want to say good-by to you. You won't have no preachin' at my sent-off, will you? No. Good. Just lay me out and wish me good health on the other side of the range, if there is another side and any health there. Good-by, old pard; I'm off!"

"Them was the last words Joe spoke, and

Jeff came down to the saloon and cried like a baby. He says to me: 'Chick, the whitest man on earth just died,' and I knowed what he meant. But there goes the funeral procession."

Joe Simmons was one of the best known gamblers in the west. He was Smith's schoolday friend, and the last wishes of his friend were sacred trust to him. Accordingly, the funeral which took place Sunday and the services at the grave were perhaps the most unique ever witnessed. It is seldom that Bacchus is called upon to preside at the grave. But the sound of the popping champagne corks mingled with the curses of the ore drivers as they swung their lead-ers along the narrow trail which passes beside God's acre on the broad plateau above this rustling camp. Yet the remains of a human being were being consigned to their last resting place. At 2 o'clock the funeral cortege left the undertaker's. A wagon containing the deceased was in advance. Next followed the only hack in town, containing Jeff Smith, John Kinneavy, Hugh Monan, and a *Chronicle* reporter. Wagons with fifty friends of the departed followed.

A blinding snow storm was in progress, but the horses plodded up the steep hillside. When half way up the mourners were forced to get out and walk to the head of the hill, as the horses couldn't stand the strain.

Finally the cemetery was reached. Six mounds of earth ominously close together marked it. A gaping, oblong hole had been dug beside the last mound. When the box had been taken from the improvised hearse it was lowered into the grave. Every head was uncovered, and Jeff Smith, standing at the foot of the grave, thus addressed the throng:

"The man whom we have just laid to rest was the best friend I ever had. You all know him. Did any of you ever know him to do anything that wasn't square with his friends? No. I thought not. Neither did I. The best we can do now is to wish him the best there is in the land beyond the range, or the hereafter, if there is any hereafter. Joe didn't think there was, and I don't know anything about it. Friends, I ain't much of a speaker. But Joe was my friend, and all he wanted was for us to gather at his grave and drink his health when he was gone. Let us do it."

Twelve bottles of Pommery were then opened, and each of the assemblage took his glass in hand, while Smith said: "Here's to the health of Joe Simmons in the hereafter, if there is a hereafter." The glasses were drained. Then all joined hands around the grave and sang "Auld Lang Syne."

It was a strange and weird sight. The snow was falling in thick, heavy clouds,

and for a moment the sun came out above the crested cliffs and glinted on the glasses, giving a new sparkle to the wine that toasted the obsequies of the dead sport. Sorrow for the nonce was drowned by an offering to Bacchus.

The dirt was filled into the grave and the cortege returned to town. In a few moments they were busy again with the cards and chips, and the Orleans club opened for business.

This event, at which perhaps the outside world would stand aghast, simply proved that the sporting element of a mining camp regard the last wishes of the dying as a duty to be performed faithfully. They may be outside the pale of the world in many things, but they practice the broad principles of humanity. How many centres of civilization do this?—*Creede Chronicle*.

#### Imprisoned in a Bottle.

Some time ago a druggist of Putnam, Conn., threw a lot of empty bottles into the back yard of his store, and recently, while he was strolling there, he heard one bottle clinking against the rest in a peculiar way. The bottle rolled around like it was bewitched. The druggist picked up the locomotive bottle, and was astonished to see a rat gallivanting inside it. He was a big gray fellow, while the bottle nozzle is scarcely big enough to let a man thrust his finger into it. The rat's body is more than three times larger than the orifice, and the mystery is how did the rat ever get in the bottle.

The druggist has placed the imprisoned rat on the counter in his store, and scores of people inspect it daily. It is the conjecture of a scientific Putnam citizen, who is familiar with the habit of rats, that it crawled into the bottle when young, and, since it is known that rats help one another in tribulation, that the animal's mother has visited the bottle daily and contrived to thrust food into it. The rat appears to be in excellent health, and apparently is happy and contented.—*Philadelphia Ledger*.

An engineer, who now considers himself "too old to begin," recently remarked to the writer that looking back over his life he considered one of the great disabilities under which he had labored was his inability to make a respectable free-hand sketch. This is a matter of greater importance to some than to others, and what he said may not have been much exaggerated. At any rate, it is a matter of a good deal of importance to mechanics, and especially so to machinists. Almost every one knows of some machinist who attends to outside work a good deal, who will bring to the shop such a sketch of what is re-

quired as would fill a draftsman's heart with envy. And we know that he gets paid for this accomplishment. Everybody has noticed at school that some boys "take naturally" to sketching forms, surreptitiously, while others never cause their teachers trouble in this respect. It would probably be said of the boy who showed uncommon proficiency in this that he was a genius, but every boy has got enough of genius to learn to do something in the way of sketching, and he should learn it if it requires a good deal of effort. He should be compelled to learn something of it as a part of his common-school education, and if he learns a trade should follow it up during his apprenticeship.—*American Machinist*.

#### An Engineer's Story.

I once had an interesting experience with a quicksand. My engine ran off a low bridge near River Bend, about 100 miles east of Denver, and fell into a small creek filled with quicksands. A wrecking train came up in a few hours, but the engine had entirely disappeared. The railroad officials ordered it raised, but it could not be found. We sounded with rods to a depth of over sixty feet, but not a trace did we discover of the engine, which had vanished as completely as if it had never existed.

"Four years afterward it was found at a depth of over 100 feet and was raised. We then ascertained there was scarcely a bit of rust on it, the breaks were few, and, after a little tinkering, it was put upon the road again. The sand had kept out the air, and prevented the iron from oxidizing."—*New York Tribune*.

A CURIOUS case of the invisible being photographed was when the "Great Eastern" was taken prior to her being broken up for good. When the photograph was made the photographer was not a little surprised to find great big letters extending the whole length of the ship advertising some one's patent pills. It appears that these letters had at one period of the ill-fated vessel's downward career been painted on as an advertisement. They had, however, been subsequently painted out with tar, and although invisible to the eye, the camera had detected and recorded them.

This seems improbable, but it is quite within bounds. When the letters were painted on the vessel's side they stood above the surface; any subsequent coat of paint would cover them and the ground beneath them equally, so that although in one color there would be projections which would catch the light and be photographed.—*The Engineer*.



**IN THE CALM THAT COMES AT EVENING.**

There's a calm that comes at evening  
When the weary day is o'er  
That's as soothing as the lullaby  
Our mother sang of yore;  
And though the day be dreary,  
I can just forget it all.  
In the calm that comes at evening,  
When the twilight shadows fall.

When I see my sweetheart's signal  
From her waving window blinds,  
I can feel her perfumed presence  
Wafted to me on the winds.  
Then I hush my heart to hear her,  
And I almost understand  
Her sweet welcome in the wimple  
Of the wind-wave from her hand.

When she laughs it's like the music  
Of the ripple on the rill,  
And her breath is like the perfume  
From the flowers on the hill.  
I dare not hope she loves me,  
But she tells me I can call  
In the calm that comes at evening,  
When the twilight shadows fall.

My life is like a stream of joy  
That swiftly rushes by,  
While I linger in the laughing,  
Luring luster of her eye.  
So my cate is in the corner,  
And my hat hangs in the hall,  
In the calm that comes at evening,  
When the twilight shadows fall.

—Cy. Warman.

**Pious Wisdom.**

A great many prayer meetings are prayed to death.  
Men who stamp around among the stars in the pulpit are not much account in helping people towards heaven.

No matter what you may say or think, if you know that your scales or measures are wrong, your heart is not right.

There are so many people who think they ought to help the Lord to keep the preacher humble.

There are spots on the sun, and yet there are people who expect a ten year old boy to be perfect.

If you want to make a boy work without knowing it, get him a safety bicycle.

No man can comprehend the divine character until he has the divine character.—*Ram's Horn.*

**The Depths of Ignorance.**

A young man who was a stranger in South Boston looked in vain for the Perkins Institute. Finally he said to a street boy:

"Kindly tell me the way to the School for the Blind?"

"Don't you know where the Blind Asylum is?"

"No; that's what I asked you."

Instead of giving the desired information the boy beckoned to an urchin on the other side of the street while he screamed at the top of his voice:

"Hi, Billy! Come over here! Here's a feller what don't know where the Blind Asylum is!"

**Did He Look Like It?**

The little boy had come in with his clothes torn, his hair full of dust and face bearing unmistakable signs of a severe conflict.

"Oh, Willie! Willie!" exclaimed his mother, "you have disobeyed me again. How often have I told you not to play with that wicked Stapleford boy?"

"Mamma," said Willie, wiping the blood from his nose, "do I look as if I had been playing with anybody?"—*Vogue.*

Charlie—Oh, I'm so dreadfully hungry! I believe I could eat my own head.

Clara—If you're so hungry I should think you would want something substantial.

**GRAND LODGE.**



**Assessment Notice for June.**

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND, June 1, 1894.

ASSESSMENT No. 46, \$2.00.

**To Receivers of Subordinate Lodges:**

SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members entitled to all the benefits of the order, viz.:

CLAIM No. 1274. Wm. H. Barrus, of Just in Time Lodge, No. 149, died of Pneumonia, February 12, 1894.

CLAIM No. 1275. C. F. Pillard, of Mt. Ouray Lodge, No. 140, died of Phthisis, February 12, 1894.

CLAIM No. 1276. Frederick Ross, of San Diego Lodge, No. 90, was killed in a Railway Accident, April 13, 1890.

CLAIM No. 1277. Joseph J. Fox, of Compound Lodge, No. 499, died of Apoplexy, May 8, 1893.

CLAIM No. 1278. Thomas J. Ames, of Rocky Mountain Lodge, No. 77, died of Duodinum, February 8, 1894.

CLAIM No. 1279. James W. Quinn, of Pacific Lodge, No. 173, was killed by Falling from Engine, February 26, 1894.

CLAIM No. 1280. John Martin, of Petroleum Lodge, No. 383, was killed in a Railway Accident, March 9, 1894.

CLAIM No. 1281. Daniel Adams, of Lake Erie Lodge, No. 241, died of Pulmonary Tuberculosis, March 21, 1894.

CLAIM No. 1282. Peter F. Kelley, of Enterprise Lodge, No. 75, died of Paralysis of Bladder, March 28, 1894.

CLAIM No. 1283. John Shanley, of Bluff City Lodge, No. 55, died of Consumption, March 30, 1894.

CLAIM No. 1284. E. E. Zeigler, of Truckee Lodge, No. 19, died from Surgical Shock, March 30, 1894.

CLAIM No. 1285. Charles Hilborn, of Chicago Belt Line Lodge, No. 331, died of Smallpox, April 4, 1894.

CLAIM No. 1286. Frank W. Sufer, of J. W. Walker Lodge, No. 381, was Caught in Brake and killed, April 5, 1894.

CLAIM No. 1287. Oliver Ferguson, of Summit Lodge, No. 87, was declared totally disabled by Injury to Spine, April 13, 1894.

CLAIM No. 1288. John A. Connors, of Protection Lodge, No. 137, died of Typhoid Fever, April 16, 1894.

CLAIM No. 1289. Wm. Reall, of Narragansett Lodge, No. 478, was declared totally disabled by Fracture to Leg, April 23, 1894.

CLAIM No. 1290. Wm. Becker, of Ozark Lodge, No. 280, was declared totally disabled by Loss of Foot, April 24, 1894.

CLAIM No. 1291. Charles J. Boylan, of Fellowship Lodge, No. 121, died of Concussion of the Spine, April 30, 1894.

An assessment of TWO DOLLARS (\$2.00) has been levied for the payment of the above claims, and you are required to forward said amount for each member whose name appears on the roll of membership MAY 31st, 1894 (also for all members having taken a withdrawal (limited or final) after MAY 1st, and for all members who died or were totally disabled since that date), said remittance to reach the grand lodge not later than JUNE 20th, 1894, as provided by Section 50 of the Constitution. Any lodge failing to make returns as above provided will stand suspended from all the benefits of the order, as per Section 52 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. & T.

### Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER, }  
TERRE HAUTE, IND., May 1, 1894. }

### To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund for the month of April, 1894:

### RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	26	51	76	101	126						
2	27	52	77	102	127						
3	28	53	78	103	128						
4	29	54	79	104	129						
5	30	55	80	105	130						
6	31	56	81	106	131						
7	32	57	82	107	132						
8	33	58	83	108	133						
9	34	59	84	109	134						
10	35	60	85	110	135						
11	36	61	86	111	136						
12	37	62	87	112	137						
13	38	63	88	113	138						
14	39	64	89	114	139						
15	40	65	90	115	140						
16	41	66	91	116	141						
17	42	67	92	117	142						
18	43	68	93	118	143						
19	44	69	94	119	144						
20	45	70	95	120	145						
21	46	71	96	121	146						
22	47	72	97	122	147						
23	48	73	98	123	148						
24	49	74	99	124	149						
25	50	75	100	125	150						

### RECEIPTS—Continued.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
151	213	275	337	399	461						
152	214	276	338	400	462						
153	215	277	339	401	463						
154	216	278	340	402	464						
155	217	279	341	403	465						
156	218	280	342	404	466						
157	219	281	343	405	467						
158	220	282	344	406	468						
159	221	283	345	407	469						
160	222	284	346	408	470						
161	223	285	347	409	471						
162	224	286	348	410	472						
163	225	287	349	411	473						
164	226	288	350	412	474						
165	227	289	351	413	475						
166	228	290	352	414	476						
167	229	291	353	415	477						
168	230	292	354	416	478						
169	231	293	355	417	479						
170	232	294	356	418	480						
171	233	295	357	419	481						
172	234	296	358	420	482						
173	235	297	359	421	483						
174	236	298	360	422	484						
175	237	299	361	423	485						
176	238	300	362	424	486						
177	239	301	363	425	487						
178	240	302	364	426	488						
179	241	303	365	427	489						
180	242	304	366	428	490						
181	243	305	367	429	491						
182	244	306	368	430	492						
183	245	307	369	431	493						
184	246	308	370	432	494						
185	247	309	371	433	495						
186	248	310	372	434	496						
187	249	311	373	435	497						
188	250	312	374	436	498						
189	251	313	375	437	499						
190	252	314	376	438	500						
191	253	315	377	439	501						
192	254	316	378	440	502						
193	255	317	379	441	503						
194	256	318	380	442	504						
195	257	319	381	443	505						
196	258	320	382	444	506						
197	259	321	383	445	507						
198	260	322	384	446	508						
199	261	323	385	447	509						
200	262	324	386	448	510						
201	263	325	387	449	511						
202	264	326	388	450	512						
203	265	327	389	451	513						
204	266	328	390	452	514						
205	267	329	391	453	515						
206	268	330	392	454	516						
207	269	331	393	455	517						
208	270	332	394	456	518						
209	271	333	395	457	519						
210	272	334	396	458	520						
211	273	335	397	459	521						
212	274	336	398	460	522						

Balance on hand April 1, 1894, 1. . . . . \$54,913 75  
Received during month . . . . . 1,000 00

Total . . . . . \$55,913 75

### DISBURSEMENTS.

By claims 1254, 1255, 1256, 1257, 1258, 1259,  
1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267,  
1268, 1269, 1270, 1271 . . . . . \$27,000 00

Balance on hand May 1, 1894 . . . . . \$28,913 75

Respectfully submitted,

F. W. ARNOLD, G. S. and T.

**JOINT PROTECTIVE BOARDS B. OF L. F.****ALABAMA GREAT SOUTHERN.**

P. C. Jordan, A. G. S. shops, Birmingham, Ala. . . . . Chairman  
 F. J. Bedford, 2217 4th ave., Birmingham, Ala. . . . . Secretary

**ALABAMA & VICKSBURG.**

Chas. H. Lee, 425 39th ave, Meridian, Miss. . . . . Chairman  
 J. E. Mitchell, Meridian, Miss. . . . . Secretary

**ATLANTIC & PACIFIC.**

H. N. Norton, 917 Avenue D, San Antonio, Tex. . . . . Chairman  
 S. S. Andress, 125 Atlantic ave., Algiers, La. . . . . Secretary

**A. T. & S. F.**

S. E. Fulton, 800½ E. 1st st., Los Angeles, Cal. . . . . Chairman  
 Fred Lawton, Aspen, Colo. . . . . Secretary

**A. T. & S. F., COLORADO MIDLAND DIVISION.**

F. H. Burton, Box 240, Colorado City, Colo. . . . . Chairman  
 Geo. McGonigle, 306 W. 4th st., Leadville, Colo. . . . . Secretary

**BOSTON & MAINE.**

A. O. Eastman, Lyndonville, Vt. . . . . Chairman  
 G. O. Fowler, Lyndonville, Vt. . . . . Secretary

**B. & O.**

H. N. Lamb, Garrett, Ind. . . . . Chairman

**B. & O. SOUTHWESTERN.**

Wm. Hyson, 294 E. 4th st., Chillicothe, Ohio . . . . . Chairman  
 W. H. Johnson, 144 Scioto ave., Chillicothe, Ohio . . . . . Secretary

**B. C. R. & N. RY.**

Wm. McCardle, Estherville, Iowa . . . . . Chairman  
 F. C. Little, Estherville, Iowa . . . . . Secretary

**CANADIAN PACIFIC.**

Geo. Gouerlay, 148½ Stractian ave. Toronto, Ont. . . . . Chairman  
 Wm. Glenn, Brandon, Manitoba, . . . . . Secretary

**CENTRAL OF GEORGIA.**

Keeno Bailey, Box 21, Cedartown, Ga. . . . . Chairman  
 J. E. Stephens, Box 21, Cedartown, Ga. . . . . Secretary

**CHESAPEAKE & OHIO.**

C. M. Thornburg, Huntington, W. Va. . . . . Chairman  
 C. R. Alley, Richmond, Va. . . . . Secretary

**C. C., C. & ST. L.**

Lee Wetz, 136 Prairie ave, Mattoon, Ill. . . . . Chairman  
 D. W. Dwyer, 227 E. Central ave., Delaware, Ohio . . . . . Secretary

**CHICAGO & ALTON.**

C. A. Hannaford, Roodhouse, Ill. . . . . Chairman  
 John Reid, Slater, Mo. . . . . Secretary

**CHICAGO & EASTERN ILLINOIS.**

W. H. E. Green, 3609 Portland st., Chicago, Ill. . . . . Secretary

**CHICAGO & GREAT WESTERN RY.**

Patrick Herley, 88 Augusta st., St. Paul, Minn. . . . . Chairman  
 John Fesenmeir, Clifton Heights, So. Des Moines, Ia. . . . . Secretary

**C. M. & ST. P.**

W. B. Howe, Box 153, Perry, Iowa . . . . . Chairman  
 C. P. Ingmundson, Box 1, Savanna, Ill., Secretary

**C. & N. W.**

W. E. Hutchinson, 312 National ave., Milwaukee, Wis. . . . . Chairman  
 F. E. Wilder, 1502 Charlotte st., Escanaba, Mich. . . . . Secretary

**C., R. I. & P.**

Jno. F. Taylor, Box 52, Stuart, Iowa . . . . . Chairman  
 K. L. Dresser, Goodland, Kan. . . . . Secretary

**C., St. P., M. & O. RY.**

W. F. Gale, 1508 E. 4th st., Sioux City, Iowa . . . . . Chairman  
 Wm. McLyman, Altoona, Wis. . . . . Secretary

**CINCINNATI SOUTHERN.**

D. R. Walker, Staunton House, Chattanooga, Tenn. . . . . Chairman  
 T. R. Harrison, Somerset, Ky. . . . . Secretary

**DELAWARE & HUDSON.**

Peter Becker, 15 Ralph st., Wilkesbarre, Pa. . . . . Chairman  
 A. J. Bookout, 219 Chestnut st., Oneonta, N. Y. . . . . Secretary

**D. L. & W.**

F. J. May, Hallstead, Pa. . . . . Chairman  
 James J. Welsh, 16 Elephant Lane, Morristown, N. J. . . . . Secretary

**DENVER & RIO GRANDE.**

M. M. Smith, Box 599, Salida, Colo. . . . . Chairman  
 Ira Lowe, 1120 S. 10th st., Denver, Colo. . . . . Secretary

**DULUTH, SOUTH SHORE & ATLANTIC.**

Jno. Milne, Thomaston, Mich. . . . . Chairman  
 Jno. B. Crowley, 127 Fisher st., Marquette, Mich. . . . . Secretary

**ERIE.**

P. J. Reilly, 44 Front st., Port Jervis, N. Y. . . . . Chairman  
 D. Creegan, Box 291, Susquehanna, Pa. . . . . Secretary

**E., T., V. & G.**

R. L. Wood, Tusculumbia, Ala. . . . . Chairman  
 R. H. Hart, Box 422, Knoxville, Tenn. . . . . Secretary

**FITCHBURG RAILWAY.**

Wm. L. Carlson, 321 E. Market st., Corning, N. Y. . . . . Chairman  
 F. L. Bunnell, 823 E. Market st., Corning, N. Y. . . . . Secretary

**GOULD.**

A. Dillon, Downs, Kan. . . . . Chairman  
 G. P. Reed, Osawatomie, Kan. . . . . Secretary

**GOULD SOUTHWEST.**

Geo. P. Reed, Osawatomie, Kan. . . . . Chairman  
 Ed. Turner, El Dorado, Kan. . . . . Secretary

**GRAND TRUNK.**

James Burke, Box 318, Stratford, Ont. . . . . Chairman  
 James Nicholson, Box 21, Palmerston, Ont. . . . . Secretary

**GREAT NORTHERN.**

J. F. Driscoll, 180 Penn ave., St. Paul, Minn. . . . . Chairman  
 M. J. O'Reilly, Great Falls, Mont. . . . . Secretary

**G. C. & S. F.**

C. M. Rogers . . . . . Chairman  
 A. J. Schmidt, L. Box 51, Brownwood, Tex. . . . . Secretary

**ILLINOIS CENTRAL.**

Wibur T. Vifond, 13 Winnesheik st., Freeport, Ill. . . . . Chairman

**JACKSONVILLE SOUTHEASTERN.**

Dennis Havey, J. S. E. Round House, Jacksonville, Ill. . . . . Chairman  
 Fred Zeppenfeld, 831 Beesley ave, Jacksonville, Ill. . . . . Secretary

**K. C., Ft. S. & M.**

Joe Glivens, 1012 W. Elm st., Springfield, Mo. . . . . Chairman  
 C. E. Wilson, 124 S. Margrave st., Ft. Scott, Kan. . . . . Secretary

**L. V. R. R.**

I. D. Miller, Box 171, Ashley, Pa. . . . . Chairman  
 Wm. R. Moore, Mauch Chunk, Pa. . . . . Secretary

**L. S. & M. S.**

Daniel Blanchard, 611 S. 2d st., Elkhart, Ind. . . . . Chairman  
 Chas. E. Bell, Collinwood, Ohio . . . . . Secretary

**MANHATTAN (Elevated).**

A. H. Hawley, 811 W. 117th st., New York City . . . . . Chairman  
 W. F. Robinson, 12 Deroc st, New York City . . . . . Chairman

**MICHIGAN CENTRAL.**

Geo. A. Holden, 1028 E. Main st., Jackson, Mich. . . . . Chairman  
 Jos. O. Goodwin, 700 Catherine st., West Bay City, Mich. . . . . Secretary

**MISSOURI PACIFIC.**

Asa Dillon, Downs, Kan. . . . . Chairman  
 Geo. P. Reid, Ossawatimie, Kan. . . . . Secretary

**M., St. P. & SAULT STE. MARIE.**

Geo. W. Stevenson, Gladstone, Mich. . . . . Chairman  
 J. A. Houle, Gladstone, Mich. . . . . Secretary

**M. K. & T.**

T. L. Collacott, 419 Crawford st., Dennison, Tex. . . . . Chairman  
 S. Bowser, Sedalia, Mo. . . . . Secretary

**MOBILE & OHIO.**

W. F. Snider, Murphysboro, Ill. . . . . Chairman

**MONTANA UNION RY.**

Wm. White, Anaconda, Mont. . . . . Chairman  
 Chas. Hoffman, So. Butte, Mont. . . . . Secretary

**NEW ORLEANS & NORTH EASTERN.**

Chas. H. Lee, 425 89th ave., Meridian, Miss. . . . . Chairman  
 J. E. Mitchell, Meridian, Miss. . . . . Secretary

**N. Y. C. & H. R. R. R.**

C. A. Pease, 72½ Whitesboro st., Utica, N. Y. . . . . Chairman  
 C. J. Wriker, 774 2d st., Albany, N. Y. . . . . Secretary

**N. Y., P. & O.**

Frank N. Gear, 109 Literary st., Cleveland, Ohio . . . . . Chairman  
 T. McCarthy, Sharon, Pa. . . . . Secretary

**N. Y. & N. E.**

D. C. Vanderburg, E. Hartford, Conn. . . . . Chairman  
 G. W. Dunlap, Box 486, Saco, Maine . . . . . Secretary

**NORFOLK & WESTERN.**

J. B. Neale, Crewe, Va. . . . . Chairman  
 Charles P. Younce, 721 11th ave., Roanoke, Va. . . . . Secretary

**NORTHERN PACIFIC.**

J. W. Matheson, 218 E. 26th st., Tacoma, Wash. . . . . Chairman  
 C. N. Dorsey, 1106 Bryant ave., North Minneapolis, Minn. . . . . Secretary

**OHIO RIVER RAILROAD.**

James F. McLaughlin, O. R. R. shops, Parkersburg, W. Va. . . . . Chairman  
 Frank H. Knox, O. R. E. shops, Parkersburg, W. Va. . . . . Secretary

**OLD COLONY.**

C. P. Shufelt, 14 Sarsfield st., Boston, Mass. . . . . Chairman  
 L. M. Howard, Everitt st., Jamaica Plain, Mass. . . . . Secretary

**PENNSYLVANIA, East of Pittsburg.**

E. A. Jacobson, 8411 Haverford st., Philadelphia, Pa. . . . . Chairman  
 D. R. Jackson, 278 Baty st., Elmira, N. Y., Secretary

**PENNSYLVANIA, West of Pittsburg.**

F. M. Johnson, Alliance, Ohio, . . . . . Chairman  
 C. F. Scott, Alliance, Ohio, . . . . . Secretary

**PITTSBURG & WESTERN.**

C. W. Goodrick, Butler, Pa. . . . . Chairman  
 A. Conant, Foxburg, Pa. . . . . Secretary

**P. & R.**

Wm. Gausline, 1056 Butler st., Easton, Pa. . . . . Chairman  
 Wm. Preston, Sayre, Pa. . . . . Secretary

**QUEEN & CRESCENT.**

C. H. Lee, 425 89th ave., Meridian, Miss. . . . . Chairman  
 T. R. Harrison, Somerset, Ky. . . . . Secretary

**RICHLAND & DANVILLE.**

M. J. Boling, 107 Plain st., Columbia, S. C. . . . . Chairman  
 J. A. Fulmer, Box 228, Asheville, N. C. . . . . Secretary

**ST. L. & S. F.**

S. M. Johnson, Monett, Mo. . . . . Chairman  
 G. Messick, Springfield, Mo. . . . . Secretary

**ST. LOUIS SOUTHWESTERN.**

F. L. Nazier, Pine Bluff, Ark. . . . . Chairman  
 A. A. Goin, Jonesboro, Ark. . . . . Secretary

**SOUTHERN PACIFIC.**

H. N. Norton, 917 Avenue D, San Antonio, Tex. . . . . Chairman  
 H. L. Walther, Box 2, Dunsmuir, Cal. . . . . Secretary

**TEXAS & PACIFIC.**

J. M. Stevenson, Marshall, Tex. . . . . Chairman  
 B. E. Mathews, Bonham, Tex. . . . . Secretary

**UNION PACIFIC.**

C. A. M. Petrie, Ellis, Kan. . . . . Chairman  
 R. J. Clark, Evanston, Wyo. . . . . Secretary

**VANDALIA.**

C. W. McFarland, 615 N. 11th st., Terre Haute, Ind. . . . . Chairman  
 J. G. Zink, 208 Forsyth st., Indianapolis, Ind. . . . . Secretary

**WABASH.**

G. J. Desbrough, 637 E. North st., Decatur, Ill. . . . . Chairman  
 John Vass, 1087 E. North st., Decatur, Ill. . . . . Secretary

**WEST SHORE R. R.**

W. H. Brewer, New Durham, N. J. . . . . Chairman  
 Orran O. Ostrum, New Durham, N. J. . . . . Secretary

**W. N. Y. & P. R. R.**

W. F. Fahn, 218 Maurice st., Buffalo, N. Y. . . . . Chairman  
 J. W. Cook, Box 1048, Olean, N. Y. . . . . Secretary

"WORTH A GUINEA A BOX."

**BEECHAM'S  
PILLS**

The Favourite of

**All Railroad Men.**

*A Standard Remedy the World over*

FOR ALL

**BILIOUS AND NERVOUS  
DISORDERS,**

Such as Sick Headache,

Weak Stomach,

Impaired Digestion,

Liver Complaint,

**Constipation,**

and all Similar Ailments.

Covered with a Tasteless and Soluble Coating.  
Of all druggists. Price, 25 cents a box.

New York Depot, B. F. Allen Co.,  
365 Canal St.

Send postal for our valuable book, "Constipation."

**MODEL**

**OF LINK**

**VALVE**

**MOTION,**

**Neatly Made  
of Brass.**

**PRICE, \$4.00.**

A great help in the study of Valve Motion. Just what is required for the Lodge-room. Perfect in Design and Works Smoothly in all its parts. A great object lesson. Address

**WM. WEILER,**

Port Morris, N. J.

Box 25.

**A COOL SKIN,**

FREE from Rash, Eczema, Irritation, Scalds, Burns or Cutaneous Troubles, will ensure sleep to the

**TIRED RAILROAD MAN.**

He will find a comforter and healer in a cleansing and refreshing wash with

**Glenn's  
Sulphur  
Soap.**

It is not a fancy toilet soap—but a plain, every-day remedy for the mechanic, the busy housewife and the children. No household should be without it. Ask your druggist—he keeps it.

N. B.—Beware of vile imitations. Ask for and obtain

**GLENN'S SULPHUR SOAP**

Endorsed by Fairmount Lodge,  
No. 333, of the Brotherhood  
of Locomotive Firemen.

PHILADELPHIA, PA., April 6, 1894.

Mr. H. C. Reagan:

DEAR SIR AND BROS.:—We, as Fairmount Lodge, No. 333, of the Brotherhood of Locomotive Firemen, having carefully gone over the contents of your work on Locomotive Mechanism and Engineering, unanimously resolved—

That we tender our earnest congratulations to you, on this successful undertaking, and, as it fills a long-felt want among our class, we give it the endorsement and recommendation of this lodge.

Attest: H. E. STERLING, Master.

WM. H. ELLIOTT, Secretary.

**Locomotive Mechanism and Engineering.**

By H. C. Reagan. Explaining Fully and Clearly the Construction and Action of Simple and Compound Locomotives. Illustrating the principal "break-downs" which happen to a Locomotive, with Complete Directions what should be done when one occurs "on the road." Questions and Answers are so arranged that they can be used by Master Mechanics or Traveling Engineers, or by the Demonstrator in the Lodge Room. 145 illustrations. 300 pages. 12mo, cloth. \$2.00.

**JOHN WILEY & SONS,**

53 East 10th st.,

New York.

Agents wanted.

# Engineers and Firemen!

## STANDARD LITERATURE.

**These Books Will Help You to Master Your Calling and Get "On Top."**

**"Locomotive Catechism,"** by ROBERT GRIMSHAW. Nearly 400 pages. Full of cuts and illustrations. Fresh from the press and fully up to the times; **Price, \$2.00.**

**"New Catechism of the Locomotive,"** by M. N. FORNEY. More than 700 pages and more than 500 engravings. Greatest book published. **Price, \$3.50.**

**"Compound Locomotives,"** by ARTHUR T. WOODS. The only book on the subject. Should be in the hands of every student of the locomotive. **Price, \$1.**

**"Air Brake Practice,"** by J. E. PHELAN, of the Northern Pacific R. R. An exhaustive treatise on the Air Brake; explains in simplest language how to operate it under all conditions. **Price, \$1.00.**

**"Progressive Examinations of Locomotive Engineers and Firemen,"** by JOHN A. HILL. A capital little book for new beginners. An excellent pocket companion. **Price, 50 Cents.**

**"Alexander's Ready Reference,"** by S. A. ALEXANDER, for engineers and firemen. This book contains more valuable information in fewer words, and is easier understood by railroad men than any other book now in print. **Price, \$1.50.**

**"Twenty Years with the Indicator,"** by THOS. PRAY, JR., M. E. Copiously illustrated and containing many rules as to the best way to run any steam engine to get the best results. **Price, \$2.50.**

**"Simple Lessons in Drawing,"** by ORVILLE H. REYNOLDS (Chief Draftsman, Northern Pacific Railway). A splendid book. Every student of locomotive engineering and every explorer in the field of mechanics should have it. **Price 50 cents.**

**"Roper's Hand Book of the Locomotive,"** by STEPHEN ROPER. One of the most valuable treatises ever written on the subject. It is fully illustrated, and contains a description of the most approved locomotives in use. **Price, \$2.50.**

**"Locomotive Running Repairs,"** by L. C. HITCHCOCK. A splendid little book for locomotive men. **Price, 50 cents.**

**SEND ORDERS TO**

**DEBS PUBLISHING CO.,**

**TERRE HAUTE, INDIANA.**

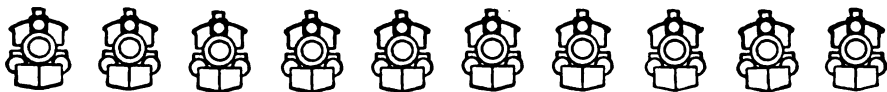
Digitized by Google



Do You Want a Picture of the

## FAMOUS "999" LOCOMOTIVE?

We've had hundreds of letters asking for a picture—now we have it. Something better than a photograph. A **transparent**, copper-plate engraving of the famous flyer; you can see everything **outside** and **inside**. Every part is numbered and named. Fit for a gold frame in a palace. Printed on satin gloss paper, 14x28, and mailed in a tube (without folding) for 50 cents (stamps are good, but we would rather have postal notes or money orders). This is an educational device, up to date, unique, beautiful and correct. Once seen, no other picture of this beautiful locomotive will satisfy you at all. Send cash with order. **LOCOMOTIVE ENGINEERING, 5 Beekman St., New York City.**



If you are a subscriber, for 1894, to our paper, **Locomotive Engineering**, you get the above picture and our other little school masters, the **Traveling Engineer's Examination Chart** and the **Working Model of the Triple Valve**,

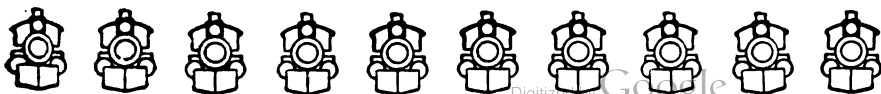
► **FREE.** ◄

The paper has over 40 large pages and is the best illustrated and "**most interesting railroad paper published.**" Practical, instructive, interesting! No engineer, fireman or shop man can afford to be without it. Sent to any address in the world for \$2.00. Angus Sinclair and John A. Hill, Editors. Specimen Copy, free. Address

## LOCOMOTIVE ENGINEERING,

256 Broadway,

NEW YORK CITY.



# IMPORTANT.



In view of the present uncertainty of business, we have decided to offer the two works of Professor N Hawkins upon easy and liberal terms of payment to the patrons of the FIREMEN'S MAGAZINE and others, who will furnish a reference as to reliability, i. e., part of the cost with the order when the books will be sent, and balance monthly.

It is a proverb that "he stands strongest who stands on his head"—this has been well illustrated in the case of the owner of these two books. In the numerous changes which have taken place in the past half year, and which are still going on, the practical knowledge which has been acquired from the Hawkins works has enabled many of their possessors to hold over in good positions where others have been forced to resign.

The "Hand-book of Calculations" (now selling in its seventh thousand), and the "Maxims and Instructions for the Boiler Room" (now selling in its third thousand), are educational works of the rarest value, and have already, in scores and hundreds of instances, proved the stepping-stone for permanent advancement (Firemen to be Engineers, Engineers to be Superintendents, etc.).

The "Calculations" teaches first, the principles on which steam-engineering is founded, i. e., mechanical philosophy, and beginning with the figure one, proceeds with rules, examples, and plain directions to the most essential problems relating to steam-engineering.

The "Calculations" teaches first, the principles on which steam-engineering is founded, i. e., mechanical philosophy, and beginning with the figure one, proceeds with rules, examples, and plain directions to the most essential problems relating to steam-engineering.

The "Maxims and Instructions" teaches how to "fire" with all kinds of fuels and the different varieties of boilers; gives details of construction and dimensions of boilers. It deals with the details and management of pipes and piping, steam-pumps, injectors, tanks, steam-heating, plumbing, etc. The book has hundreds of definitions and illustrations of appliances used in and about the boiler room.

These books are each provided with a ready reference index, which renders their hundreds of practical suggestions instantly available; hence they are works of both instruction and reference.

These two books are each strongly and handsomely bound in green cloth, with gold titles; they weigh over five pounds for the pair and are almost a library in themselves. The price is \$5.00 for the two, and \$2.50 for a single volume, post or express prepaid to any part of the world.

Parties wishing them on "part payments" will be informed of the terms upon application. Club rates also given on application. Correspondence solicited. We furnish a descriptive catalogue free.

**Theo. Audel & Co.,**  
PUBLISHERS.

Office 3. 91 Liberty St., N. Y.

P. S.—Very many Master Mechanics of railroads have bought the pair of these "noble books" and found them exactly adapted to their department of railroad service.

# LOCOMOTIVE CATECHISM

—BY—

**ROBT. CRIMSHAW**

**1300 Questions and Answers**  
**360 Pages.**

**ALL ABOUT REPAIRING AND RUNNING THE  
VARIOUS KINDS OF LOCOMOTIVES.**

**NEW AND COMPLETE.**

**FULLY - UP - WITH - THE - TIMES.**

**Diagrams and Illustrations Galore.**

**PRICE, \$2.00.**

Address Orders to

**DEBS PUBLISHING CO.,**

**TERRE HAUTE, INDIANA.**



# Helpful Books for Ambitious Men.

**Locomotive Engine Running**, by ANGUS SINCLAIR. Price, \$2.00.

**Progressive Examinations for Engineers and Firemen**, by JOHN A. HILL. Price, 50 cents.

**Air Brake Practice**, by J. E. PHELAN. Price, \$1.00.

**Block Signalling**. Explains how the different forms of block signals are worked. Price, \$2.00.

**Catechism of the Locomotive**, by M. N. FORNEY. Price, \$3.50.

**Hand-Book of Instructions for Engineers and Firemen**, by N. HAWKINS, M. E. Illustrated. Price, \$2.50.

**How to become a Successful Engineer**, by B. STUART. Price, 50 cents.

These books are well known stand-bys, and the man who buys one of them, will never regret his investment.

## CATALOGUE FREE.

# ENGINEERING LITERATURE CO.,

East Orange, New Jersey.

## JUST PUBLISHED.

## LOCOMOTIVE CATECHISM

By ROBERT GRIMSHAW.

Containing nearly 1300 questions and answers concerning Designing and Constructing, Repairing and Running various kinds of Locomotive Engines.

Intended as examination questions, and to post and remind the engine runner, fireman and learner.

**A STANDARD BOOK FRESH FROM THE PRESS.**

**FULLY UP TO THE TIMES.**

**EVERY TYPE OF LOCOMOTIVE TREATED.**

Nearly 400 pages; filled with Cuts, Diagrams and Illustrations. Tells all about the Locomotive in language any schoolboy can understand. Difficult problems made easy. A popular book for the masses.

**PRICE, \$2.00, PREPAID TO ANY ADDRESS.**

—121—

## AGENTS WANTED!

We want an agent at every round house in the country. Liberal commissions and exclusive agency given. **Several agents sold more than 50 copies each the first week. SEND NOW** for copy and full particulars to

**NORMAN W. HENLEY & CO.,**  
**PUBLISHERS,**

150 Nassau Street,

NEW YORK.

## TO THE OPPONENTS

OF THE

## KNIGHTS OF LABOR.

You judge our organization without complete understanding of our principles or our position on current questions. There is **ONLY ONE** authorized organ of the General Order of the Knights of Labor, and that is the

## JOURNAL of the KNIGHTS OF LABOR

The best reform weekly paper in America.

**SUBSCRIBE FOR IT—READ IT—THEN  
CRITICISE US.**

Price, \$1 a year.

814 North Broad Street,

PHILADELPHIA, PA.

**LOOK! A NEW INVENTION LOOK!**  
Can light your headlight while running. This patent Lighter is especially adapted to service in stormy weather. Can be used with any headlight without removing the chimney. No oil; no caps nor wicks used. Only a match, easily carried in Pocket. No engine man can afford to be without one. Once used, always used. Price \$1.00 each, by mail. Address: **HANS TWETE, Box 38, Member Div. 69 B. of L. E., Barnesville, Minn.**

# INSTRUCTION by MAIL

In Architectural Drawing,  
Architecture,  
Plumbing, Heating and Ventilation,  
Bridge Engineering,  
Railroad Engineering,  
Surveying and Mapping,  
Electrical Engineering,  
Mechanical Drawing,  
Mining,  
English Branches and

## MECHANICS.

Diplomas awarded. To begin students need only know how to read and write. Send for FREE Circular of Information stating the subject you think of studying to

**THE CORRESPONDENCE SCHOOL  
OF MECHANICS AND INDUSTRIAL SCIENCES,  
SCRANTON, PA.**

## 4000 STUDENTS

**JAS. I. LYONS**  
78 FIFTH AVE. CHICAGO  
MANUFACTURER OF

ARTIFICIAL  
LIMBS WITH

**ALUMINUM  
PNEUMATIC FEET**

NO DEAD SOUND  
NO STIFF ANKLE  
NO HEAVY JAR

LIFE LIKE IN MOTION NEAREST APPROACH TO NATURE IN ACTION  
DURABLE IN CONSTRUCTION.  
THE ONLY RUBBER FOOT MADE WITHOUT  
A WOOD CORE OR FILLING



**FREE**

Send us your full name and address and we will send you a box of our finest 10c cigars, retail value \$5.00, for \$3.94. In order to introduce this brand we will send you FREE this elegant watch, 14 karat, gold finished, beautifully engraved and equal in appearance and as good a time keeper as the average \$25.00 gold filled watch. We send the 50 cigars and watch together C. G. D., cost only \$3.94. You examine them at the express office and if satisfactory pay the agent the amount and they are yours. Write to-day. Mention whether you want Ladies' or Gents' size watch. Address

**THE NATIONAL MFG. & IMPORTING CO.,**  
334 Dearborn St., Chicago, Ill.

## MONEY

Invested NOW in good Gold Mining Stocks will return enormous profits in the next one or two years. The Gold Mining Boom of '49 and '50 now being repeated.

Write or call for our list of mining investments sure to return large profits.

**The Consolidated Mining Brokerage Co.**

241 Washington St., Room 11, Boston, Mass.



**BABY CARRIAGES** Shipped C. O. D.

Anywhere to anyone at Wholesale Prices without paying one cent in advance. We pay freight. Buy from factory. Save dealer's profits. Large illustrated catalog free. Address Cash Buyers' Union, 164 West Van Buren Street, 2118 Chicago, Ill.



BUY DIRECT AND SAVE DEALER'S \$12 AND AGENT'S PROFITS.

Buy our Oxford Boss Bicycle, suitable for either sex, made of best material, strong, substantial, accurately adjusted and fully warranted. Write to-day for our large complete catalogue of bicycles, parts, repairs, etc., free.

**OXFORD MFG. CO.**  
338 Wabash Avenue, - CHICAGO, ILL.

## THE BROTHERHOOD SEAT.

IS SENT ON ONE WEEK'S TRIAL.

Patented and Manufactured by

**STANNARD & WHITE,**  
APPLETON, WIS.

B. of L. E., No. 88. B. of L. E., No. 28,

Send stamp for full particulars.



**\$12 to \$35 Per Week** Can be made working for us. Parties preferred who can give their whole time to the business. Spare hours, though many be profitably employed. This announcement is of special interest to striking men who wish to rise in the world. Good openings for town and city work as well as country districts.

**B. F. JOHNSON & CO.,**  
No. 3 So. 11th St., Richmond, Va.



**\$2.75** Buy our \$9 Natural Finish Baby Carriage complete with plated steel wheels, axle, springs, and one piece sham bent handle. Made of best material, finely finished, reliable and guaranteed for 1 year. Shipped on 10 days' trial. FREIGHT PAID; no money required in advance. 76,000 in use. We are the oldest and best known concern of our kind, reliable and very-quick. Refuse to be furnished at any time. Make and sell nothing but what we guarantee to be as represented, sold at the lowest factory prices. WRITE TO-DAY for our large FREE illustrated catalogue of latest designs and styles published.

**OXFORD MFG. CO., 340 Wabash Ave., Chicago, Ill.**

**JOSEPH LEICESTER ATKINS,**  
PATENT LAWYER

AND

Solicitor of U. S. and Foreign Patents,  
Atlantic Building, 930 F. St.,  
WASHINGTON, D. C.

## NATIONAL HOTEL.

**J. H. BREWER, Proprietor.**

(B. of L. E. Div. 182.)

**102 Park Avenue, opp. Avenue Hotel,  
HOT SPRINGS, ARK.**

(Correspondence solicited. Letters of Inquiry promptly answered.)



**MY WIFE CANNOT SEE HOW YOU DO IT AND PAY FREIGHT.**

**\$14** Buy our 2 drawer walnut or oak improved High Arm Singer sewing machine finely finished, nickel plated, adapted to light and heavy work; guaranteed for 10 years; with Automatic Bobbin Winder, Self-Threading Cylinder Shuttle, Self-Setting Needle and a complete set of Steel Attachments shipped anywhere on 30 Day's Trial. No money required in advance.

75,000 now in use. World's Fair Medal awarded machine and attachments. Buy from factory and save dealer's and agent's profits.

**FREE** Cut This Out and send to-day for machine or large free catalogue, testimonials and clippers of the World's Fair.

**OXFORD MFG. CO. 342 Wabash Ave. CHICAGO, ILL.**



**FOLKS REDUCED**

**FAT** From 15 to 25 lbs. per month by a harmless treatment administered by practicing physician of 17 years' experience. No bad effects; no detention from business; no starving; no wrinkles or sabbiness follow this treatment. It improves the general health, clears the skin, and beautifies the complexion. Endorsed by physicians and leading society ladies. Thousands cured.

**PATIENTS TREATED BY MAIL**

Confidentially. For particulars call, or address with 5c in stamps.

**O. V. E. SNYDER, M. D.,**

**246 WICKER'S THEATER BUILDING, CHICAGO.**

**MRS. WINSLOW'S SOOTHING SYRUP**

FOR CHILDREN TEETHING

For sale by all Druggists. 25 Cents a bottle.

## MILLION FOR A "CURE."

**DRUGGIST SCHRAGE SELLS A SECRET COMPOUND TO A SYNDICATE.**

It is a Remedy for Rheumatism That He Has Been Working on for Years and Has Now Brought to a State of Perfection—The Syndicate is Given the Exclusive Agency, but the Druggist Retains His Secret—Names of the Buyers Not Given.

Frank Schrage, a North Clark street druggist and the discoverer of what he claims is an infallible specific for rheumatism, sold the exclusive agency for his remedy yesterday to a syndicate of Chicago people for a large bonus and a large royalty. It was reported that the bonus was \$1,000,000.

For this complete story see the "Chicago Tribune" May 3. It was also published in the "Chicago Times," "Post," "Staats Zeitung," "Fraie Presse," "Philadelphia Presse" and many other leading papers.

It has never failed yet. Does it need any argument to prove that a syndicate did pay \$1,000,000 for a "fake?" Other people are cured, you can do as you please about trying it. The demand comes in faster than we can make it now. Only small orders received. Price, \$1.50 a bottle at Chicago. Book of Testimonial 1c. by mail.

**Swanson Rheumatic Cure Co.,**  
167 Dearborn st.,  
Chicago, Ill.

CUT THIS OUT.

### Catarrh Cannot be Cured

with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Catarrh is a blood or constitutional disease, and in order to cure it you must take internal remedies. Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces. Hall's Catarrh Cure is not a quack medicine. It was prescribed by one of the best physicians in this country for years, and is a regular prescription. It is composed of the best tonics known, combined with the best blood purifiers, acting directly on the mucous surfaces. The perfect combination of the two ingredients is what produces such wonderful results in curing Catarrh. Send for testimonials, free.

F. J. CHENEY & CO., Toledo, O.

Sold by druggists, price 75 c.

## OF INTEREST TO R. R. MEN AND THEIR FAMILIES.

U. S. CENSUS, 1880. REPORTS  
**35,000 DEATHS**  
FROM **CANCER**

### The IOLA SANITARIUM

is an institution thoroughly equipped for the treatment of Cancer, Tumors and all malignant growth without the use of the knife, and effects a permanent cure where the circumstances are at all favorable for treatment. References on application.

Address DR. GEO. DALE, Iola, Wisconsin

BLOOD POISON

## COOK REMEDY CO

# Blood Poison!

Primary, Secondary or Tertiary

permanently cured in 15 to 35 days. We eliminate all poison from the system, so that there can never be a return of the disease in any form. Parties can be treated at home as well as here, (for the same price and under the same guarantee,) but with those who prefer to come here, we will contract to cure them or refund all money and pay entire expense of coming, railroad fare and hotel bills.

**Our Magic Remedy** **Eight Years** in Use and **Never Failed** to cure the most obstinate cases. We challenge the world for a case we can not cure. Since the history of medicine a true specific for **BLOOD POISON** has been sought for but never found until our Magic Cyphlene was discovered. We solicit the most obstinate cases and challenge the world for a case we cannot cure. This disease has always baffled the skill of most eminent physicians.

**\$500,000 CAPITAL** behind our unconditional guarantee. Absolute proofs sent sealed on application. Address,

**COOK REMEDY CO.,**  
Room 807 Masonic Temple, Chicago, Ill.

## COOK REMEDY CO

BLOOD POISON



We will send you the MARVELOUS and UNFAILING French Preparation,

## CALTHOS

**FREE** by MAIL, and a legally executed guarantee that CALTHOS will RESTORE your HEALTH, STRENGTH AND VIGOR.

*Use it & pay if satisfied.*

Von Mohl Co., Importers, Cincinnati, Ohio.



## Artificial LIMBS

**BEST LEG—\$50**

Wood or Rubber Foot

TRUSSES, Elastic Stockings, Catalogue Free, State particulars.

GEO. H. FULLER,  
U. S. Government Mfr. Dept.  
No. 44 ROCHESTER, N. Y.





**14 KARAT GOLD PLATE**

CUT THIS OUT and send it to us with your name and address and we will send you this watch by express for examination. A Guarantee For 5 Years and chain and charm sent with it. You examine it and if you think it a bargain pay our sample price, \$2.75, and it is yours. It is beautifully engraved and warranted the best time keeper in the world for the money and equal in appearance to a genuine Solid Gold Watch. Write to-day, this offer will not appear again.

**THE NATIONAL MFG. & IMPORTING CO.,**  
334 DEARBORN STREET,  
CHICAGO, ILL.

# To all Union Men: - -

## Greeting:--

We, the members of Local Union No. 18, United Garment Workers of America, employes of Sweet, Orr & Co., of Newburgh, N. Y., hereby certify that all garments in this Factory are made under strictly Union regulations; a fact which we shall be very glad to have Union men remember when they have occasion to buy an Overall.

MARY F. CAHILL, Rec. Sec.  
L. O. BEDFORD, Treas.

GEORGE GASKING, Pres.  
EVELINE MCGUIRE, Fin. Sec.

## N. B.--EVERY GARMENT WARRANTED.

Pants from \$1.00 to \$4.00.

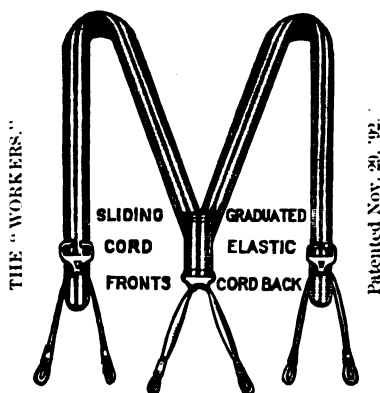
*Ask your dealer for a pair of yellow ticket pants, price \$1.50*

Newburgh, N. Y.  
Chicago, Ill.  
New York City.

# Sweet, Orr & Co.

## ENGINEMEN! FOR YOU!

A Gallus that will never leave you in the lurch or let your "trousers down." Only 25 cents



The "WORKERS" is the simplest, completest, most comfortable and most serviceable low-cost suspender made. (Have testimonials from railroad men everywhere.)

Easy on buttons. Does not slip down on shoulders. Has no rubber in web to induce perspiration. Great stretch in back elastic graduated cord. Ask for it or send stamps for a sample pair. Say if you like black.

Our new suspender, the "CHESTER," at 50 cents, is a handsome one and quite as comfortable. The best suspender in the world.

### Chester Suspender Co.,

60 Decatur Ave. Roxbury, Mass.

## REGALIA

FOR

Brotherhoods of  
Firemen,  
Engineers,  
Conductors,  
Brakemen, etc.

Send for Price List to the

### M. C. Lilley & Co.,

COLUMBUS, OHIO,

MANUFACTURERS OF

Military and Society Goods, Railroad Caps and Uniforms.

PLEASE MENTION THIS MAGAZINE

Digitized by Google

# PERFECT RAILROAD WATCHES

HIGHEST GRADE

ROCKFORD

WATCH CO.

15 JEWEL

MOVEMENT.



GUARANTEED

TO PASS

RAILROAD

INSPECTION

**COSTS NOTHING  
TO EXAMINE.**



**Jos. Fahys & Co.'s "Montauk,"** dust proof, open face case, 10k gold filled, screw back and bezel, neatly and artistically engraved, and accompanied by the manufacturer's signed guarantee to wear for fifteen years. Fitted with No. 87 Rockford movement as described below,

**\$22.50.**

**American 14k Gold Filled Hunting Case,** elegantly engraved and finely finished, and accompanied by the manufacturer's own guarantee to wear for twenty years. Fitted with No. 84 Rockford movement as described below,

**\$25.15.**

The No. 87 Open Face and No. 84 Hunting Movements are the highest grade 15-jeweled movements made by the Rockford Watch Co. They have fifteen finest ruby jewels, in solid gold settings, Breguet hair-spring, patent micrometer regulator, fancy or double sunk dials, and are elegantly damaskeened in gold on solid nickel. They are fully adjusted to heat, cold and positions, will pass railroad inspection, as they comply with the requirements of railway time orders, and are acknowledged the best movements ever offered for the money.

With each movement is sent a signed and numbered guarantee and our agreement to clean and oil movement once a year for five years from date of purchase.

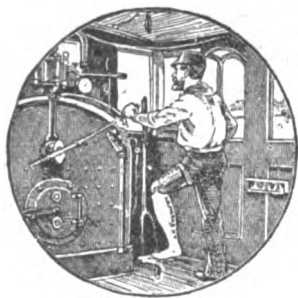
For the benefit of those who do not wish to purchase higher priced cases, we will furnish these movements in **Dueber Silverine Cases** at the following prices: No. 87, \$15.95; No. 84, \$16.00, and will allow a credit of 75 cents for the open face and \$1.25 for the hunting case (when returned) on any purchase of a solid gold or gold filled case for the movement made within one year..

Samples of these watches can be seen and purchased for above prices at any Express Office in the United States. If the agent of the express company doing business in your town has not samples on hand, write us, giving his name and name of the company, also stating which watch you wish to examine, and we will at once forward samples for your inspection. If the watch is satisfactory, pay the agent our price and he will deliver it to you, otherwise you do not pay a cent.

**MOORE & EVANS, WHOLESALE JEWELERS,**

**MASONIC TEMPLE, CHICAGO.**

When addressing our advertisers mention this Magazine



Over 15,000 in use, scattered in all parts of the world. Eminent surgeons and competent judges commend the Rubber Foot and Hand for their many advantages. At every industrial exhibition where exhibited they have received the highest awards. They are endorsed and purchased by the U. S. and foreign governments. A treatise, containing 430 pages, with 260 illustrations, sent FREE; also a formula for taking measurements by which limbs can be made and sent to all parts of the world with fit guaranteed.

Address,

Established  
Forty-one Years.

**A. A. MARKS,**

701 Broadway, New York City.

Received the Highest Award at World's Columbian Exposition.



# Marks' Patent Artificial Limbs

WITH RUBBER HANDS AND FEET

Are Natural in Action, Noiseless in Motion, and the Most Durable in Construction.

It is not unusual to see an engineer with hand on the throttle, or a conductor, baggage-master, brakeman, fireman, carpenter, farmer, miner, and in fact men of every vocation, wearing one or two artificial legs, with rubber feet of Marks' Patents, performing as much labor as men in possession of all their natural members, earning the same wages; in fact, experiencing little or no inconvenience.

**RAILWAY OFFICIALS & EMPLOYEES**  
**ACCIDENT ASSOCIATION**  
INDIANAPOLIS, IND.  
WE PAY AGENTS TO REPRESENT US AND NOT TALK  
AGAINST OTHER COMPANIES.  
**WM. K. BELLIS, SECRETARY.**

Some of the  
Claims Paid  
to Firemen:

## Death Claims--Firemen.

Wm. Whitzig, Wis. C. Ry.	\$1,500	E. Skillman, Ill. C. Ry.	\$1,500
Frank Strub, N. P. Ry.	1,500	S. McInnes, Big Four Ry.	1,500
C. W. Ryan, Ill. C. Ry.	1,000	Geo. E. Wells, C. & N. Ry.	1,000
C. Z. Doynton, Ill. C. Ry.	1,500	E. B. Good, C. B. & N. Ry.	1,500
Hugh Gilmer, St. L. & S. F.	1,500	Ira L. Owens, C. P. Ry.	1,000
Jno. C. Moore, U. P. Ry.	1,000	P. F. Leyha, Ft. W. & D. C.	2,000
Wm. B. Doane, C. B. & N. Ry.	1,500	James Bowen, L. N. A. & C.	1,500
John Hunter, Ill. C. Ry.	1,000	Frank Nichols, St. L. S. & W. Ry.	1,000
Evans Jones, St. L. N. & N. W.	2,000	Orlia Fowler, M. L. S. & W. Ry.	1,000
N. J. Chauncey, E. T. V. & G. Ry.	1,000	John Werkhoff, L. N. A. & C. Ry.	1,000
H. P. Shriner, B. & M. Ry.	2,000	Samuel Horne, L. N. O. & T. Ry.	1,500
Thomas McGee, Ill. C. Ry.	2,000	O. W. Bean, B. & M. R. Ry.	1,500
B. B. Arthur, R. & D. Ry.	2,000	Jno. McJohnson, St. L. & S. F. Ry.	2,000
H. W. Clements, C. & O. Ry.	1,500	C. D. Hasemler, B. & M. R. Ry.	1,500
W. J. Wheeler, St. L. S. & W. Ry.	2,000	C. H. Crosby, Soo Line	2,000
Joe Hartley, U. P. Ry.	2,000	J. T. Stewart, N. N. & M. V. Ry.	2,000
T. R. Wallace, M. P. Ry.	2,000	A. P. Baer, D. & R. G. Ry.	2,000
George Knuckles, E. T. V. & G. Ry.	1,000	Andrew Conn, D. & R. G. Ry.	1,000
B. W. Needham, N. P. Ry.	1,000	Chas. L. Myers, M. P. Ry.	1,000
Chas. A. King, St. L. I. M. & S.	1,000		

## Disability Claims--Firemen

H. N. Hancock, C. B. & Q. R. hand	\$750	Elmer E. Barbee, C. & O. Ry., arm	\$750
F. T. Wilson, C. B. & Q. Ry., arm	1,000	W. C. King, C. B. & N. Ry., arm	1,000
W. H. Smith, St. L. & S. F. Ry., hand	750	Charles Brown, C. U. Ry., arm	500
J. E. Kennedy, Big Four Ry., foot	500	John Long, C. & O. Ry., arm	500

ADDRESS W. K. BELLIS, Secretary and General Manager, Lock Box 91, Indianapolis, Ind.

Digitized by Google

ESTABLISHED  
1884.

S. N. CLARKSON & CO.

The Railroad Jewelers.

The Clarkson Perfection Electric ALARM CLOCK

Set the Alarm to the hour desired.

The most perfect combination of the ELECTRIC ALARM CLOCK yet produced. It will not admit of sleeping over. Once started, the PERFECTION rings until you stop it. To stop it from ringing, move the Clock off the metal heads. Price, \$4.50.

Every one warranted to work perfectly or money refunded. Goods of any description sent C. O. D. on approval. Agents wanted.

Our Illustrated Catalogue sent free to any parts of the U. S. on application.

14k Gold, \$7.00.



- 126 -  
State St.,  
CHICAGO,  
ILL.

## ARTIFICIAL LEGS AND ARMS.

For Railroad Service a Specialty.

Unparalleled List of Awards.

Free Illustrated Catalogue.

HON. WADE HAMPTON (Ex-Senator from Virginia), writes: "Wore leg 6 years. I commend your workmanship cordially."

FRANCIS FESSENDEN, Brig. and Bvt. Maj. Gen'l U. S. Army. "I wore your leg with entire satisfaction, and have lately procured a third."

JOHN CONNERY, Conductor B. N. F. & W. Ry. "For the past year have run a passenger train. Best have ever seen."

J. W. HAIGHT, Conductor N. Y., L. E. & W. Ry. "I would not part with artificial limb for five times its cost."

Send description of your case.

C. A. FREES,

781 Broadway, New York,

Branch Office, 106 Fifth Ave., cor. Washington St., Chicago, Ill.



Established 26 Years.

## FIRE UP!

## FIREMEN!

You have a furnace in front, cool drafts about you, and mishaps all the time.

## ST. JACOBS OIL

CURES BURNS, SPRAINS, BRUISES, CUTS, WOUNDS, SORENESS,  
STIFFNESS, SWELLINGS, BACKACHE, NEURALGIA,  
SCIATICA AND RHEUMATISM.

## "PULL YOUR LEG"

Is less to fear with Railroad men than to Lose Your Leg. In the latter case you surely want to replace it with a Patent Adjustable Slip Socket. Warranted not to Chafe the Stump. Received the Gold Medal and the Diploma at the World's Fair.

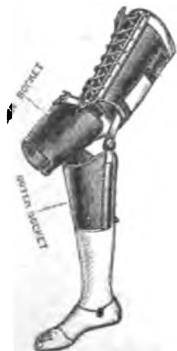
LARGEST FIRM IN THE UNITED STATES.

The Inner Socket, seen outside the limb in cut, is made over a plaster cast of the stump, giving an exact fit, being held permanently upon the stump by elastic fastened to lacer above, and in act of walking moves up and down in the outer socket, bringing all the friction between the two sockets, instead of between the stump and the socket as is the case of all wooden socket limbs. With our SLIP SOCKET the most tender, sensitive stump can be fitted and limb worn with perfect ease and comfort. Endorsed and purchased by United States Government. Send for our New Catalogue with Illustrations

THE WINKLEY ARTIFICIAL LIMB CO.

323 Nicollet Ave., Minneapolis, Minn.

BRANCH OFFICES: 84 Adams St., Dexter Building, Chicago, California Mid-Winter Exposition, East Gallery Liberal Arts Building, San Francisco.





**ELY'S CREAM BALM**—Cleanses the Nasal Passages, Allays Pain and Inflammation, Heals the Sores, Restores Taste and Smell, and Cures

# CATARRH

Gives Relief at once for Cold in Head.  
Apply into the Nostrils.—It is Quickly Absorbed.  
50c. Druggists or by mail. ELY BROS., 66 Warren St., N. Y.



**FREE Examination**  
FOR 60 DAYS.

WATCH  
AND BOX OF 50  
CIGARS

**C.O.D. \$2.75**

AN EXTRAORDINARY OFFER! NO MONEY REQUIRED IN ADVANCE.  
BOX OF 50 CIGARS AND WATCH FOR \$2.75. 100,000 TESTIMONIALS RECEIVE  
CUT THIS OUT and send it to us with your name and address, (no money required in advance) and we will send to you by express, same day we receive your order, one box containing 50 of Our Celebrated 5c. Cigars, in the same package a genuine Solid Nickel Plated Watch, stem winder and setter, enamel dial, oil tempered, breakable mainspring, finely finished train, jeweled balance, dust proof, finely polished case, a splendid timekeeper. A written guarantee for 5 Years sent with every watch. You examine the goods at the express office and if satisfactory, pay the express agent \$2.75 and express charges, and the box of 50 Cigars, Watch, Chain and Case are yours. As this offer is made solely to introduce our famous 5c. Cigars, to protect ourselves against dealers and speculators ordering in large quantities, we will not sell more than 3 boxes and watches to any one person. Write to-day. **THE CHICAGO WATCH CO., 281 Wabash Ave., Chicago, Ill.**

ALL GENUINE  
INGOTS & MANUFACTURES  
BEAR OUR  
REG. TRADE MARKS.



"Phosphor-Bronze"

**PHOSPHOR-BRONZE**  
INGOTS, CASTINGS, WIRE, SHEET &C.  
**THE PHOSPHOR BRONZE SMELTING CO. LIMITED**  
2200 WASHINGTON AVE. PHILADELPHIA. PA.  
ORIGINAL MANUFACTURERS OF PHOSPHOR-BRONZE IN THE UNITED STATES AND SOLE MAKERS OF "ELEPHANT BRAND" PHOSPHOR-BRONZE



## BURNISHINE

The Most Marvelous Metal Polish in the World  
Will Produce a Most Brilliant Lustre to Brass, Copper, Zinc, Steel, Etc.

**Especially Adapted to Hot Metals**

**SPECIAL PRICES TO FIREMEN:**

One pound boxes, \$2.00 per dozen; one-half pound boxes, \$1.25 per dozen; five pound pails, \$7.50 per dozen.

Send cash with each order. Money will be refunded if Polish is not satisfactory.

On receipt of 10 cents in postage stamps, we will send 1/4 lb. pound box prepaid.

**J. C. PAUL & Co.**

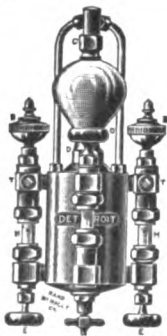
121 Lake St.

Chicago

**A. V. CHASE & Co.**

Somerset, Mass.

Sole Eastern Agent



## "THE DETROIT"

Lubricators No. 2 and 3 for Cylinders and Air Pump  
Locomotives are THE BEST.

No Variation of Feed; Oil Cannot Syphon Out

Sight Feed Glasses not WORN AWAY by STEAM or WATER

Always Sure and Reliable. Buy the "DETROIT."

ADDRESS

**DETROIT LUBRICATOR CO.**

No. 2 Improved Cylinder Lubricator.

DETROIT, MICHIGAN.



**CASTNER & CURRAN,**

General Tide Water

**COAL AGENTS.**

CELEBRATED

**POCAHONTAS****Semi-Bituminous Coal.**

1 Broadway, New York. 308 Walnut St., Philadelphia  
 70 Kilby St., Boston. 36 Main St., Norfolk, Va.  
 1 Fenchurch Ave., London, England.

The Pocahontas Coal is acknowledged by all railroads that have used it to be the best American coal for Locomotive use. It generates steam with great rapidity, and at the same time holds the fire an unusually long time. The merits of the coal are shown by the unprecedented growth of the mines, which were not opened until 1883. Since that time the out-puts have increased over 1,200 per cent. beyond all precedent, amounting during 1892 to 3,000,000 tons. During the present year it will be at least 2,000,000 tons. We are therefore prepared to fill all orders with prompt dispatch.

## **BERWIND-WHITE COAL MINING CO.**

Miners and Shippers of the

**EUREKA  
BITUMINOUS COAL.**

55 Broadway, New York.

Bullitt Building, 139 South Fourth St., Philadelphia.

19 Congress St., Boston, Mass.

**An Unexcelled Fuel for Locomotives and Steam Ships.**

Shipments Last Year, 3,500,000 Tons.

SHIPPING WHARVES:

PHILADELPHIA, Greenwich Point.

NEW YORK, Eureka Pier, Harsimus (foot Sixth St.)

Jersey City, N. J.

BALTIMORE, Canton Piers.

**CAST STEEL WORKS**

—OF—

**FRIED. KRUPP,****ESSEN, GERMANY.**

American office, 15 Gold St., New York.

Represented by THOMAS PROSSER & SON,  
 P. O. Box 2878.

**Locomotive Tires,  
Crank Pins,  
Piston Rods,  
Spring Steel,  
Steel Tired Wheels.**

After a test of over twenty-five years the "KRUPP TIRE" has proved itself the best in the market.

If a reliable article is wanted which will give satisfaction, get KRUPP'S.

**Important to  
Railroad Managers and  
Master Mechanics.**

## **Sibley's Perfection Valve Oil.**

More perfect lubrication insured, and guarantee entire freedom from corrosion, honey-combing of cylinders and destruction of joints of steam chest by fatty acids.

In exclusive use upon eighty-two railroads.

References furnished upon application.

Make exclusive specialty of Valve and Signal Oil for railroad use. BEWARE OF IMITATIONS.

**SIGNAL OIL WORKS,  
LIMITED.**

J. C. SIBLEY, President.

- - - **FRANKLIN, PA.**



HIGHEST AWARD AND MEDAL, WORLD'S COLUMBIAN EXHIBITION

## THE OLD RELIABLE STANDARD METAL POLISH FOR ENGINE WORK

Firemen Should be Careful and Avoid Imitations  
**PRICES REDUCED FOR 1894.**

For this year prices to firemen (as agents) will be  
 pound boxes, per dozen, \$2. Three pound pails,  
 \$5. Five pound pails, \$7.50 per dozen.

Cash must always come with orders to avoid  
 Bed Rock prices are here given to firemen as agents  
 they cannot and must not expect to buy from de  
 these prices. **Samples sent free on application.**

## THE MATCHLESS METAL POLISH CO.

69 Frankfort St. New York.

88 Market St. C.

## WHAT THEY SAY ABOUT OUR

ELDON, IA., Dec. 18, 1893.

DEAR SIR:—Please send me  
 one of your seats for locomotive  
 use. I find that they are the  
 best seat for engine use that I  
 have seen yet. I want it 24  
 inches long and 20 inches wide.  
 Weight, 170 pounds. Send it C.  
 O. D.

Yours respectfully,  
 (Signed) W. T. Brown,  
 Engineer C. R. I. & P. R. R.

We refer by permission to the  
 following users: D. J. Crowley,  
 Engineer S.F. & W. Ry., 16 Jones  
 st., Savannah, Ga.; Jno. Horton,  
 Engineer Grand Junction, Colo.;  
 Wm. Malloch, Engineer G. T.  
 Ry., Belleville, Ont.

## ALL STEEL CAB SEAT



**ROUGH RIDING MADE EASY.** Just put this seat in the box  
 your cushion on it. Made only of finest tempered steel spiral  
 heavy band steel bottom frame, and tempered woven wire fabric  
 size or shape desired. Usual size, 18x24. Price for seat not over 24  
 long, \$2.00. Terms, C. O. D. or cash with order. Please give your

MANUFACTURED ONLY BY

## SMITH & HAGGARD CO., Dept.

Cor. Sacramento and Carroll Aves.,

CHICAGO



CHAS. MILLER, President

# Galena Oil Works, Limited

## FRANKLIN, PA.

## SAFETY, SPEED, ECONOMY

Are the results of the use of Galena Oils. Scientific and practical tests of the past twenty years have  
 strated the fact that Galena Oils are superior to any other oils in the market.

Galena Oils in winter stand a cold test of from ten to fifteen degrees below zero, and will not freeze  
 coldest weather.

The superiority of Galena Oil is demonstrated by their exclusive use upon a large majority of the r  
 of this country. They are in use upon three continuous lines of railways from Boston and New York  
 Pacific coast and on one to the City of Mexico, thus demonstrating their adaptability to all clima  
 all temperatures.

We also supply our patrons with Sibley's Perfection Valve Oil, which is in exclusive use upon a lar  
 tory of the leading railroads of the country.

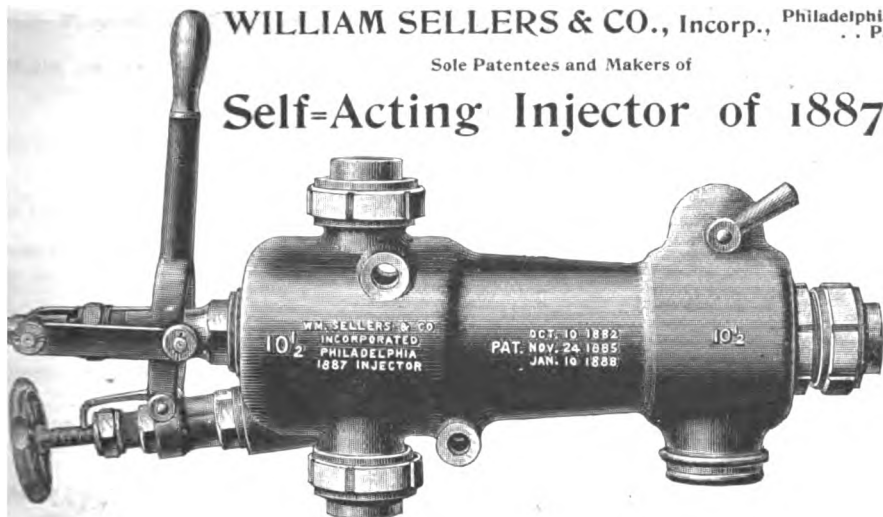
Digitized by Google

When addressing our advertisers mention this Magazine.

WILLIAM SELLERS &amp; CO., Incorp., Philadelphia, Pa.

Sole Patentees and Makers of

## Self-Acting Injector of 1887.



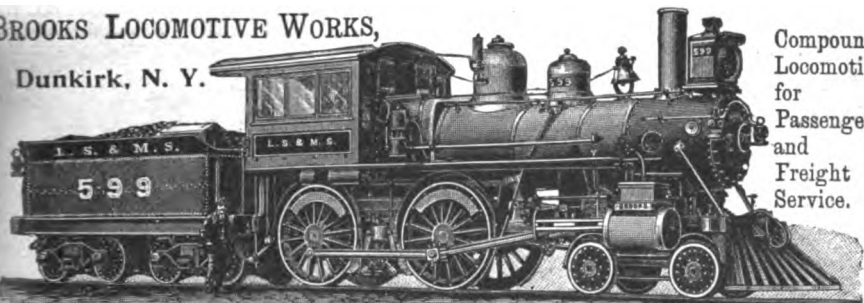
**NOTE**—There are many injectors which will work well when the conditions are avorable. This injector is designed to work well under all conditions and is, therefore the most reliable.

**IT WILL RE-START ITSELF.****IT WILL ADJUST ITSELF.****IT WILL LIFT HOT OR COLD WATER.**

Its range of capacity is over 60 per cent. and it can be regulated, therefore, to work continuously for light or heavy trains. It is operated by a simple lever motion which readily starts and stops its action.

## BROOKS LOCOMOTIVE WORKS,

Dunkirk, N. Y.



Compound  
Locomotives  
for  
Passenger  
and  
Freight  
Service.

Builders of Locomotive Engines for any required service from our own designs or those of purchasers. Perfect interchangeability and all work fully guaranteed.

M. L. HINMAN, Pres't and Treas.

R. J. GROSS, Vice Pres't.

D. RUSSELL, Superintendent.

F. H. STEVENS, Ass't to the President.

T. M. HEQUEMBOURG, Sec'y.

H. TANDY, Ass't Supt.

New York Office,  
46 Broadway.

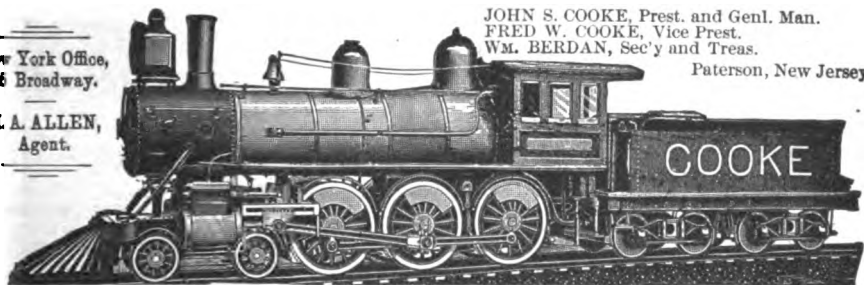
H. A. ALLEN,  
Agent.

JOHN S. COOKE, Pres't and Gen'l. Man.

FRED W. COOKE, Vice Pres't.

WM. BERDAN, Sec'y and Treas.

Paterson, New Jersey.



COOKE LOCOMOTIVE AND MACHINE CO. (Formerly Danforth Locomotive and Machine Co.)

PATERSON, NEW JERSEY.

Digitized by Google

When addressing our advertisers mention this Magazine.

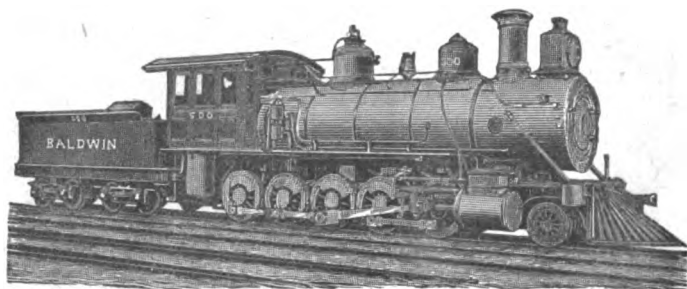
---

**ESTABLISHED 1831**


---

# Baldwin Locomotive Works.

ANNUAL CAPACITY, 1,000.



## *Locomotive Engines*

Adapted to every variety of service, and built accurately to standard gauges and templates. Like all parts of different engines of same class, perfectly interchangeable. Broad and Narrow Gauge Locomotives; Mine Locomotives by Steam or Compressed Air; Plantation Locomotives; Noiseless Motors for Street Railways, Furnaces, etc. **Compound Locomotives.**

**Burnham, Williams & Co., Proprietors,**  
**Philadelphia, Pa.**

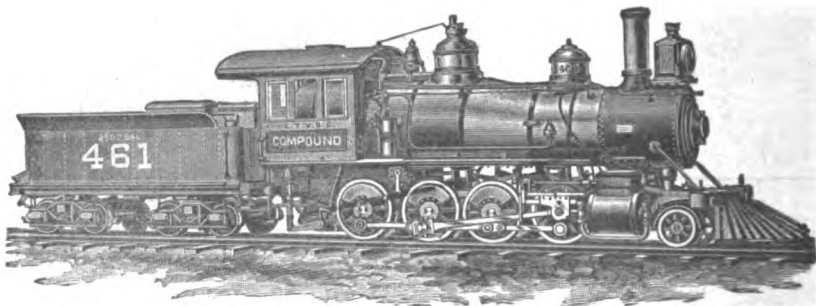
---

**EDWARD ELLIS, President.**  
**WM. D. ELLIS, Vice-President and Treasurer.**

**A. J. PITKIN, Superintendent.**  
**A. P. STRONG, Secretary.**

## Schenectady - Locomotive - Works,

SCHENECTADY, NEW YORK.



Locomotives of Standard Design for all Classes of Service, or from  
 Designs Furnished by Railroad Companies.

## **COMPOUND - LOCOMOTIVES,**

Showing an Economy of 15 to 25 Per Cent. in Fuel and Water.

---

**ANNUAL CAPACITY, 400**

---

When addressing our advertisers mention this Magazine.

# LOCOMOTIVE FIREMEN'S MAGAZINE.

JULY, 1894.

## APPLICATION OF THE SOCIALISTIC THEORY OF VALUE.

BY WILFRED P. BORLAND.

"The proof of the pudding lies in the eating of it." The test of a theory lies in the application of it. I am unable to dignify Mr. Stuart's peevish and incoherent attack on my article which appeared in the April number of this MAGAZINE, by calling it criticism. The splenetic and fault-finding tone in which he imputes to me improper motives for refusing to look at social questions through the same colored glasses as himself, I cast aside, as being not only unworthy of attention but entirely out of place in an argument calculated merely to establish the truth or error of an economic principle. The task of discrediting the socialistic theory of value is certainly not a "hopeless" one, as socialists themselves have discredited it in cases too numerous to mention; and there is not a single organic development of Marxian, or democratic, socialism in existence to-day wherein the theory is not distinctly discredited. Dr. Albert Schaffle, a very much better informed socialist than Mr. W. H. Stuart, says that "without considering the varying use-value of different labor and different products, it is impossible to conceive a socialistic estimate of value which could take the place of the present market value as contemplated by normal political economy." And he further says that "the bare labor-cost value, as it has been formulated up to now, invests the whole economy of socialism for the present with the character of an Utopia." In truth Karl Marx lays down too marked a distinction between use-value and exchange-value. The two sorts of value are, of course, quite different; nevertheless, they are inseparably connected as properties of the same body, and, although it is possible to separate them by means of an arbitrary mental process, it is not possible to do so when considering the actual function of the

two sorts of value as properties of commodities circulating throughout the social organism.

Marx contends that commodities, considered merely as commodities, have no use-value, but merely have exchange-value. But this is entirely too marked a distinction, since it is utterly impossible for an object to become a commodity, to acquire exchange-value, unless it is also an use-value; and the moment it loses its property of use-value it loses also its property of exchange-value, it ceases to be a commodity. The two properties are so intimately related to each other, although so entirely different, that it is impossible to either destroy or create the one without destroying or creating the other also. We may illustrate the subject by means of an example drawn from the physical properties of matter. All bodies have two properties which they hold in common—weight and extension. These two things are quite different—weight is one thing, extension is another—yet they are so intimately connected as properties of the same body that it is utterly impossible to separate them, except by means of an arbitrary mental process which bears no relation to the actual fact and which is utterly valueless in practice. We cannot destroy or create the property of weight in a body without also destroying or creating the property of extension. We cannot create or destroy the property of extension without also creating or destroying the property of weight; nor can we *actually* think of these two entirely different properties as existing apart from each other in the same body. Thus it is with commodities. They have two properties which enter into the composition of their value-form. These two properties are quite different, yet they are so intimately connected that it is utterly impossible to consider them as existing apart from each other, except by means of a sort of mental process that is wholly useless in the presence of the facts.

Mr. Stuart says: "Admit the claim (labor produces all wealth) and it follows logically and inevitably that labor is entitled to the whole product." Quite true; neither the truth of the proposition nor its logical consequence is denied—by me, at least; and when Mr. Stuart answers me as if I had denied it, he either does not understand the theory which he affects to believe himself, or he imagines that I do not understand it. But I would wish Mr. Stuart to know, right here, that I am not a child who rushes into the discussion of a question without having studied it sufficiently to obtain a fairly clear conception of its various bearings, and that when I enter into a controversy of this description I know enough about my subject to discuss it *on its merits*, and on its merits alone. The proposition that "to refute Marx's theory of value, it must be shown that in the production of wealth there are other factors besides nature and human labor," is not true, since the theory of value is calculated to secure harmony in the *distribution* of wealth rather than in its production, and it does not logically follow from the proposition that "labor creates all wealth." Mr. Stuart has, here, either fallen into the very common error of transposing the terms "wealth" and "value," or he imagines that I am so poorly equipped for the discussion as to permit myself to be betrayed into the silly fallacy of answering to the wrong point. The two propositions which lie at the bottom of modern scientific socialism are: 1. "Labor creates all wealth." 2. "Labor-time is the absolute measure of value." The first of these propositions I admit without question; the second, I deny. It follows from the first proposition that the individual is entitled to enjoy the full benefit of the wealth which is the product of his labor, including, of course, its exchange-value. Proceeding from this impregnable position, Marx regards the production of wealth as a collective, or social process, and he seeks a rule by which to apportion to the individual producer his full share of the product of the collective industry. This rule he finds in his theory of value. Analyzing commodities, as they present themselves fresh from the capitalistic labor process, he finds that, as values (that is to say, in their character of commodities) they present the one common feature of being products of labor, and that their magnitude of value is directly proportioned to the duration of the labor process from which they have issued. From this fact he deduces a rule of distribution. Accepting the duration of the labor process as the absolute measure of the exchange-value of its product, and extending the rule universally, he gets the theory of value, by which the value of the service which the individual has contributed to the process of production is determined

and his just portion of the product indicated. So far, good; we may proceed now to the application of the theory. But, first, let me call attention to the fact that the burden of proof rests on the socialists, on those who affirm the truth of this theory of value; they must show that the application of the theory is competent to apportion to the individual the full and actual product of his industry, or the full and actual equivalent thereof. When they do this the theory is proved, and until they do it, the theory is debatable. The rule of distribution promulgated by authoritative communism was a thoroughly arbitrary one. The individual was repressed; his actions were governed entirely by an authority superior to himself; the thoroughly free movement of the individual producer was neither contemplated nor allowed; the individual was regarded as a mere cog in the social machine, fitted into his place by a superior power, and allowed such portion of the product of the collective industry as answered for the satisfaction of his wants, or, rather, his needs, as determined also by a superior power. This theory is dead. Humanity has outgrown it. Scientific socialism has taken care not to commit itself to any such vagaries; it seeks at all points to avoid the manifest difficulties in the programme of authoritative communism. Instead of repressing the individual, it seeks to free him from repression; instead of fitting him into his place by means of superior authority, it pronounces his absolute right to exercise the privilege of a free man and find his own place to suit himself; instead of declaring that he shall share in the product of the collective industry in accordance with his pre-determined needs, and without reference to his effort, it declares that he shall share in such product strictly in accordance with the value of his effort; it declares that he shall be permitted to enjoy the fruits of his own industry, and of his own industry alone; it apportions to the individual that part of the collective product which answers to correspond with the value of the effort he has contributed to the process of production, and that part alone. Scientific socialism *does not* enforce equality of material condition, nor declare an equal apportionment of products; it *does* declare that the individual shall have what he produces, and that there shall be equal rewards for equal service. With this understanding of the subject, we may proceed.

As the substance of value is human labor, and as, according to the socialists, the substance is measured exactly by the duration of labor, it follows that the value of labor is invariably and certainly reflected in its product; and it is logically certain that products requiring equal quantities of labor have equal value, and that the labor itself

is entitled to equal reward. This puts out of sight the question of utility. Everything works well up to this point; but right here we run foul of the question of *economic motive*, and the socialists discover that there is an element of value which has not entered into their calculations and which renders their theory practically worthless. Man seeks to satisfy his wants with the least exertion. There is a fact of human nature that can never be put out of sight. As, in a correct social state, man can satisfy his wants only by the exercise of labor, and as the perfectly free individual will always satisfy his wants in the easiest manner that presents itself to his view, it is absolutely certain that when the reward of labor is estimated wholly by the duration of its function, men will gravitate towards those occupations whose character is of a nature to permit them to obtain the reward in the easiest manner. As, for instance, the individual will not work during ten hours at ditch digging, or at quicksilver mining, or at the many other highly laborious and repugnant, though socially necessary, occupations, when his ten hours' labor exerted in these occupations creates no more value and receives no more reward than would his ten hours' labor when exerted in the many more agreeable occupations which he is at perfect liberty to enter. The application of the theory of value at once destroys the economic motive, necessary to the free movement of individual producers, and creates disharmony in the economic arrangements of the social body. We have a glut of laborers here, a scarcity there; a superabundance of certain products, an absolute dearth of others. How to secure harmony, how to introduce the motive necessary for the maintenance of equilibrium in economic forces—that is the question. The communists made short work of this matter, since they did not admit the necessity of a motive in the individual; they secured harmony by simply ordering the individual to his place and keeping him there by the force of authority. But the socialists are not allowed to do this. They scornfully reject such measures as tend to enslave the individual and interfere with his thorough liberty of action. They, therefore, find themselves, when they enter into the development of an organic programme, cast upon the horns of a dilemma. They must either accept the doctrine of communism, and employ force to secure harmony, or they must discredit their absolute theory and proceed empirically. The latter horn they accept. They readily recognize the difficulties of the situation, and they attempt to remove them by decreeing differences in the duration of the labor day for the different occupations as an inducement for the workers to freely distribute themselves in a proper

economic ratio throughout the arena of social production. They decree, for instance, that one hour's labor devoted to certain repugnant tasks shall be equal in value to two or three hours' labor devoted to other more pleasant tasks, and shall be rewarded accordingly. The moment this principle is admitted, the theory of value falls to pieces. It is obvious that labor-time is no longer the measure of value; the logic of fact has forced the recognition of *utility* as an element in the composition of value. The socialists are at once deprived of their absolute rule; they find themselves launched upon the boundless sea of empiricism, and the organic development of scientific socialism issues in just such fantastic arrangements as those which nationalism presents to our view. Just how it is possible for a believer in Bellamyism to enter the lists in defence of Marx's theory of value is one of those things that are past finding out. The logical processes of such a person are, to say the least, peculiar, as nationalism is a *non sequitur* conclusion. I do not know that it is necessary for me to say anything further concerning the theory of value, in the present article, but it is pertinent to ask: Would the workers in the socialistic state be liable to always understand and appreciate the value of the statistics which empowered a social functionary to say to one laborer "here is a note for ten hours' labor," and to another who had worked during exactly the same time, "here is a note for five hours' labor?" Such questions as this relate to essential points—points that are vital to the harmonious working of the socialistic theory. They cannot be disposed of by bluster and mere scolding, but must be discussed candidly and in the calm atmosphere of reason. Some socialists, like Schaffle, have frankly admitted the inaccuracies in the socialistic theory and have set themselves honestly to work to correct them, and I may say with truth that no person would hail the success of their effort with greater satisfaction than myself. When I am accused of "eagerness to make a point against socialism," my accuser simply does not know what he is talking about. I care nothing about socialism, nor any other theory; I am not a theory monger in any sense of the word. The only thing I am interested in is the attainment of absolute human liberty. I follow theories only so far as they tend towards liberty, and no farther; if socialism can guarantee my liberty, and that of my fellow men, I am a socialist; otherwise, not. Names cut no figure with me; it is things I am after. I am a single taxer because I believe it will give me and my fellows a greater measure of liberty than any programme at present attainable, and let it be understood, now and for all time, that human liberty is so grand, so divine, so sublime a principle

that it must not be sacrificed to the necessities of any theory on earth, no matter by whom it is promulgated. Socialists who accept the dogma that all sociologic and economic knowledge resided in the brain of Karl Marx, and died with him, are seldom in a frame of mind to discuss social questions as they ought to be discussed, reasonably and candidly. They appear to proceed upon the hypothesis that all persons who do not accept their means are opposed to their ends; that those who fail to put their trust in socialism must necessarily be in favor of capitalism. If one ventures to point out defects in socialism, he is at once assailed as either a knave or a fool, and, by the bitterness and truth of their criticisms of the present system, the socialists attempt to obscure the issue and envelop their unlucky opponent in a cloud of dust. Such tactics will answer to squelch some persons, but in dealing with one who has made an honest and searching study of sociology, and who has earnestly studied socialism from many points of view, with the object of understanding it, they will not answer. Socialists of this description have some things to learn yet, which it would profit them to learn quickly. They should learn that clear and incisive criticism of the present system, however true, does not establish the truth of socialism; that when the defects of capitalism are shown, it does not necessarily follow that the perfection of socialism is proved beyond question. They should learn that when Peter is proved to be a bad man it does not necessarily follow that Paul is a good one. They should learn that there are some persons outside the ranks of the socialists who are possessed of a modicum of exact knowledge concerning social questions, and who have acumen enough to properly use it; and they should learn that there are many persons, who are by no means fools, who oppose socialism from thoroughly honest and conscientious motives. Now, I may say a few words concerning Mr. Stuart's impotent attempt at criticism.

Some of the illustrations which I employed in my April article were far-fetched, but they were used to establish the place of utility in the composition of value, and it is sometimes well to use a far-fetched illustration in order to bring a fact prominently into view. The character of the illustrations did not affect the fact which they established: the illustrations were non-essential, the fact is essential; and it will be observed that while Mr. Stuart has something—not much—to say about the non-essential, he is most industriously silent concerning the essential. The religious question may be permitted to rest where it is, since any further discussion must turn merely on matters of opinion, and I am willing to let such

authoritative utterances as I have already produced—and I could produce many more—go for what they are worth. But I do wish to say a few more words concerning the Mormons. When Mr. Stuart excuses the persecution of the Mormons because it was undertaken on moral grounds, he furnishes me with evidence that persons or sects would be just as liable to suffer such persecution under socialism as they are to-day. This argument of morality has been used as a specious pretext for religious persecution in all ages of the world, and, with respect to its application to the Mormons it is one of the baldest pieces of hypocrisy that could well be imagined. I am in a position to say something on this question from the standpoint of personal observation. About fifteen years ago it was my fortune to be domiciled for a time in a community of Mormons in the territory of Arizona. These people were polygamist, but a more industrious, frugal, temperate, honorable, and thoroughly moral community of persons it has never been my fortune to enter. At that time I enjoyed some slight personal acquaintance with Mr. John N. Young, a son of Brigham, a polygamist, and those railroad men who may chance to remember Mr. Young as a contractor engaged in the construction of the Atlantic and Pacific railroad will bear me out in the assertion that a more upright, conscientious and moral gentleman than he was conceded to be, even by the Gentiles, would be hard to find. Although, when originally promulgated by Joseph Smith, the Mormon belief did not enjoin the practice of polygamy, it came later on to be adopted as an integral part of the Mormon religion, and when their persecution was undertaken on moral grounds polygamy was one of their most essential articles of faith; they sincerely believed it to be right, and they had a perfect right to practice it without interference from others as long as they held that belief. All the Mormons asked was to be let alone; they migrated into the desert to escape persecution, and by their industry, frugality and temperance, they created an Empire and made the desert to blossom like the rose. They became wealthy, attended to their own business, and were a happy and contented people. Then the Gentiles, casting covetous eyes upon the Mormon wealth, raised their hands in holy horror at the practice of polygamy, and instituted a persecution on moral grounds for the sole purpose of filling their pockets with wealth which was the product of others' industry; and their misguided followers, as is always the case, entered with enthusiasm into the iniquitous schemes of their leaders under the belief that they were engaged in a great moral reformation. Two-penny orators, whose moral perceptions might have been



buried from sight under the point of a pin, entered the crusade and hurled thunderbolts of rhetoric against practices and beliefs about which they possessed as much meritorious knowledge as they did of practices and beliefs carried on among the inhabitants of the planet Saturn. We are told that the practice of polygamy is one that "all civilized nations are opposed to, both Christian nations and those that are indifferent or hostile to religion." Suppose we admit that as true, which it is not, in what way does it justify the persecution of the Mormons? When a community of individuals, sincerely believing in polygamy, attempt to live out their belief, whose business is it but their own? Why should they be forced to adopt the beliefs of others in deference to moral sentiments which they do not accept themselves? As long as they attend to their own business, and live out their own beliefs, why, in the name of God, should they not be let alone?

The Perfectionists were also persecuted on moral grounds, but it would much profit those who have hastily accepted, and parrot-like repeated, the arguments against this sect, to read the writings of John Humphrey Noyes, a cultivated gentleman, the founder of the Perfectionist sect. They may there catch glimpses of elevated moral sentiments which will come as a revelation to them. They may contemplate a scientific doctrine, founded on moral considerations of the very highest character, and which issued in happiness and contentment to a considerable community of people, of much more than average intelligence and education, until they were pounced upon by a horde of pseudo-moralists and forced to renounce their belief. In the name of all that's holy! who set these great moralists up to be judges over the social and religious beliefs and practices of their fellow men? From whence comes their authority? That is the baldest fallacy that ever afflicted the human race which enables a majority, however large, to force its opinions and beliefs on a small minority; which sets up and maintains an universal moral code by the force of law. Liberty cannot be maintained when such principles are admitted. Such principles involve a transposition of the terms, right and wrong.

With regard to the orthodoxy of the different exponents of socialism, the matter may also be permitted to rest, as being a non-essential point, and not to be settled by opinion; but I may be permitted to remark that I have some knowledge of socialistic literature, and I would suggest, if the fact is as stated by Mr. Stuart, that the various sects of socialists follow out one of their strongest common principles, and get together.

Mr. Stuart wants me to "kindly explain

why the elimination of private capital would make any change in majority rule?" I cannot attempt to explain any such proposition as that, as it is one I have never advanced. I do not believe that the elimination of private capital, as contemplated by socialism, would make any change in the principle of majority rule, and that is just the reason why I oppose the massing of all productive capital under collective control and management. Collective control under democracy, necessarily means majority control, and while the national administration of capital would effect no change in the principles of majority rule, it must give such rule a new direction. Majority control of capital means majority power to direct the uses of capital, and the ends for which it shall be administered. It means a power lodged in the hands of a majority to dictate what forms production shall take, what things shall be produced and what shall not be produced. It means an immense power, the power to say what certain persons shall eat, drink and wear, lodged in the hands of the majority, which may or may not be used as the majority happens to feel about the matter. There is some escape from such contingencies as this while private capital is allowed to exist, but when it is once eliminated there is absolutely no escape. The minority must then cut their coats to suit their cloth, whether the material happens to suit them or not. It seems to me that there is no more self-evident proposition than that.

### SINGLE TAX ECONOMY.

BY W. H. STUART.

In the course of my polemic against the single tax I have, I believe, thoroughly exposed the fallacy underlying the single tax assumption that mere access to natural opportunities would solve the economic problem. I have shown that under present conditions of production, by the aid of costly labor-saving machinery, and the use of immense capital, mere access to land and natural resources to a man without capital would be a hollow mockery. As a complete *non sequitur* to the single tax argument I have more than once referred to the thousands of abandoned farms of the New England states. Hundreds of those farms, with substantial improvements, have been offered for less than the cost of the improvements. Hundreds of others have been offered for the mere agreement to pay the annual taxes. There were at one time nearly four thousand of these abandoned farms. Hundreds of them within sight and sound of the New England factories, yet there is no evidence on record of a factory employe having ever taken advantage of this "free access to natural resources" as

an alternative against accepting any "reduction" offered by the capitalist owners of the factories. Now, this fact is totally at variance with the single tax theory which holds that with free access to "the margin of cultivation," i. e., to land of no rental value, capitalist exploitation would be impossible; that in those halcyon days, instead of employes seeking employers for a chance to work, employers, on the contrary, would compete for laborers and that through such competition labor would get its full reward, and involuntary poverty be forever abolished. But strange to say, the factory employe has hunted employers as assiduously as ever, and he has ever been willing to accept "a reduction" in preference to starving on the free land near him. This upsets the whole single tax theory.

In my May article I referred to the fact that my single tax opponents never answered this argument. However, I can no longer taunt my opponents with their reticence and reserve in the premises, for in the June MAGAZINE Mr. W. E. Brokaw, the editor of the St. Louis *Courier*, the official single tax organ, shies his caster into the ring, and with the confident air so characteristic of the orthodox single taxer whose knowledge of economics is usually confined to the few borrowed platitudes found in "Progress and Poverty," comes to the rescue, spits on his hands and asks the bystanders to "watch me do him up. See?"

Mr. Brokaw says:

In your May number, W. H. Stuart makes a lopsided argument against the single tax, and then says: "My single tax opponent never answers this argument." What is his argument? Simply that farmers cannot now compete with capitalists, and have abandoned farms in sight of factories, and that "all the advantages to be derived from improved tools, machinery or other capital would go, as now, to the capitalist." This latter is an unsupported assertion which he cannot prove. The reason why not only farmers, but other laborers, cannot make a living on those abandoned farms, and barely exist elsewhere, is because everything they consume or produce is taxed—their industry fined, while the speculator in land is almost exempt.

All of which goes to show how entirely superfluous brains and intelligence are to the editor of a single tax paper, and how thoroughly well qualified Mr. Brokaw is for the position.

Let us see. Mr. Brokaw starts off rather incoherently. He asks: "What is his argument?" and answers, "Simply that farmers cannot now compete with capitalists, and have abandoned farms in sight of factories." I fear Mr. Brokaw wrote under great mental excitement. I feel quite positive that I never gave as a reason why "farmers cannot now compete with capitalists" was because they "have abandoned farms in sight of factories." Of course no farmer could expect to compete if he had abandoned his farm, whether it was in sight of a factory or not. Why in the world

didn't he stop on it? Ah, there is the rub! Here is where Mr. Brokaw gets in his fine work. Here is where he puts to shame my former opponents, who will be covered with confusion when they see how simple the answer is that they missed. The reason, says Mr. Brokaw, why the farmers could not make a living on those abandoned farms and why they barely exist elsewhere, is "because everything they consume or produce is taxed—their industry is fined, while the speculator in land is almost exempt." There it is, as clear as mud! Now, would Mr. Brokaw kindly explain why it was that when "Progress and Poverty" was written the New England states were settled by a prosperous and contented agricultural population, when land was worth an average of \$40 per acre, and when the cereals were grown with profit. Genesee wheat, raised in Genesee county, New York state, was known all over the union for its superior quality, yet in less than a decade the agricultural areas of the New England states were almost depopulated, the same system of taxation being in effect. Is Mr. Brokaw so ignorant of recent economic changes as not to know that the result was due solely to the competition with the machine worked farms of the northwest? That on the level plains of the Dakotas machinery could be used to such good advantage that they could produce the cereals at one third the cost of the New England farmer, who was, in consequence, driven to the wall and forced to abandon his farm from sheer inability to compete?

Will Mr. Brokaw also explain why the "bonanza" farmer of the northwest and the valleys of California made agriculture pay, notwithstanding the fact that "everything they consume or produce is taxed?" Does he not know that the World's Fair commissioners were shown a wheat field of 7,700 acres in Dakota, where the wheat was produced at a net cost of 33½ cents per bushel, so that at 50 cents per bushel it paid a profit of 33½ per cent.?

Here is another case: At a recent single tax meeting that I attended in this city, one of the speakers was strongly insisting, as usual, that free access to land would make the man without capital economically independent, and that "the single tax would do it." At the conclusion of the speech a gentleman in the audience arose and stated that he knew two men who had taken up government land in the state two years ago. This land not being patented they had no taxes to pay. They put their land in wheat for two seasons, had good crops which they sold for an average of 50 cents per bushel. The first season they lost \$400 and the last season \$800, and yet within a few miles of those farms were immense wheat fields that had been plowed by trac-

tion engines with a dozen plows attached, that plowed the land at a cost of 25 cents per acre; where machines costing several thousand dollars each, combined headers and threshers, that went into a field of ripened grain, cut it down, threshed and sacked it at the rate of four sacks per minute, at a cost of three or four cents per sack. This wheat was sold at a profit for 50 cents per bushel. The single tax speaker was asked how much better off those two men would have been under the single tax régime? After a hurried consultation among the "economists" one of them arose and stated that with the adoption of the single tax free trade would obtain, and that the two farmers referred to would have saved all their indirect taxes, and as the government would own the railroads they would be able to ship their grain to market cheaper. But as the bonanza farmer would also share in the diminution of taxes and transportation charges, would not the small farmer be under the same relative disadvantage as before? The single tax "economists" have never been able to solve the problem. They nevertheless keep on repeating the same old stale platitudes with "damnable iteration." They are as blindly ignorant of the real solution as Editor Brokaw is. It is painful to an intelligent student of economics to hear those people diagnose social conditions like experts, and then afterwards hear them prescribe like veritable quacks.

Can not even a single taxer see that under present conditions of great aggregations of capital, carrying on production on a gigantic scale, makes it utterly impossible for the man without capital, or even the man with moderate capital to compete in production? Even a single taxer will admit that it would be impossible for a hand loom weaver to compete in cost of production with the owner of the power loom and the steam engine. No more can the ordinary farmer compete with the bonanza farm of 10,000 or 100,000 acres, supplied with all the latest labor saving machinery. The capitalist mode of production is as inevitable in agriculture and horticulture as it is in manufacture. Nothing can be more certain than that in less than a score of years small farming will be as obsolete as the stage coach and the tallow dip.

It is the merest effrontery for an ignorant doctrinaire to tell an intelligent audience that "The reason why not only farmers, but other laborers can not make a living on those abandoned farms, and barely exist elsewhere, is because everything they consume or produce is taxed—their industry is fined while the speculator in land is almost exempt."

In view of the facts I have just cited, and many others which I have offered in previ-

ous numbers of this MAGAZINE in the discussion of single tax fallacies. Mr. Brokaw's "defi" to "Mr. Stuart or any one else, to show how, with such a land tenure system in America, capitalists or any other class could dictate wages or keep men out of employment who desired to work." I have discussed this subject pretty thoroughly in this MAGAZINE with much abler opponents than Editor Brokaw, but if Mr. Brokaw is in earnest in his "defi," and will open the columns of the *Courier* to a discussion, I will agree to prove that the single tax theory is based on ignorant assumptions and shallow economic fallacies. Does Editor Brokaw accept? I may mention that a similar public challenge to our local single tax club has been declined, and I have been notified that the only proposition they will consider is an offer to prove that "the single tax would be no improvement whatever over existing conditions." For fear it may be assumed that the club is composed of a few workmen, new converts to the single tax, and therefore diffident about entering a public discussion, I will state that the personnel of the club consists of half a dozen lawyers, some of whom have been single taxers for years, several other professional gentlemen, a millionaire capitalist or two, and a very small contingent of men who earn a living by the use of muscles, other than their jaws. The whole very respectable "aggregation" is presided over by a gentleman who has fought under a variety of flags, both political and economic, who is careful to announce at each meeting that no "discussions" will be allowed, but that sincere seekers after economic truth may ask questions, which one of the "lawyers" usually answers, and who discourages the use of technical terms by questioners. I remember asking the president a question in which the term "margin of cultivation" was used, and was severely taken to task for using obscure terms designed to befog the meaning. He is also, together with the club, in entire sympathy with the desire to "lift the movement out of the howling dervish state of emotional insanity" into the sphere of practical politics (with big p's.) They are careful to disavow any sympathy with "socialism or communism." "The Single Tax as a Fiscal Reform" is the only point of view from which they desire to discuss it, and only the occasional question of a "crank" forces them to acknowledge that the "movement" at one time meant something more. They are profuse in their protestations that "the millionaires have nothing to fear from us." They regard the millionaire using his capital for productive purposes as "a public benefactor," of whom they cannot have too many to help develop the resources of the country (?) They are bitter opponents of

anything in the shape of an income tax, which they denounce as the "robbery of labor (?)." Indeed, they are a thoroughly practical and highly "respectable" body of gentlemen, with "no nonsense" about them, who are not single taxers exclusively "for their health."

But to return to Bro. Brokaw. He assures us there is no other way by which a man can secure his rights to the use of the earth than by the adoption of the single tax; he assures us the veriest savage under such conditions of freedom "could soon amass great wealth independently of all 'capitalists' producing their own capital." Bro. Brokaw's assertions have the airy abandon and breeziness of our western prairies. But I imagine if I had him under fire for a few months he would gradually fall into a more careful and guarded mode of expression. Just now he feels like the champion checker player of a country village. He wonders if there is a man in the world who can beat him!

Mr. Brokaw says: "Whether Mr. Stuart has ever been answered in your columns or not, I do not know." By which, of course, he means answered in regard to the abandoned farms. Well, no; I haven't. My opponents were too intelligent to offer so frivolous a reason as he has done. They knew there was no intelligent answer that a single taxer could make to the question, so they wisely decided not to draw attention to the weakness of the single tax by discussing it. I venture the assertion that Mr. Brokaw will be inclined to follow their example in the future.

"But," continues Mr. Brokaw, "he has been answered from the platform in his own city of Los Angeles, where he willfully or ignorantly misrepresented utterances of Henry George, and failed to come forward manfully and admit it when corrected." The assertion referred to is one I have made in several single tax papers, and probably a dozen other papers and magazines, including this one. It was this, that Henry George defended in the *Standard* the "corner" in wheat engineered by "Old Hutch" in Chicago a few years ago. That George claimed such men were public benefactors, and that such operations provided a legitimate use for capital. I spoke from recollection of the editorial in the *Standard*. At the next meeting of the club the president denounced the assertion as an unwarranted slander on Henry George, and stated that he recollected the editorial in question, and that the tenor of it was altogether different from what I had stated. You see, I was not "corrected." I was merely "contradicted." They could have easily settled the question by producing the editorial, but they knew better than to do so. Nor have they done so yet, though over two months

have intervened. Now, I make this offer: If Mr. Brokaw will reproduce the editorial in question in the columns of the *Courier* and it does not bear out substantially my assertion, I will pay for its insertion at the usual advertising rates, and will deposit the money in advance. Does Mr. Brokaw accept? I would also suggest to Bro. Brokaw the advisability of accepting with a certain reserve the playful extravagances of his correspondent, the Dugald Dalgetty of the club.

Mr. Brokaw says: "To one who has been so many years in the agitation as I have, meeting leaders of thought of all schools, it becomes exceedingly monotonous to read such stale objections, continually rehearsed, as Mr. Stuart advances." I fear this is mere vulgar boasting. Will Mr. Brokaw kindly give us the name of one "leader of thought" of the socialist school whom he has met in debate, either in print or on the platform? (I don't, of course, mean the depot platform.) For a man might meet "leaders of thought," such as Soup-bone Atkinson or Louis F. Post for years, and finally die of inanition from actual poverty of real economic ideas. Read Karl Marx, Mr. Brokaw, and you will likely learn more than you have from all the "leaders of thought" you probably ever met.

## THE TOOLS OF PRODUCTION.

BY GEORGE C. WARD.

In my last communication I endeavored to briefly indicate what would be the result of the elimination of the capitalistic exploiters and exploiting corporations from our system of productive industries and the operation of the same by the present wage-working employees, associated into co-operative companies and using their money savings and labor power as working capital. I tried to show that, if these co-operative associations continued to compete with each other in no greater or less degree than manufacturing concerns now compete and prices were kept up to their present level, thus preserving intact the fund accruing from interest upon cash capital and profit above fair wages, no one would be benefited except the workers thus associated into co-operative companies, who would get what now goes as interest and dividends, to banks and other money lenders and the partners in private firms and share holders in corporations. It will be noticed that I now assume that the single tax is in operation and that the money now paid as rent to landlords, as also the unearned increment which now goes into the pockets of landowners, is taken by the people, as a public revenue, for public use, and that all other forms of taxation have been abolished. It must be remembered, however, that this

will not affect price, as if rent is not an addition to price, it must certainly be an ingredient thereof and necessarily be included therein, so that the single tax paid upon land occupied for wealth or income producing purposes would be in the nature of an indirect tax upon consumers.

We will also assume that the principles of the single tax have a yet wider and more perfect application and enforcement, and that all public utilities, such as railroads, telegraphs, telephones, water, gas and electric light works, street railways, &c., &c., are owned by the nation, state, or municipality and operated by and for the people, at cost of the service, including a fair day's wages for an eight hour day, repairs, and interest upon and sinking fund for the payment of bonds issued for construction. This assumption not so much upon the strength of the following declaration:—

With respect to monopolies other than monopoly of land, we hold that when free competition becomes impossible, as in telegraphs, railroads, water and gas supplies, etc., such business becomes a proper social function which should be controlled and managed by and for the whole people concerned through their proper government, local, state, or national, as may be.

which single taxers will recognize as a part of their platform; but rather upon the more recent form of single tax faith which (socialist like) holds that a franchise is valuable only because the growth of society has made it so, and that, equally with land values, franchises belong to the people and their worth or value should accrue to the public benefit and not to the enrichment of individuals, or corporations. In this connection it may be stated that, rates, fares, etc., remaining as they are, the annual value of the franchise would, in most of our cities, more than pay all expenses of municipal government, and in some cities would pay such expenses two or three times over. This is an important fact as, in all such cases, the single tax upon land values would be available, in its entirety, for state and national revenue. Irrespective of the single tax, this is sound socialistic doctrine.

Now let us pause and inquire "where we are at." The land is nationalized in that each pays to all the value, or benefit derived or realized from the use or occupancy of land, so that all enjoy the ownership of land equally; while all receive from each the annual value of his or her use and holding of land, so that all use and enjoy the land in common. That settles the land question.

The railroads, telegraphs, telephones and express businesses are owned and operated by the people at cost of operation and interest and sinking fund upon and for cost of purchase and construction. That settles the question of transportation of individuals, goods, commodities and news.

The minor public utilities in cities, towns

and villages are owned and operated by the people, or community in the several cities and towns; either at cost, etc., in which case the people would be saved from the payment of interest and dividends upon bonds and stocks which now represent the value of the respective franchises; or else, the rates, fares, etc., remaining as they are, the money now paid as interest and dividends upon paper representing franchise values, would remain in the hands of the people as a public fund with which to pay the expenses of municipal government and provide useful and ornamental public conveniences.

This is all sound single tax doctrine, but it is also in line with the most radical and advanced programme of socialism. *En passant*, it may be remarked that it is also sound populist doctrine and strictly in accord with the programme of the people's party. The three chief issues in the populist contention are land, money and transportation. Numerous municipal, county and state platforms have attested to the fact that the programme, as I herein outline it, is that of the People's party, so far as transportation and public utilities are concerned. On the land question, the Omaha platform is a trifle uncertain and vague, but the rank and file of populist voters have long since stepped far in advance of their platform as relates to land. Most of them are what are known as "use and occupancy men." Single taxers have but to explain to them the correlation of the terms "common" and "equal" as applied to the term "in usufruct." They understand the term "common" and define "in usufruct" correctly as "use and occupancy," but many of them have yet to understand that land must all be of the same value in order that free use and occupancy may give all men the use of land "equally." So soon as a man thoroughly assimilates that idea, he is in a fair way to accept the single tax as an efficient and equitable means to the end of land nationalization.

But—a word to the corps of single tax writers. The first problem that confronts an intelligent farmer who has mastered Ricardo's theory of rent and comprehends the single tax propaganda, is something like this: Given a county in which the extremes of productiveness are twenty and sixty bushels of corn, and wherein the lands are about equally distributed between these extremes, the average economic rent would be twenty bushels of corn per acre—or one-half the average crop—Query: Is it intended to tax farm lands to that extent? This query has never been satisfactorily answered. With the present status of land statistics in the United States, it may be pointed out that with the throwing open to settlement of the hundreds of millions of

acres now held out of use by land monopolists, and the inevitable abandonment of the less productive sites for the occupancy of the more productive ones, the margin of cultivation would be greatly raised and the economic rent correspondingly reduced. This is all right, so far as is concerned the United States, but how about countries in which the pressure of population forces into use every available acre of land? In the next place it might be pointed out to the farmer that from this gross economic rent there would be deducted, annually, the current, prevalent rate of interest upon the value of all improvements and appurtenances, in order to find the net single tax the farmer must pay. Finally, the farmer might be asked to figure what proportion of his crop is now absorbed by the tariff and other forms and kinds of indirect taxes and his own direct taxes he now pays, all of which he would escape under a single tax régime. But this is a digression.

To resume. We have disposed of land and transportation and I will now add an issue to the three leading issues of the populist programme, making it read "Land, Money, Transportation and Tools of Production." I do this in deference to my own predilections in the matter and to point out a common basis of union for all who, like myself, are semi socialists, or socialists (limited), and who do not, as yet, admit the necessity of extending the socialistic programme so as to embrace the commercial distributive agencies, such as wholesale and retail stores, the mechanical trades and arts, or the professional and various phases of labor of service. In a word or two, the carpenters, doctors, painters, teachers, lawyers, barbers, store and office clerks, etc., etc.

Just here it may be well enough to introduce the programme of the new trades-unionism of Great Britain, now being discussed by the trades-unionists of the United States. It is as follows:

1. Compulsory education.
2. Direct legislation.
3. A legal eight hour day.
4. Sanitary inspection of workshops, mine and house.
5. Liability of employers for injury to health, body or life.
6. The abolition of contract system in all public work.
7. The abolition of the sweating system.
8. The municipal ownership of street cars and gas and electric light plants for public distribution of light, heat and power.
9. The nationalization of telegraphs, telephones, railroads and mines.
10. Collective ownership by the people of all means of production and distribution.
11. The principle of referendum in all legislation.

The phrase "all means of production and distribution" would seem to include mineral and timber lands, stores and railroads, although railroads and mines are covered by section 9. There is no doubt, however,

but that manufacturing plants, including machinery and tools of production are included in the phrase. Assuming that "means of production" must have been intended to include "land," and that the single tax is the best method of establishing an equal, yet common, ownership of the land, it will be seen that on land and transportation, public utilities, etc., single taxers and the new trades unionists are in harmony and unison.

The ethical basis for the demand for public, or common ownership of "the tools of production" (improved, labor saving machinery) has already been indicated. Briefly stated, it is the common heirship in all triumphs of the inventive genius of man, on the part of every member of the human race—organic man. Again, it may be stated as the indefeasible, common ownership, on the part of every individual of the human race, of every benefit conferred upon the *genus homo* by and through the inventive genius of human beings who lived and toiled in past generations. It is equally as easy to prove that individuals have a right to monopolize and hold out of use the land as to prove that individuals have a right to monopolize to their own selfish use and benefit the results of the past triumphs and achievements of the entire human race. This is a fundamental and basic ethical proposition, the disregard of which has differentiated the human race into a few thousand millionaires and hundreds of millions of paupers. I may not have expressed this idea in as glowing terms, or well rounded periods as it might be stated, but I have stated it plainly and by it I stand or fall.

The economic basis for this demand is the apparent evils resultant from individual ownership and control and the easily apprehended benefits that would result from communal or public ownership. Not only has the value of all displaced labor flowed into the coffers of those who own the labor displacing machinery, but much of the labor employed and utilized is that of women who should be at home attending to their household and parental duties, and children who should be at school laying the foundation for a life of honorable and useful American citizenship. The adult males, who should rightfully perform the work of the nation, are tramping the continent as vagrants and tramps, while their honest, earnest and despairing competition for employment only serves to more fully pauperize the toiling masses, and their tears and groans and sufferings are transmuted into gold in the coffers of the usurping pirates who have stolen the goodly heritage of the human race. The private ownership, by the few, of the sources and tools of production, has and ever will result in misery, war

and industrial serfdom. Their public ownership will usher in an era of joy, plenty, and industrial emancipation.

Now please, Mr. Single Taxer, do not spring upon me that stale old chestnut about "access to natural opportunities etc., etc." A natural opportunity to a man without capital to develop it, would be about as useful as an elephant to a man who had no circus and no money with which to buy hay. The farmers of the nation are sick unto death of a disease which orthodox "regular" doctors tell us is "overproduction," but we, heterodox, "quacks" though we may be, know that the patient is suffering from underconsumption, caused by the inability of the toilers in the cities to purchase and consume farm products. If you set all the unemployed to producing food, you can hardly expect those now at work to eat it all, when they cannot eat what the present number of farmers can produce. The cure is a reduction in length of the day of labor, and the substitution of men for women and children, so that all men who will work, may work; and an increase in the wages paid for a day's work. The establishment, ownership and operation, by the people's government, of the manufacturing and mining plants of the nation and the diversion into the "wage fund" of the hundreds of millions which are now paid as interest and dividends, would not only allow the reforms I have indicated to be inaugurated, but would also admit of a very decided reduction in the price of coal, iron and manufactured products.

I shall not attempt to indicate the manner in which this innovation might be brought about. There are several feasible plans and the undertaking, as a whole, would not involve half so large a financial transaction as would the assumption by the government of the ownership of the nation's railroads. But one thing I wish to state and that is that it would not involve or necessitate any change in monetary systems, or a transition from money to "labor checks," any more than does our present public operation of the postal system, or our prospective public ownership and operation of our railroad system.

But, for the benefit of my friends Gros and Borland, I want to outline a scientific system of gradation of wages. The statement, often made, that one day's labor is worth another, and that a day's labor would be an equitable and scientific unit or standard of value, is subject to the following limitations. First: provided the same cost, in time and money, is expended in preparation for the kind of occupation the laborer is employed in. Second: provided the expenditure or loss of vital energy, or life force is the same. These two quali-

fications are, to a great extent, compensatory, or self-balancing, because as a rule, the laborers in occupations for which the most costly preparation is necessary are likely to live much longer than the laborers who do not require such costly preparation. The scientific rule is this: "Each worker should be able to earn the same wages in a lifetime spent in labor." Hence a man engaged in an occupation in which the laborers enjoy an average duration of life of twenty years should receive double the wages paid a laborer engaged in an occupation wherein the laborers' lives average forty years. This is scientific, yet simple justice applied to wages. All that is needed is to grade the wage scale as life insurance premiums are graded, and by the same actuary's mortality table. This can be done in dollars and cents and as well under a socialistic as under a competitive system, the people's government being the wage payer.

These ideas are submitted with the reservation that nothing contained therein shall be construed as committing me to the single tax programme. I am simply studying along those lines. In New Zealand, very excellent and surprising results have been accomplished by the abolition of all taxes upon personal property and improvements upon land and the substitution therefor of a tax upon bare land and a graded income tax. There is first a general *ad valorem* tax upon bare land, assessed at its actual cash value; next, a graded tax upon all lands above a certain value, owned by any one individual, firm or corporation; lastly, an additional tax upon lands held by alien owners. If the assessed valuation returned by land owners does not come up to the governmental assessor's estimate of the land's true value, thirty days notice is given and if the land owner fails to amend his return, the government pays him the valuation he himself affixes upon it, with ten per cent additional and the land reverts to the government. Holders of land mortgages are taxed as part owners of the land. A graded income tax is levied upon all incomes derived from any and all sources except land, all incomes of less than fifteen hundred dollars being exempt.

## INTEREST AND THE CAUSE OF INTEREST.

BY A. J. GRAY.

The wealth of this country, and, in fact, the wealth of the world, is rapidly becoming concentrated in the hands of the few who live without work, and the masses, those who do labor and produce all wealth, find it growing more difficult to get a living. If the rate of wages is higher than it was forty years ago, employment is more uncertain, and a chance to toil and earn bread

by the sweat of the brow, is becoming a privilege, a boon which the honest, faithful toiler must beg of the few who have it to bestow.

Labor organizations have served to keep up wages but not to increase opportunities for employment, and, unless there is a change, it is only a question of time when they will be forced, by the vast army of unemployed, to accept reduction after reduction until a wage is reached which will give but a bare living. What the laborer should aim to do, and what he must do if he would permanently better his condition, is to bring about a change which will increase his opportunities for employment and give him a larger share of that which his labor produces. Labor organizations should be schools in which laborers should be educated in the laws which govern the production and distribution of wealth; then when they have learned what will better their condition, they have the power through the ballot, to give expression to their views in the form of law.

No one denies that enough could be produced to give to all an abundance were laborers given free access to natural opportunities. But they are denied free access to these opportunities to the materials of production, and are only given access to such materials when they consent to surrender a large part of the products of their labor to a landlord or a capitalist. Had they free access to these opportunities, and were they permitted to retain the full product of their labor, the wealth of the world would soon be in the hands of the laborers, and the distribution would be fair and equitable.

Products of labor are now divided between the laborer, the landlord and the capitalist. Labor does all the work and gets little more than a bare living, while landlords and capitalists do no part of the work but manage to become multi-millionaires on the share which goes to them. It is through exactions for rent and interest that the few, who perform no labor, grow wealthy, and the many, who labor and produce all wealth, are impoverished.

Neither rent nor interest are just, and both can and must be turned to the advantage of the laborer if he would retain the full product of his labor. There is an irrepressible conflict between the laborer on the one hand, and the landlord and capitalist on the other.

Labor is the only active factor of production without labor there could be no production. Land produces no wealth, it furnishes the material which labor converts into wealth or capital; and capital furnishes labor with that which makes it more efficient; of itself capital produces nothing.

While land without labor will produce

no wealth yet it will, by reason of an ever increasing demand for land, caused by increase of population and advance of material progress, increase in value. That is to say, it will not produce wealth nor will it add to wealth, yet it will give to its owner the power to command a constantly increasing share of that which labor produces upon, or with land. Rent will increase even though land be unused by labor.

Capital, without labor, will produce no wealth, neither will it add to wealth. Unlike land, it will not increase in value with increase of population and advance of material progress. On the contrary, capital will not only not increase in value by the mere lapse of time, but, without the expenditure of labor to care for, preserve and protect it, capital will constantly decrease in value. This decrease results from disintegration and decay, change of customs and fashions and improvement in machinery and processes of production. Nature is constantly changing the form and place of matter, tearing down and rebuilding: there is no form of wealth which is an exception to this rule, and constant care is required to counteract this tendency of nature to decompose and recombine with all her material.

Wealth accumulated for future use not only does not increase but it is a burden, a charge upon the owner if he would keep it intact. Without labor capital does not increase in value, it earns no interest, it is a charge upon the owner to the extent of labor required to care for it, or for storage, or insurance to guard against loss, if it does not actually depreciate in value from some of the causes mentioned. Investments in land are made for two reasons: one, because it is a safe means of preserving wealth which has been accumulated, not for present but for future use, and the other, because it will increase in value, and when wanted for use, more wealth can be obtained in exchange for it than was required in exchange to obtain it. This increase in value is called "unearned increment."

There is, as we have seen, no unearned increment arising from an investment in wealth, but, rather, an unrequited decrement.

Then why should one who has accumulated wealth which he does not wish to now use, and, in fact, has no present use for, require of another, who has immediate use for it, and who, borrowing it, undertakes to return it when the lender wishes to use it, not only the return of the exact amount borrowed but a large sum in addition? Does not the borrower render a valuable service to the lender when he relieves him of the trouble and expense of caring for his wealth until such time as he wishes to



use it? On what principle of equity can he require the return of more than the amount borrowed; does not the service of the borrower, in caring for and preserving the wealth of the lender, place him under obligations to the borrower? The temporary advance of wealth may be an advantage to the borrower, but that is no reason why the lender should be rewarded with an increase.

If we do not go outside of the transaction itself, the obligation incurred, upon a loan, is as often, if not more often, from lender to borrower than it is from borrower to lender. Then why do men consent to pay interest for the use of wealth or capital?

Interest is paid not because capital earns it, nor because capital, as such, could command it, but because capital and land are interchangeable, and land will increase in value without cost or care on the part of the owner.

Interest is caused by the monopolization of land which enables individuals to appropriate rent and the unearned increment of its value.

Interest does not regulate rent, but rent and the increase in land values regulates interest. I use the term interest in its economic sense, which differs from commercial interest in that it excludes insurance against risk.

Rent cannot be abolished, neither can it be decreased as long as individuals are allowed to appropriate it. Take the rental of land for public use and no profit could be made on an investment in land, and no gain could be had by the control of land except it was used productively, and then the whole gain would go to labor. There would then be no form into which wealth could be changed in which it would increase in value without labor, and would not be a constant charge upon its owner.

Cheaper money to such an extent that values would double, and the rate of interest would remain the same; the amount of money required to purchase a tract of land would be doubled, rent would be doubled, and the amount of interest paid on money obtained to make a given investment would be doubled. If the current rate of interest was six per cent., and government should loan money at three per cent., it would result in doubling the price of land, and rents would then be but three per cent. on the value of land, but the amount of rent would be unchanged.

Capital may be said to be omnipresent, it is easily transferred from place to place; this is not true of land, it cannot be moved from one place to another to equalize supply and demand, and equalize rent. Rent is an absolute quantity, it is not determined by the rate of interest, nor the amount of

capital invested. It varies greatly in different localities in which the rate of interest is the same, but it appears not to vary, because the rate of interest determines capitalized rent or present selling price of land. And, as all capital is potentially everywhere—at all times, it operates to equalize the return from the rent of land by making the present value of the land conform to the amount of capital which would return in interest, a sum equal to the rent of the land.

Interest is caused by rent, but the rate of interest is not determined by rent at any one place, nor can it, when risk is eliminated, be more than temporarily higher in one place than it is in another. Whether it is the average rent and unearned increment, or some other rent and unearned increment which determines the rate of interest, I cannot say, I only go so far as to affirm that it is rent and the unearned increment of land values, which causes interest. By using the rate of interest as a divisor, and the annual net rent of a given piece of land as a dividend, the quotient will be the market value of the land. To illustrate: suppose a lot in a growing town is purchased for \$100, and is rented for a period of five years at eight dollars a year, the lessee to pay all taxes and expenses. The current rate of commercial interest being eight per cent. this is considered a fair rental. At the expiration of the five years, with no further outlay on the part of the owner, the growth of the town has caused a greater demand for lots, and there are those who will now give the owner of the lot sixteen dollars a year for its use. If the rate of interest has not changed, the lot is now worth \$200. Should the rate of interest be reduced to six per cent., the lot would be worth \$266.66, and should this reduction in the rate of interest result from greater stability of values, and greater security, thus eliminating risk and lessening insurance, the same cause would increase the value of the lot, and this same local cause would have lowered commercial interest and increased rent. Here, obviously, interest had nothing whatever to do with determining rent; if it had, the rent of the land and its selling value, would have remained unchanged if the rate of interest did not change, and should the rate of interest change, as suggested, to six per cent., the \$100 invested in the lot should return but six dollars, and the rent of the lot should be six instead of sixteen dollars, at the end of the five years. Examples, like the one given, are of common occurrence, and they conclusively show that rent is not determined by interest. The rate of interest serves only to determine the capitalized rental or market value of land.

Take the economic rent of land for pub-

lic use, by the single tax, and away goes interest and speculative rent. Then the laborer will get the full product of his toil, for he would then have access to land by the payment of a small rental equal only to the superior advantage of the land used, and would pay no other tax, or charge; and capital would be at his command with no charge other than the return of the amount borrowed when wanted to be used by lender.

### TAX REFORM.

BY S. D. GUNN.

The Washington *Post*, a paper of recent birth, liberal, non-partisan and ably edited, thinks well of the single tax, mentions many good results that it believes would follow from its adoption, and I think would fully endorse it, only, as it says: "It has not been made clear to it how it could bring the millenium;—change the nature of man;—inspire with industry those who are now idle and vicious;—increase the number of the thrifty and lessen the number of the incompetent and worthless." These things the *Post* "finds it difficult, if not impossible, to believe." There are some who can be made to see the truth or the natural and inevitable effects of a cause, only by ocular demonstration. These are those who have not the intellectual ability to reason from cause to effect. Does the *Post* wish to be classed with these? It seems to the *Post* that, so long as there is land to be had at a merely nominal cost by all those who really wish to earn a living through honest toil, there is little reason to revolutionize our system of taxation in pursuit of an ideal.

Judging by the ability displayed by the editor of the *Post* he must be possessed of a very high order of intellect, that his reasoning powers must have been developed to a high degree and that he must be so thoroughly well equipped that he can argue from cause to effect, and will, as every unbiased mind must, reach logical, unrefutable conclusions. He who is thus equipped needs not that others shall make clear to him the results which must inevitably follow the adoption of the single tax. It is not clear to the *Post* "how Mr. George's remedy will usher in the millenium." What is the millenium? It is our highest ideal of a state of perfect happiness, and must come through the aggregation of all those things which we believe or imagine will when operating together at the same time produce the maximum of happiness. The *Post* mentions almost numberless things which it says the adoption of the single tax would do, which are just the things that must be done to create or bring about the millenium. It is not even imagined by its warmest advocates that the single tax could

usher in the millenium in all its fullness, it must come and can only come through the slow process of evolution, but they do believe, and the *Post* itself must believe, because it affirms, that the single tax will usher in those things which will create the conditions precedent to the ultimate realization of the millenium. The *Post* affirms "that the single tax would simplify taxation." Assuredly it would, the simplification of taxation would be a good thing, as the language of the *Post* plainly indicates that it believes. It would help to bring about better conditions, conditions precedent to the realization of the millenium. It believes that it "would remove a great many difficulties and inequalities." These difficulties and inequalities are obstructions, the removal of which would open the way and free the course, so that those things which produce the conditions precedent to the realization of the millenium could have free operation, which would greatly hasten its realization. The *Post* sees, as it unequivocally affirms, "that it would make drones among land holders contribute their proper share toward the common fund, and put the penalty, if penalty there must be, upon sloth rather than upon activity." In doing this, and the *Post* believes that it will, verily, it will be helping to form the constitution of the millenium and accelerate its coming. It also sees that "it would create countless opportunities that do not now exist. To be a millenium countless opportunities must necessarily exist. The *Post* cannot conceive of a millenium without them." But "it is difficult if not impossible" for the *Post* "to believe that it would change the nature of man, that it would inspire with industry those who are now idle and vicious, that it would increase the number of the thrifty and lessen the number of the incompetent and worthless."

Now, in asserting that it cannot believe that the single tax will do these things the *Post* virtually admits its inability to reason from cause to effect. All who know anything about the working of our present system, even the millionaire and monopolist will admit, for indeed they must know, that the reason why there are so many people who are ever in straitened circumstances, so many who are continually struggling with all their might to keep food in the larder, decent, respectable clothes on their backs and a shelter over their heads, so many who are so abjectly poor that they cannot live decently and make both ends meet, and so many paupers and tramps is because of lack of opportunity. As natural opportunities begin to grow scarce, owing to their having been appropriated by the rich, the above conditions begin to develop, and as such opportunities become more and more scarce, these conditions manifest

themselves with greater virulence. The *Post* knows that all natural opportunities which can be made available at the present time have been gobbled up by the rich and in most cases are held on speculation until the demand for their use becomes so great that the holders are able to realize fortunes by their sale, and it knows, too, that these fortunes were not earned by the holders, but that they were created solely by the community, that it was the presence of all the people with their intelligence, energy and labor which gave the value to every opportunity. Natural law commands that exact justice be done. Natural law proclaims that justice consists in insuring to each all that his intelligence, energy and labor may create, and preventing any one from obtaining any part of that which others have created without their free consent. The *Post* knows that the placing of laws upon the statute books to subvert natural law and set aside justice must, in the end, prove disastrous. Natural law cannot be subverted, neither can justice be set aside nor ignored with impunity. The history of all times and of all nations conclusively proves this. Natural law declares that all men are born equal, and endowed with certain inalienable rights, among which are life, liberty and the pursuit of happiness. Each having these inalienable rights, then each has an equal right to maintain them. These rights can only be maintained by the same processes and the use of the same means, then each has an equal right to avail themselves of the same processes and to make use of the same means. Natural law declares that these natural and inalienable rights can be maintained and made secure only by each having at all times and under all circumstances an equal right to the use of the land. Natural law not only declares and proclaims this, but commands it; disobedience, and misery, poverty and degradation will surely follow; obey, and there will as surely follow plenty and happiness. Says the *Post*: "It is difficult if not impossible to believe that Mr. George's remedy would change the nature of man." We can judge what we suppose to be the nature of man only by his acts. A hog will, when hungry, crowd another out of or away from the trough, and we say it is the nature of the hog, but when it has eaten its fill it will go away and lie down, and neither by force nor persuasion can it be gotten back again. Judging by its acts, it has evinced two contrary natures. A watchdog springs with vengeance at a stranger who attempts to intrude on his domain, and again we say it is the nature of the dog, but immediately his master calls him and proceeds to fondle him, his fierce vengeance is gone and he manifests the utmost pleasure and delight. Under different circum-

stances they each evinced opposite natures. A man brought up in an orderly community, by an industrious father, who has taught him from his earliest years that industry and temperance are prime virtues, that honesty and kindness will insure the respect and esteem of his fellow men, that righteousness consists in doing unto others as he would have others do unto him, and that only by the practice of these things can he hope to succeed in life in all that makes life essentially successful. With such environment and such teaching he will become so thoroughly imbued with their spirit that the practicing of them will become so natural to him that thereupon will depend his happiness. We ascribe these virtues to him and declare that their manifestation must be in accordance with, and prompted by his nature. Now, all men are possessed of the same nature. All men are human beings, and, therefore, must be possessed of the same nature, *i. e.* human nature. But human nature is susceptible to influences, and as the influences are good or evil there will be developed a good or an evil disposition. With such influences and training as received by the man mentioned above a saintly disposition would be developed. With influences and training of an opposite character there would be developed a devilish disposition. This is manifestly self-evident, it is the effect of the law of nature, of natural law, and, therefore, inevitable. A man born and brought up in the slums, associating continually with the inhabitants of the sub-cellular of society, with the idle and vicious, with harlots, thieves and murderers, there will be developed in him, he being a human being, a devilish disposition.

The *Post* plainly sees and admits that the adoption of the single tax "would make drones among land holders contribute their proper share toward the common fund, and put the penalty, if penalty there must be, upon sloth rather than upon activity." It must also see and admit that the drones having been made to contribute their proper share, that the poor would surely be relieved of an unjust, grievous burden, and sloth having been made to pay the penalty—if penalty it chooses to call it—and in that degree relieved activity; the slothful would be impelled to activity in order to meet the penalty, while the active would rejoice and be inspired to put forth greater activity. It also sees and admits that its adoption "would create countless opportunities that do not now exist." It must also see and admit that these countless opportunities would soon be taken advantage of by countless numbers of people. If its vision is not perfectly clear as to this, and cannot admit it with entire readiness, it has only to contemplate the opening to

settlers of Oklahoma and the Cherokee Strip.

The *Post*, in admitting that the adoption of the single tax will do these things virtually admits all that its advocates claim for it. These things are, indeed, the very foundation of the physical and material constitution of the millenium, and in admitting that the single tax will bring about conditions that will ultimately change what the *Post* is pleased to call the nature of man, virtually admits that its adoption will bring such benign conditions as will surely produce the morals and ethics which must form part of the constitution of the millenium.

### LABOR'S NEW PHASE.

BY MARIE LOUISE.

Abraham Lincoln was more than a humanitarian, more than a wise statesman and energetic chief, he was a philosopher and a prophet. After the war of secession the fumes of victory and of complete success in his undertaking did not obscure his judgment or blind his mental perception. The good accomplished by the war he estimated at its true value, and the evil which the emancipation of the negro slaves and the centralization and consolidation of political authority might bring forth, did not escape his penetration. His glance pierced the mist of times to come and his prophetic eye could see events shaping in the bosom of futurity. We may imagine the pang of sadness at his heart when he said:

I affirm it as my conviction that class laws, placing capital above labor, are more dangerous to the republic at this hour than chattel slavery in the days of its haughtiest supremacy. Labor is prior to, and above capital and deserves a much higher consideration.

Since these prophetic words were uttered hardly thirty years have gone by, and already the social chaos which Lincoln foresaw is upon us. Capital towers above labor, the base is uppermost and the structure swings, for the line of gravity falls over the circumference of the base. In the inverted social edifice labor is on its knees, alternately praying, asking, demanding to be heard.

Anteriorly to the Ann Arbor strike in March, 1893, the working people were led to believe that trades unions could, by a strong concentration of their forces, effectually cope with the rapacious out-reaching of organized capitalism. The question of capital vs. labor was thought to be an issue collateral, if I may use that expression; the battle was in no way connected with, nor detrimental to the political rights and political equality of the combatants. These, it was believed, resembled two brothers descending to a corner of the back yard to adjust with their fists, and unknown to their parents, a quarrel between them.

The laborers assumed that they were fighting a free battle, on a free ground, with equal chances for both parties engaged. This faith of the working class in political equality accounts for the rapid spread of trades unions in this republic. Those sectional organizations, like the guilds of the middle ages of which they are a modified reproduction, were pregnant with a disastrous principle, viz.: Sectional strife and warfare among the various parts of the general body.

Great as this injury proved to be to the organized workingmen, it was borne patiently or it was overlooked for the sake of the great power the organization was supposed to possess for checking the encroachment of the capitalists. But the Ann Arbor strike of last year, which provoked the injunction of Judge A. T. Ricks, and afterwards that of Judge Taft, sapped the foundation of trades unionism in this country. The action of the court of justice in interfering in the strike in the interest of the corporation and by the verdict given against Chief Arthur, as representative of the brotherhood, together with the proceedings entered against several strikers, have virtually declared trades unionism an illegal combination of men amenable to the penalty of the law. All illusions about the efficacy of trade and craft organizations to cope with capitalism have radically vanished; the legislature has openly declared itself in favor of capitalists and this decision settles the question definitely. "The strike," says Mr. H. W. Ashley, general manager of the road, "attracted general attention for two reasons. First, Because it was the first time the judicial authorities held that employees of a common carrier were semi-public servants and must perform their duties so long as they remained in the service of a carrier. Second, Because the chiefs or leaders of a labor organization, irresponsible, unincorporated and unknown to law, were held criminally and financially for the overt acts of the orders they represented."

Arguing the case, Judge Ricks incidentally mentioned that "in 1891 he had granted a similar mandatory order on a bill for an injunction filed in that court by the Wheeling & Lake Erie railroad, which was enforced with beneficial results as against its engineers, firemen and trainmen who had refused to handle inter-state commerce freight loaded on cars consigned to various ports on Lake Superior and Lake Michigan."

Manifestly, the standing in court of employers and employees is not on a base of equality, neither is it on one of equity. It is amazing to see the length of time it took the American workingman to discover that. The equality before the law is a

word to which no substance is annexed, yet the ringing of the word has been sufficient to dazzle the toilers and rock them into slumber. He who fancies himself free and complacently sits down to compliment himself on his splendid condition, is not far from having the manacles of despotism clasped around his limbs. "Eternal vigilance is the price of liberty," let us not forget it. No man, nor law, nor established condition may be safely entrusted with the keeping of individual liberty. Men are variable, laws are plastic, conditions are uncertain. Why? The assumption of the law used by Judge Ricks that "*an act done by an individual in the exercise of a right may be lawful, but when done by a number conspiring to injure or improperly influence another, may be unlawful,*" is an emphatic condemnation of the working people to silence, submission and servile degradation. Between an employer and his employes the contest is always that of a single individual or corporation with several individuals. The employer being "single," according to the law, may legally exercise his right, but the employes being a "number" are forbidden to exercise the same right. Actions done by several individuals are, of necessity, concerted actions and may easily be construed into an attempt at conspiracy. A law can always be found to fit a case, especially when that case is tabooed. After the Scotch rebellion of 1745, the English judges said to the government: "Bring on the men you want executed, and we will find the laws to hang them by."

Obviously, the attitude of the court in the Ann Arbor difficulty has sealed the destruction of past trades unionism and shown the necessity of organizing all the toilers, regardless of grade or conditions, into a solid, compact body of trade societies, not federated but confederated, in order to present to capitalism a front which neither it nor the legislature, on which it leans, will dare treat with contempt. The toilers must stand shoulder to shoulder for the elevation and dignity of labor; they must close on one another and form a wall impenetrable to capitalistic bullets. The breach in labor's camp has always been the cause of its defeat; nothing else under the sun could ever have conquered it. Hitherto it has been too sectional, too sectarian, too exclusive; each trade or brotherhood has acted with a view to serve its own interests regardless of the injury it inflicted on the other fellow workers. It has ignored the fact that the "concern of one is the concern of all;" that class distinction, class rule are death to the welfare of labor and the consequence of this error is the present situation, where, as Mr. Depew, an eminent authority on such matters, lately said, "*to-day fifty men can meet together and stop every wheel and every wire and paralyze the entire*

*country within the space of twenty-four hours.*"

Fellow workmen, read this statement of one of our millionaires over and over again, until you comprehend the full extent of its meaning. Repeat it to yourselves until you utter it in your dreams at night, until your dreams are transformed into a nightmare and the horror of your position haunts every one of your steps. Slumber not; awaken! Fifty men have it in their power to throw you and your dear ones face to face with starvation and the terrors that fatal word implies, within the space of *twenty-four hours*. The power of capitalism has reached its summit, and nothing but a confederation of all labor organizations and the organizing of all workers can counterbalance that immense power of money. Not only does enforced idleness and starvation confront us all, not only are millions of toilers out of employment, and compelled to receive charity and beg, but it has become evident that the stricken laborer must bear his misery in silence and say "God bless you" to the rich who gives him alms out of the wealth which, as Adam Smith solemnly declared, *is produced by labor and by labor alone*. A worker unemployed does not remain long in that position before his clothes wear into tatters and the last of his shirts drop into shreds. Let him travel on foot several miles to look after work, let the dust of the road cover his poor clothing and besmear his hair and face, with no money in his pocket to get a room to wash himself and brush off the dust on his garments, and you will have an individual which the wealthy class and the monkeying class of clerks will call a dirty, "soap-fearing, vermin-haunted vagabond," as his "Highness," Dean Francis Wayland of Yale college described the unemployed of Boston on their way to Washington, whom the Yale students intended to receive and befriend in New Haven, yesterday, April 30.

The insults, irony, lies, malignity which the mercenary press of New York, the corrupted politicians and the besotted money class heap on the unemployed who dare to mention their suffering, throw in the shade all the brutal virulence the bloated feudal lords of the middle ages poured on their rebelling bondmen. It needed an industrial crisis like that we now endure and the enforced idleness of several millions of toilers to discover that so much turpitude lay potential in these puppets of authority and moneyed aristocracy. Instead of putting on sackcloth on beholding so much misery, dirt and degradation in the very bosom of the great American republic, they laugh at and scorn and malign the victims of the capitalistic, monopolistic system which has obtained and consolidated.

The New York Sun has a staff corres-

pondent whose purse is too empty to be an independent capitalist, and whose mind is too foul to sympathize with or assist the dependent workers. That "Jesuit in short gown" manages to procure statistics which prove "that the distress and the destitution caused by the present crisis among the earners of wages have been enormously exaggerated by the well-meaning but inconsiderate philanthropists who have undertaken to relieve them. \* \* \* \* The collections made for the relief of the unemployed poor here in this city (New York) so far as the amount has been published, has not exceeded \$250,000, which would not suffice to furnish with food, fuel and clothing for more than a single week the 200,000 persons said to be on the verge of starvation." In a subsequent contribution he writes: "As I pointed out last Monday, most of the writers and speakers who declaim against the existing order of society and urge the adoption of the improvements upon it which they have devised, are ill-informed as to the facts of the case, and accept for the truth the fancies of their own excited imagination. Throughout all this past hard winter, scarcely one solitary case of death from actual want of food has been brought to light, etc."

The *Sun* paper may have been num regarding the daily occurrence of death through want of food and the numerous suicides caused by hunger, which happened in New York these last eight months. That organ is perverted enough to suppress this news for fear of disturbing the rich in their palaces and their feasts; but other papers, though pledged against the unsubmissive, starving laborers, have published accounts whose horror sufficiently demonstrates the enormous dimension of the suffering among the masses.

By a strange coincidence an appeal to the rich in favor of charity made by Secretary Herbert, of the navy department, has aroused the ire of the editor of the *Sun*, and he gives vent to his hatred of the discontented unemployed in his usual incisive style. Among other things he makes statements which give the lie to those of the "Jesuit in short gown," who contributed the lines I have quoted above. In the heat of his indignation the editor exclaims: "Probably never before in the history of the world were the contributions of the rich for the assistance of the poor so great in volume during a corresponding period as they were in this country during the prevalent dulness of last winter. In this city (New York) alone they amounted to millions of dollars, and throughout the union, in almost every community, they were as large porportionately to the suffering. The aggregate of this charity was enormous, and it was expended by the rich at a time

when they themselves were enduring losses of both capital and income produced by the same causes which deprived labor of employment. The system of private charities was extended and enlarged to an unprecedented degree, and the sum contributed for the alleviation of the distress and importunity was vastly increased by the gifts of individuals who wanted the satisfaction of being their own almoners. \* \* \* Moreover, that vast volume of benevolence did not serve to relieve or even to mitigate the social discontent of which Coxey is a representative. Rather, it has aggravated it."

This is the way labor is assailed to day by the illogical, inconsistent, unintelligent press of the country because a new spirit has arisen among the toilers; a new impulse for self-preservation is moving them; because they combine and confederate into one body, moved by one idea, and they step forward with one uniform step, with faces turned toward the goal their present misery has revealed to them.

### KEEP SWEET.

BY JOSÉ GROS.

The conditions of modern societies are no doubt extremely complicated. The worst feature we have to deal with is the very multiplicity of reform movements that are being agitated. We have really *un embarras de richesses*, as the French say, an embarrassing wealth of reforms. That is very provoking, but it does not need to be discouraging. Chaos must precede order, and chaos is here, among us, in the midst of all nations, in our own perhaps more than anywhere else. But why should we need chaos after so many centuries of order? We only see an answer to that question, viz: The order we have had has rested on oppression, not on freedom, on injustice, not on ethics. And all because hate has been constantly prevailing among men.

Look at the history of all religious developments. It has been a history of hates. Yet, where shall we turn, for reform in that direction, if not to religion of some kind? And no kind of religion is good for much that does not teach men how to suppress hate, and hence how to keep sweet. And very few men seem to have learned anything of the kind as yet. The point is illustrated by many social reformers to-day. Here we are, trying to discuss the methods by which modern civilization can be saved, and every now and then we, some of us anyhow, feel inclined to make an exhibition of ourselves through absence of sweetness towards each other. That will never do. We can only reform humanity by reforming ourselves. We can only reform ourselves by keeping sweet with each other, while suggesting our respective methods

through which humanity can most effectively realize divine ideals. Let us be aware of imitating the great multitude of religious cliques that for centuries long and many have quarrelled among themselves, and have thus made such a dreadful hash of what we call Christian civilization.

To begin with, we reformers should not care about converting each other to our own hobby. Perhaps it is better that we should not. Our principal mission is to make men think by themselves, and to think noble thoughts. That involves, on our part, great duties and responsibilities. We must teach men how to trace effects to causes, how to discriminate between truth and error, and even between truth absolute and truth relative. That can only be done by carrying our discussions on a very high plane, and hence avoiding all personalities, all harsh epithets, all bitterness, etc. We should not write for the sake of vain-glory in trying to show that each one of us is better than the rest of us, or some one here and there. We should aim at the upheaval of humanity regardless of fame to any of us at the expense of anybody else.

Two articles in the June MAGAZINE come to most vividly reflect the meaning of our above thoughts, with the coincidence that they both are from the pens of two socialists. One of the articles is couched with a beautiful elevation of views which is very refreshing. The other article is rather depressing and sad. In the former you can follow thought after thought, gliding along as the notes of a gorgeous melody, in gentle undulations, to express the holy aspirations of its composer. You may not quite agree with all his thoughts, but never mind about that. All the same you may revel in the balmy altitude to which the writer has carried your soul. You can, for a few moments, forget all your own special ideas about such and such processes, as the most direct to arrive at certain results. You can even say to yourself: Well, if the conceptions of our own reform group were found wanting, after they had been tried, we should not object to follow the lines suggested by that other reform school, as presented to us by such a writer.

We shall now try to be frank with that other friend of ours, that other socialist who, in his June article, gives us an extra dose of sarcasm and personalities. We don't really see the need of any bitterness among reformers because they happen to disagree. Even disagreements are useful among men if they only keep sweet. Disagreements act then as stimulants on the fibres of the soul. They embody that grand law of free competition, indispensable to all healthy, physical and mental development, working among men as it works among the stars, re-

vealing the existence of a Power who is in favor of freedom and against oppression even in forms relatively mild and gentle.

We can hardly conceive of a more gentle oppression than that exercised in many of the least objectionable religious orders of times gone by, symbols of socialistic organizations, where the general good of each set of people in each convent was the primary and final law, as it would be in the socialistic régime, yet, they all proved a failure, and the broom of time swept them off as mere cobwebs, as hinderances to human progress.

Absence of free competition evolves petrification in thoughts as well as in acts. Life is motion, atomic, molecular or molar, in chemical or vital forms, and hence invisible to mortal eyes, or in grand, mechanical, invisible display of power, in the cosmos as well as in the realm of social growth. In the latter history tells us that free competition is life, and their absence is death. If civilizations have perished, if human institutions have decayed, if Christianity itself, the Christianity of men, has failed to give us peace on earth, it is all because the *law of free competition* has found tyrants everywhere, in all times and under all flags, in all churches and all states or nations.

That absence of free competition, the inevitable concomitant of land monopoly, growing in intensity as land monopoly grows; that alone accounts for all social deformities, when we stop to think sober thoughts, and disdain to waste brain force in sarcasms against those who have something to say different from what we say. Such sarcasm constitutes a virtual surrender to the logic and sense of our opponents. We then literally give up our own case. Sarcasm tends to deteriorate our own perceptions of right. It implies a spirit of intolerance, and a reformer should be tolerant if he is anything. He should strive for high ideals in conduct. In the battles of thought the victory invariably comes to the gentle writer, never to the sarcastic one. We don't need to object to some occasional funny sally in connection with this or that self-evident conclusion. All else, in the discussion of serious subjects, is mere wasting powder in fire salutes, celebrating the triumph of those who oppose our views with solid facts and gentle language. The latter alone enables us to discriminate and reason correctly in all social phenomena.

For instance: Take the most prominent evils of the day such as the professional tramp, the tenement house, lots of faithful workers out of work, the drunkard, the insane asylum, the absolute poverty of the poor and the relative one of many of the rich, disease among all classes from pauper to potentate, religious indifferentism on



one side and religious fanaticism on the other, abandoned farms in sight of towns, and abandoned city lots in the bosom of large cities. Do you want to know the why of all such barbarisms and many others in the midst of the highest forms of social growth? Keep sweet and ask history about it. The answer will come to you in four words—"absence of free competition."

The writer lives in a street 70 feet wide by 700 long, 5 minutes walk from smiling fields in one direction, and 15 minutes walk from the business center in a town with 10,000 population. Out of the 14 residences in that street, we have one, two or three that remain abandoned for long periods, not always the same of course. Does that mean a depreciation of land values there, or the poverty of those who remain there, or any drawbacks in that locality? It would be difficult for you to discover a more convenient or charming place. To be sure, a lot 100 by 200 represents about \$15,000. Absence of free competition makes it inconvenient for many people to live there! Land is too expensive for many to live there! And land near towns is often too expensive for many farmers to farm there. We generally kick our farmers far away from cities and towns, with our absence of free competition for land where farming would pay. The same close to a growing town or city is generally held by speculators for city lots in 5 or 10 years, if not in 20 or 30. The rich land gambler can wait very long and never loses anything by thus waiting. It is the safest investment, land gambling, when presided by keen foresight.

Under a healthy civilization we would notice a certain regularity in sections where all land would be under proper use, while others would not yet be used at all. It is a disorderly civilization that gives us the barbaric mixture we have now, of abandoned lots in the center of cities and abandoned or unused broad acres close to towns or in the suburbs of large centers of traffic. All because of monopoly in natural resources, and hence monopoly in labor products.

Is the latter possible without the former, as socialists assert? If so, how? No man can conceive how. No man can explain how the thing is to be accomplished. The converse is a self-evident truth, because we all know that he who controls the source of a stream shall control the channel. A mere dam built up here or there shall deviate the water where he may see fit. Hence those shall control most labor products, most wealth, who shall control most of the source of all wealth, most of the best land from which the wealth is to come, and where it has to be moved, handled, stored up, etc. It has always been so, and

it shall always be so, as long as the laws of nature change not. Socialists themselves shall realize that later on. In the meanwhile let us keep sweet all around. Let us reason, talk and write like men, not like sour old aunties. Let us respect each other as reformers of different schools, and give our readers a chance to form their own final conclusions, instead of attempting to force them to accept our own.

The future belongs to those who want the triumph of truth rather than that of their own school of thought.

#### "WHAT MUST WE DO TO BE SAVED?"

Bob Ingersoll, Bob Ingersoll, I heard you here one night.

As off you rattled fiery talk enough a man to fright; You preached on how we must be saved—'twas doctrine strange to all—

And many thought you Satan, Bob, that listened in the hall.

Bob Ingersoll, Bob Ingersoll, our dear old mothers said,

If good, we'd find a place with God the moment we'd be dead.

And now, when tossed on life's rough sea and sighing for a calm,

You tell us all were foolish tales, and mothers' tongues a sham.

It grated harshly on our minds. In days of callow youth

We felt the words they told us, Bob, were trumpet-blasts of truth:

We dreamt of angels and their wings, and hourly we would sigh

To leave this world in spring of life for mansions in the sky.

Oh, eloquent Bob Ingersoll! I wonder how you dare Express such thoughts before mankind? I don't

know how you'll fare When God shall call your sinful soul for judgment,

Bob, I fear, You'll hear the dreadful charge to slide off downward on your ear.

I know, my bold defaming chap, your doctrine's sure to please

Some wealthy fellows, like yourself, who lie on beds of ease;

But we who struggle hard for bread beneath each tyrant's frown.

Prefer our dear old mothers' tales, that pledged an endless crown.

There's no one, Bob, who can deny but that your brain is bright;

You've only got one grievous fault, your doctrine isn't right.

I wish you'd take a tumble soon, and come our pious way.

Your tongue is just a dandy one to eloquently pray.

If not, my flowery infidel, I fear you yet shall roast 'Way down upon a whirling spit, until you're brown

as toast; Because you thunder forth such lies your audiences among.

Ah, Bob, whatever else you've got, you have a lying tongue.

I wish you'd join our choir above, where I my voice shall raise

To topmost pitch, on Jordan's banks, in songs of endless praise.

Indeed I wouldn't like to hear the devil rattling chains.

To bind you tight for ever more in never-ending pains.

Shandy Maguire.



## MECHANICAL.

Contributors will sign their names to their articles and forward copy so as to reach the editor not later than the first day of each month.

### BURNING OIL; NEW CRUISERS; STEAM POWER.

Since the article for the June MAGAZINE was written, some interesting facts on the burning of oil as fuel has appeared in the *Engineer*, [London], from which I have taken the salient points, and it will be found varied, as well as very interesting, to all readers. It will be understood by our readers, that there are enormous oil interests in the Black Sea ports of Russia and it is to them that the article refers.

"Although it is true that petroleum in any but the crudest form is an exceedingly expensive fuel, if purchased in England, it is not necessarily costly if purchased in the Black Sea or in the United States." The "Baku Standard," a steamer, is fitted for the burning of oil as fuel, and she is a tank steamer running from the United States or the Black Sea with oil in bulk as cargo for England, she is 3,705 gross tons, 330 feet long, 43 feet wide by 23 feet deep, and her capacity is 1,200,000 gallons of oil.

Only three boiler tenders were shipped, (in place of fourteen firemen and trimmers), one of these met with a fall and breaking his collar bone, the other two had to stand six hour watches in place of the usual four hour watch, the long watch would have been impossible with coal, there appeared to be little trouble with the fires in the worst weather, and they needed but little care, the amount of oil used in a day of twenty-four hours, was twenty tons, equal to forty tons of coal per day, and as a triple engine was used, the fuel was equivalent to 2500 H. P. the engine of the "Baku Standard" do not, however, indicate anything like that amount, but nearer 1500 H. P. [the amount is not given in the article,] a letter from the superintending engineer of the firm who put in the engines says: "the I. H. P. of the same ship with coal is from 1500 to 1800, and the coal used is thirty tons a day of twenty-four hours, at sea." Making this comparison, it would seem that the actual value of oil is only one and a half times that of coal in evaporative power, while it is of greater cost, but the actual cost is not given; but the greatly reduced cost of help in the fire room is cited as a saving, to offset the increased cost of the oil over the coal, up to this point there seems to be a satisfactory condition of affairs, in the new departure, but some important points now appear for our consideration, and in the case of a ship they mean a great cost.

"So far Mr. Stuart [the owner] seems to be contented with the result in all respects but one, and that is the old trouble that has arisen over and over again when petroleum fuel is used in connection with surface condensing engines—a very serious quantity of steam is used in spraying the fuel. This represents so much waste, which is not the worst of the matter. The steam so used goes off into the chimney in one or another form, and the auxiliary feed has to be employed to make up the loss, salt water cannot be pumped into the boilers, fresh water enough cannot be carried, consequently an expensive and heavy evaporating plant has to be fitted up and worked with the liquid fuel. It is easy to underestimate this item, when we say that during the first voyage of the Baku Standard the weight of steam required to spray the oil exceeded that of the oil, reaching over a ton an hour, some idea of what it represents in the way of a loss, may be formed: Allowing 20 pounds of steam per I. H. P., a very liberal allowance, we see a ton of steam per hour means about 112 I. H. P. and allowing a pound of fuel evaporates 15 pounds of water an hour, it means that not less than 3,600 pounds of oil has to be burned each twenty four hours, for the purpose of supplying fresh water to the boilers for forcing the fuel into the furnaces.

It is stated that a different set of burners are now being prepared for the furnaces and it is hoped the supply of auxiliary feed will be reduced to ten tons each twenty-four hours."

My own impressions of this article were at first reading that some mistake had been made in statements, for the amount was so enormous, but on a careful re-reading, it is apparent that the facts are stated, and it is also a very poor triple engine that is allowed twenty pounds of steam per hour, fifteen is large, and this would call for 150 I. H. P. to put the fuel into the furnaces, or or nearly ten per cent of the whole power, which would make a negative quantity of the saving in labor, or feeding the few men required, but this is not all; there is a liability of fire and explosions if any air gets mixed with the fuel on its way from the bunkers to the furnace, and some other questions seem to have arisen in the whole application of liquid fuel, that are not all comfortable even if seemingly economical. It may be that petroleum steamers can use liquid fuel, at some saving, but the saving seems to disappear on a careful consideration of the whole of the circumstances, for a steamer whose whole business is with the oil supply, can put in her fuel while loading her cargo, but a steamer not loading with oil could hardly take in other cargo, or supply herself with such fuel, when in other business, or away from the source of supply

and it might be possible for shippers to have a word to say as to the shipment of their goods in immediate contact with such a cargo of fuel.

The economy of the matter seems to be indirect rather than direct, and it would seem, also that the saving has to be most decidedly proven, before it can be accepted as in any way final or conclusive, the amount of feed water required to provide for the jet, is out of all proportions to the seeming saving and ten per cent. of fuel added to any ship to supply the ship with feed water would at once cause all such consideration to be dropped.

The Lloyds seem to consider it as experimental, and do nothing to interfere with it so far as reported, rather looking on it as something to be decided by further experiment and the final result will be waited for with interest just as all such innovations in regular practice usually are.

\* \* \*

The new U. S. Cruiser, "Olympia," in her trial, the details of which are only lately given, has proved up to all requirements and in excess on speed, she is steel, protected cruiser, 344 feet over all, draft 21 feet 6 inches, displacement 5,872.16 tons, has two triple expansion engines, each having 42 inches high, 59 in intermediate and 92 in low pressure cylinders, with piston valves on all the cylinders, each engine has a screw of three blades, 14 feet 9 inches in diameter, 19 feet pitch, variable, four double ended and two single ended boilers, 824 feet of grate surface and 28,298.64 feet of heating surface, carry 160 lbs steam pressure, speed of engines about 138 revolutions per minute, at full speed, and at full speed made a total of 17,313.08 I. H. P. on main and auxiliaries, all running, used 37,937.5 pounds of best Harris coal per hour, or 2.22 pounds per indicated H. P. per hour, all working included, at full speed, the coal was to some extent estimated, being taken from bags of 100 pounds each—speed under full swing was 21.68 knots after correction.

\* \* \*

Some experimental work has lately been done in the locomotive practice of finding the efficiency of the engine with regard to the expenditure of heat in power, and the results are astonishing to the makers, the claim was made that "nearly .200 of the fuel value would be accounted for in the steam as referred to by Carnot's cycle, or that the range of temperature would show .2 of that efficiency, and this is found by taking the temperature of the steam as it enters the cylinder, for the highest temperature, and the pressure of the exhaust as the final temperature for the range, then subtract the lower from the upper, and divide the remainder by the absolute tem-

perature of the higher temperature or add to the sensible temperature of the steam at the highest pressure 461.2 degrees F. and the result will in all cases be a decimal, which represents the percentage of heat accounted for, of the total heat used or possible to be given out from the combustion of the coal; the pressure carried on this test was 170 steam gauge, or 184.7 absolute, and the exhaust was supposed to come down to 8 pounds by gauge, had this have been the fact the figures would have stood 184.7 pounds, 375° F. and 8 pounds as 22.7 pounds, 234° F. and  $375.0 - 234.7 = 140.3$   $(375 \div 461.2 = 836.2)$  and  $140.3 \div 836.2 = 16.77$  per cent. as the efficiency. What did happen is stated as follows: total steam in the cylinder was 161 pounds initial, or 364° F. back pressure 22.7 pounds, 234.7° F. and  $364 - 234.7 = 129.3$   $(364 \div 461.2 = 825.2)$  and  $129.3 \div 825.2 = 15.66$  per cent. shown by the actual working of the engine under very favorable circumstances, which is far better than usual result, on further trial of the engine it was found on linking her up that the back pressure increased, but the efficiency was considered as high. Taking diagrams from a ship lately, with 165 pounds steam gauge, it gave in the high cylinder a total of 174, absolute, or 370.2° F. and in the low pressure the back pressure was 5.5 pounds absolute, or 166° F. here he have the vacuum, or nearly 75 degrees lower temperature than in the locomotive, and the problem by same rule is,  $370.2 - 166 = 204.2 \div 831.4 = 24.56$  per cent. accounted for in a ship using a condenser, or something near 50 per cent. more than the locomotive gave on same basis: the range of temperature is the precise thing to be accomplished, and it is utterly impossible with our present knowledge to get the same range without the condenser that we can with it.

In some of the high pressure compounds it is supposed that a partial vacuum is made, and it may be true, but what of the blast with no pressure? If we can arrange to have a vacuum to some extent on our compounds, it will add to their economy, as well as to their use for general working. the writer hopes some of our readers will find out how to do it, and profit by his industry.

In the consideration of these subjects, it is always to be understood that a saving in pounds of coal, is not efficiency of heat units to the same extent, or in same ratio, for in carrying high pressure it is easy to get much more heat out of triflingly small additions to the lower pressure than in proportion to pressures as usually compared. If we take water at 212° F. and make it into steam at that temperature, it calls for an expenditure of 1146 heat units for each pound of steam or water made into steam; and if we wish to make steam of 160 pounds, only 1193 heat

units are called for to take water at same temperature and turn it into steam at that difference of pressure, thus it uses up only 47 more heat units to make the same water into 160 pounds of steam pressure, than it does into 147 pounds of pressure or one atmosphere, or about 4 per cent. and it is the fact, though not generally conceded, that the work given out by a pound of steam, depends on the range of temperature it passes through in doing that work, or the work depends on the difference in the degrees of temperature of the steam when it enters the cylinder, and the temperature when it leaves the cylinders, (or one cylinder.)

The working of steam is yet capable of much advance but to understand it we must study its laws, become familiar with them and try to conform to them so far as we can, without attempting to force them into our own ways or ideas of what it should do.

Heat is one of the most interesting of all substances to study as also one of the most profitable when studied aright.

*Thomas Pray, Jr.*

#### ECONOMY.

I see that in spite of the multiplied cylinders and expansions used in marine engines, some of the "ocean grey hounds" use over 300 tons of coal per day, but within the past month a new device, by which nearly 100 tons per day has been saved, (at least that is what was claimed for it) was tried on one of the second rate boats. When it comes to cutting down the fuel bill at the rate of 100 tons a day on a single vessel it is surely worth while to investigate. One obstacle, however, exists to an investigation, and that is that the inventor is not yet ready to be investigated, and keeps his new improvement a secret. Ever since the "Keeley motor" craze, a thing that has to be kept such a profound secret, and is not ready to stand a full and free examination, is apt to create a spirit of doubt, and hence it is not to be wondered that many doubt the claims made and wish to have more than mere assertions before they will believe. This is also the condition in regard to many of the trials made with "compounds" on railroads, although it would appear that the preponderance of evidence gathered here and there seems to show in favor of compounds as fuel savers, and yet it may be that much of this results from superior management of the men in charge, who, knowing that they were expected to show a saving, may have done their best. Some time ago a feed water heater was introduced on some roads and great accounts were given of the saving of fuel on some of the first engines equipped with it, but it seems that none of the newest and best engines get any more of these heaters, and

they are not even kept on some that had them. About a ton or more per day was to be saved by these heaters and as they were not very expensive a big saving should have resulted, but actual practice does not seem to have resulted so well and hence they have fallen into disuse. So it may be with some of the compounds which promise much at the start but whose extra expense may counterbalance any saving in fuel.

Borland tells a story about an engineer taking the switch for the moon, which he mistook for the headlight of Borland's engine and thinks it necessary to vouch for its truth. Now of course I do not know anything about that story of his but it is a fact that some years ago one of our flagmen was roused out of a little nap by the sudden stop of the engine at an unusual place and looking out of the rear window he saw a headlight staring at him. He seized his red light and made frantic efforts to bring the reckless runner following them so close to a stop to find that it was only the moon rising and peeping at him around "Pater-son rocks." If Borland's engineer made that mistake it may surely be possible for a flagman to do the same thing.

At the risk of being called an intruder in the argument which our brother from N. M. seems to be ready to open, I would say that it does seem to me that our brother from Baltimore did give a proper answer when he defined "clearance in a cylinder" to be "the space allowed for the piston to clear the cylinder heads when engine is on the center," and in this view our brother is sustained by all books treating on the subject. Rods are re-adjusted at times and if there was no "clearance" the slightest displacement either way would result in disaster. Our N. M. brother says it is reduced to as small a space as possible, and then he goes on and measures up through the steam passage to the port and valve; and points out the use that clearance is in affording space for compression, and this brings me to the point, that the clearance space with the steam passage and port up to the valve forms a compression space at the end of the stroke. That is the point I believe which Brother Parshall wishes to make by calling attention to the position of the valve and the ports. Most every student of valve motion knows that four and in some cases five actions of differing character take place in each movement of the piston from end to end of the cylinder. In the first place we have admission of steam when the valve is open and the steam rushes in an unbroken stream from the boiler through the throttle valve into the dry pipe and from that to the steam chest and finding the

port open it goes into the cylinder. This action continues until the point of cut off is reached, when the valve closes the port and stops a further inflow of steam. The steam admitted up to this point is now cut off from its source of supply but has still a further power by expanding, which is the second action and takes place until in due course of the valve movement the port is again opened and put into communication with the exhaust port when released, the third action, takes place. But before the piston has reached the end of its stroke the valve again closes the port and the steam that did not go out in the exhaust is compressed between the advancing piston and the cylinder head and also fills the steam passage up to the valve. The fifth action also comes in at this point in engines which have lead, for the steam port opens in that case before the piston is on the dead center, and pre-admission takes place at the same time as compression. If asked: "What is clearance?" I would therefore answer just as Brother Garaghty did, but if asked what use the clearance and the steam passage up to the port and valve was at the end of the stroke, I would answer they formed a "compression space."

*William Weiler.*

#### PROPOSITIONS CONCERNING FIREMEN.

At the March meeting of the New York Railway club Mr. W. G. Wattson, superintendent of the West Shore railroad, submitted some propositions concerning locomotive firemen which created considerable discussion. Mr. Wattson's propositions were: First, The locomotive fireman should invariably be selected from employees engaged in road service. Second, Locomotive firemen should be selected from among the men filling position of head brakemen on freight trains. Third, in selecting firemen the man's promise of becoming a good runner should be the controlling consideration, and that everything else should be subordinate to this essential requisite. Fourth, As a general rule, the fireman who has the least promise of becoming a satisfactory engineer is the one who is selected from the ranks of the engine wipers.

With regard to his second proposition, Mr. Wattson said: "This proposition anticipates that the position of head brakeman on freight trains shall be filled by men who have been especially selected with reference to their fitness for firemen, and that while they are filling the position of head brakeman they will be on probation or trial for the purpose of ascertaining as nearly as possible whether they are the right kind of timber to grow up to be engineers or not." In view of the fact that practically all of the locomotive engineers in this country now come from the ranks of the firemen,

and that the great majority of firemen ultimately become engineers, it may be said that these propositions have reference to a process of selection for the purpose of securing the best class of engineers attainable, and they may all be simmered down and their essence presented in the single question: How shall we obtain the best material out of which to make satisfactory locomotive engineers? That it is possible to confine such material within the ranks of a single class of employees is a proposition that may well be doubted; embryo engineers are liable to be found in the ranks of many other classes of employees besides those engaged in road service, and any objections they might have to entering into a period of probation as head brakeman on freight trains should not be allowed to affect their chances of eventually becoming engineers. Firemen should, undoubtedly, be selected with a view to their fitness to become good engineers, but that head brakemen should be selected with a view to their fitness to become good firemen and so good engineers, is a proposition that is open to argument. It seems to me that that is separating cause and effect by too much of an interval to always produce good results. The essential qualities of a good engineer may often be found in those who are filling the position of head brakemen, and it is certain that such men make good firemen and should be given due recognition when selecting men for the position of firemen; but it is also true that there are many men in other branches of the service who possess the necessary qualities of a good engineer in the very highest degree, and who would never apply for the position of fireman when a period of probation as head brakeman on a freight train was staring them in the face. The process of selection might, here, defeat itself; what was gained in one way would be lost in another. The position of head brakeman on a freight train is not, by any means a pleasant position to fill, and if the brakeman properly attends to the duties he is paid for attending to he hasn't time to obtain much more than a general knowledge about firing a locomotive. The acquaintance with the road which the brakeman necessarily gathers while performing his duties is a good thing for a fireman to have; but if this was the principal thing for the fireman to know it would, indeed, be fortunate, as the fireman who is capable of being a fireman, and so an engineer, may acquire such necessary knowledge as this in—well, say, three trips. Those who are capable of becoming good engineers may be selected from the ranks of the firemen by following out an intelligent system of progressive examination; and the poor material should be weeded out at least once a year; to be replaced by other material which has

been subjected to the ordeal of a rigid preliminary examination. No favoritism whatever should be allowed to enter into this process of selection,—and this is a matter that should be well understood by all parties concerned—and, although employes should be given the preference over other candidates for preliminary examination, the question of what particular branch of the service they came from should not be allowed to enter into the matter at all. The wiper, or other employe, who is capable of passing a proper examination, is just as liable to develop into a first-class engineer as is the head brakeman on a freight train; in fact, some of the very best engineers in this country began their railroad experience as wipers in a round house. "What's bred in the bone will come out in the flesh." It don't make much difference where you put a man whose make-up contains the essential qualities of a good engineer, those qualities will stay by him; and, by the way, those qualities are just as necessary to his success in many other vocations in life as they are to his success in locomotive engineering. First-class firemen, the making of first-class engineers, may be secured by inaugurating a system of first-class examinations; and, not the least point to be remembered is that first-class men cannot be induced to undergo the ordeal of a first-class examination, when the reward contingent on their passing such examination is second class wages.

We have a new order, the order of "Associated Railroad Men," launched upon the troubled sea of railway affairs by Mr. Daniel Breck, roadmaster of the L. & N. railroad at LaGrange, Ky. Mr. Breck, assisted by one J. M. Hall, as stated in an address to "fellow employes," has come to the conclusion, or conclusions, that "the railroads of this country are in a bad fix, and that we must set ourselves to help them out." Just exactly what the nature of the "bad fix" is, that forms a part of his profound conclusion, Mr. Breck does not state very clearly; but it has something or other to do with freight rates, and the "anti-railroad people" who are doing their best to ruin the railroads, and their employes along with them. Mr. Breck believes, with President Perkins of the "Q," and General Manager Ashley of the Wabash, that the woes of the country may all be traced to the reduced earning capacity of the railroads, and that if they be relieved from oppressive statutes and be allowed to restore rates to the old time basis, wages will increase, prosperity will once more spread her wings over an afflicted country, and a God may once more be found in forsaken Israel. Breck states a most profound truth to his fellow employes when he says that "we cannot get

blood out of a turnip." That reminds me of the remark made by the man whose friend had remarked on the size of his room, that it wasn't big enough to swing a cat in. "But, my dear sir," was the reply, "I don't want to swing cats in this room." The great beauty of this new order is that it is going to be just as free as the air we breathe; it isn't going to cost a single red cent to belong to it. All that is necessary to do is for three persons to form themselves into a "Chapter" and then write to Breck for a copy of the constitution, and "further particulars as to the aims and methods of the association." Breck's peroration is worth quoting:

In order to join our society no one need leave or be unfaithful to his own brotherhood. He will instead by joining us be best serving his brotherhood's interests. If we make our companies prosperous, will we by doing so hurt your brotherhood? We will have no secrecy and no pledges. Bound together by a common interest, the common good will be our law. Our general offices will be in the nature of a bureau to gather information for us, keep us advised of what is best to be done, and by giving united, consistent and vigorous action, enable us to help our companies and ourselves and to put down our enemies. We have seen to what straits our companies have been reduced, and have learned the necessity of giving them our support.

Organized for a laudable purpose, allying ourselves with the right thinking part of the community, what an organization ours will be. The people of the country at large, as well as every railroad employe, from the president to the water boy, will be interested in our success. To the community at large we will mean the return of the huge transportation interests of the country to a normal, rational and solvent basis, with a great incidental advance toward general prosperity. Boards of directors and stockholders will welcome us, for to them we mean the salvation of their possessions from confiscation. Presidents and general managers will join with us, for to them we mean the success of their policy and the strength of their administration.

The anti-railroad lawyer will have to make an honest living. Railroad commissioners will have to know something about railroads. The people will be shown the meanness with which their officers have truckled to the prejudices of the people themselves, and will despise them for it and will repudiate them.

Our ends are just and reasonable. We are 1,000,000 strong. We have our votes to cast, our wages to spend, our patronage to bestow. Injustice and oppression will have to reckon with us. And with such a bulwark interposed between it and confiscation, capital will again seek its accustomed channels in railroad building, improvement and operation.

It is, of course, the very worst kind of bad logic to say that this new order ought to be condemned simply because the *Railway Age* is in favor of it and has strongly indorsed it; but that fact furnishes presumptive evidence that there is a good sized African concealed in the wood-pile, and employes will do well to think a couple of times before landing with both feet into the order of "Associated Railroad Men."

G(rand) M(aster) Pullman, chief of the Sleeping Car Conductors and Porters of America, is out with a general order to Assistant Chief Garcelon, as follows:

It appears that of the conductors and porters now in the employ of this company 650 have served five

years or over, as shown by the following list. Conductors—131, 5 year; 25, 10; 11, 15; 11, 20; 1, 25. Porters—331, 5 years; 91, 10; 31, 15; 15, 20.

I desire that a proper expression of the company's appreciation should be given to those who have served it thus long and faithfully. In considering the form which such expression should take, it appears to me most appropriate that it should be one which will not only be apparent to all with whom the recipients come in contact in the performance of their duties, but will also be an incentive to their fellow employees.

With these objects in view, it has been decided to award to each of such employees who have served for five years a "badge of honorable service," to be worn upon the left sleeve of the uniform, and to consist of an embroidered bar (gold for conductors and silver for porters) and a similar bar for each additional five years of service. As a further recognition the company will present to each of the conductors or porters who have served ten years or more two uniforms per year while they continue in service.

I will be glad if you will arrange to carry out these suggestions as soon as practicable.

That is a very nice thing for the G. M. to do, these hard times; and it is gratifying evidence of the prosperity of the order. It shows that the conductors and porters are paying their dues regularly, notwithstanding the hard times. This is a measure which the many other grand chiefs throughout the country would do well to imitate. If a system of gold and silver bars and free uniforms could only be generally adopted it would do much to restore harmony where contention now prevails, and might reconcile the contentious ones to some further "necessary" reduction in wages.

W. P. Borland.

#### Emergency Application of Brakes.

MR. EDITOR:—There seems to be a prevalent belief among some engineers handling air, that in order to obtain the emergency application, you must make a quick reduction of train line pressure of 10 or 12 pounds, so that the piston of triple valve can take a run for the graduating spring and compress it. Of course the graduating spring must be compressed before an emergency application can be had, but the weight of piston or the distance it travels from the release position to the graduating stem, cuts no figure in the case at all. The object of making a quick reduction is to get sufficient pressure out of train pipe in order that the difference of pressure in auxiliary reservoir might be great enough to compress the graduating spring before much air escaped to brake cylinder. That is the reason that we are instructed to make the reduction quickly, if it was to derive pressure from the momentum of piston as so many believe the graduating spring could be made weaker and we could still get the emergency by a slow application. The feed port leading from the auxiliary to brake cylinder is small as compared with the opening of train pipe to atmosphere through the emergency opening in the engineers valve E. in order to get the pressure out of train pipe as above stated. In reply to Mr. Willis as to

breaking a side rod on an engine where the eccentrics were on one axle and the main rods connected to another, you would have to be towed in. When you brake a side rod, on the class of engine you speak of, the other rod would have to be taken off, and both main rods would do you no good, as they are not connected to the same axle that the eccentrics are. The Forney elevated engines are connected the same way the eccentric on the front axle and the main rods connected to the back axle (pin) and if you brake a side rod on this class of engines, you would have to be towed in.

BALTIMORE, MD. *Walter C. Garaghty.*

#### Referring to Engines With Eccentrics on Lead Axle.

MR. EDITOR:—Ten-wheel engines, with eccentrics on lead driving axle, may be run with one side, in case the eccentric-rod or strap breaks, in the following manner: Take down main-rod on broken side; cover the ports with valve; clamp valve stem to clear the rocker arm, and block piston at one end of cylinder. Engine is then ready to move with one side, with all the train she can haul. But, in case a pin or side-rod on such an engine is broken, we must take off both main rods, and all side-rods from both sides: disconnect valve rod from rocker arm; place valves over ports and clamp valve rods to clear rocker arms; block pistons at one end of cylinder. She is then what one might properly call a dead engine, and ready to be towed to the shop.

READING, PA. *T. N. Rothenberger.*

#### Differences in Brake Valve and Piston Travel.

MR. EDITOR:—Mr. Harrell says that there are two positions of the brake valve, lap and emergency, where there is no communication from train pipe to air gauge. With regard to lap position he is correct; but with regard to emergency position it will depend altogether on the style of valve used whether there is communication or not. When the (C.) valve with perforated piston, or the E 6 valve are placed in emergency position there is communication from train pipe to air gauge. The E 6 valve as first made had no communication in emergency position, but, later the Westinghouse Company extended the port (P.) in the rotary so as to allow the air to escape from the little drum, through the preliminary exhaust port. With regard to differences in piston travel, the piston having the longer travel will release first; but it will take the longer time for the air to escape from the cylinder having the longer piston travel. The larger volume of air requires a longer time to escape through a quarter inch port than does the smaller volume. From *Locomotive Engineering*, I noticed a question relating to a frequent trouble when the brake valve is



left without proper care. "Train was coming into station and engineer put engineer's valve in service stop and brakes would not work, piston 17 was not stuck. Put handle to emergency position and brakes worked all right." This might have been caused in three different ways: 1st, by the gasket (61) leaking through from train pipe to top of piston 17, when, as fast as the air was drawn from the top of the piston the train pipe would supply it through the leak; 2nd, the gasket may have swelled so that piston 17 could not rise; 3rd, the preliminary exhaust port could have been stopped up.

COVINGTON, KY.

P. P. Haller.

#### For Information.

MR. EDITOR:—I wish to ask for information through the Mechanical Department of the MAGAZINE. What changes are required in a locomotive to adapt her to the burning of coal and also to the burning of coke. I have reference to front end grates, etc., and hope your contributors may furnish the desired information.

MINNEAPOLIS, MINN.

T. I. Weldon.

IN Europe Corliss valves have been fitted to locomotives. At the present time, there are eleven engines on the Paris and Orleans Railway fitted with Corliss valves, one at each corner of the cylinder, actuated by a Gooch link motion having an extra deep die block, to which "two" radius rods are jointed one above the other. The upper of these radius rods actuates the exhaust valves and the lower one the admission valves, from which it will be understood that for all positions of the reversing handle in forward running, the periods of release and compression are comparatively late and the cut off comparatively easy, while in backward running the reverse obtains. As an engine spends most of its time running forward, this latter is not very materially objectionable, while the improvement in forward running is likely to be considerable; in fact, compared with engines fitted with the ordinary slide valve, the saving in coal is stated to be 15 per cent.—*The Engineer*.

THE city authorities of Chicago produce figures to show that they can make and deliver gas to the citizens at 80 cents, and cover into the city treasury \$2,000,000 a year in the transaction. By and by those who dwell in cities will find out what great frauds the gas companies really are. Taken at an average, the residents of cities in this country are paying twice as much for gas as they should pay, yet when anything is said against such extortion it is called "howling" or something equivalent.—*American Machinist*.

#### The Action of the Injector.

Notwithstanding the fact that much has been written upon this subject, the action of the injector still appears mysterious to many of those to whom it is a familiar object. It is strange that the reason for its working is not more generally understood, even by those accustomed to operate it daily, especially as this method of feeding is now so universally employed for locomotive and stationary boilers.

The simplest method of considering the theory of the injector is to eliminate the more complicated sides of the question, and consider it solely from a mechanical point of view; simply as an apparatus in which the momentum of a jet of steam is transferred to a more slowly moving body of water, producing a resultant velocity sufficient to overcome the pressure of the boiler.

The high velocity attained by a jet of steam has been calculated, and diagrams have been given that show the fall of pressure and increase in velocity as the volume is increased according to the laws under which the steam expands. Suppose that a nozzle connected with a reservoir containing steam at 120 pounds pressure discharges 1 pound of steam per second; at this minimum diameter the steam will have reached a velocity of 1,407 feet, but when the terminal pressure is 22 inches vacuum the velocity will be 3,446 feet per second. Let us suppose that this jet flows into a combining tube, which is able, by means of the great conductivity of its walls, to abstract sufficient heat to completely condense the steam at a final pressure of 22 inches, or 4 pounds absolute. This reduces the steam to a solid jet of water having a cross section  $\frac{1}{4}$  the area of the steam while passing through the steam nozzle, and yet does not in any way affect the velocity, as the contraction of the jet is entirely lateral. A jet of water issuing from the delivery tube, forced out by the pressure of the boiler, would have a velocity nearly equal to that due to the head, or approximately 133 feet per second, only  $\frac{1}{5}$  of that of the jet of condensed steam. But an injector is required to perform useful work, forcing a supply of feed water into the boiler; therefore a certain weight of feed water must be added which will take the place of the cold walls of the tube for the purpose of condensation. This mass of water receives the energy of the moving steam, condenses it, and the two fluids move along together through the delivery tube with a terminal velocity greater than a jet of the same density issuing from the boiler. If the weight of water supplied is too great, the steam will not have power enough to give the required velocity of 133 feet; if there is an insufficient supply, the volume of the steam will not be reduced sufficiently to pass

through the tubes, and in neither case will the injector work properly.

Turning again to figures, and taking the simplest possible case, we can follow the steam through its whole course within the tubes, and determine the relation of the different parts of the injector. As the velocity and volume of the steam at the instant of passing the minimum diameter of the steam nozzle are 1,407 feet and 5.05 cubic feet respectively, and after complete expansion in the combining tube 3,446 feet, and 74.2 the cross section of the steam jet at that time must be:

$$\frac{1407}{3446} \times \frac{74.2}{5.05} = 5.99$$

times the area of the steam nozzle. During complete condensation the volume of 1 pound of steam shrinks from 74.2 cubic feet so that the cross section of the jet after condensation is:

$$\frac{0.016}{74.2} \times \frac{5.99}{1} = \frac{1}{774}$$

the area of the steam nozzle, so that the jet of condensed steam would pass through an orifice  $\frac{1}{774}$  the area of the steam nozzle at a velocity of 3,446 feet per second.—*Engineering Mechanics.*

#### Air Space For Boiler Furnaces.

There has been considerable talk and private discussion regarding the statement made by Mr. F. A. Scheffler in his paper before the American Society of Mechanical Engineers that he had successfully run a Stirling boiler with a grate having only 15 per cent. of air space, and in view of the amount usually considered necessary, it is not strange that this was questioned. But we are very apt to either forget to note down what has been done in the past or to overlook it, and it often leads us into error by answering before we have really looked the case over. It may be interesting in this respect to look back at a little railroad practice which has gone on record and see what has been done, not forgetting, however, to make allowances for the forced draft in this case. On the Delaware, Lackawanna & Western railroad, in about 1856 or 1857, they were running wood-burning locomotives having a fire-box about 60 by 66 inches, and this was all blank at the bottom except a grate of about 18 by 24 inches near the center of the fire-box, having probably about 50 per cent. air space through it.

This gives between 5 per cent. and 6 per cent. of air space for the whole fire-box, which is rather a low percentage, although wood as a fuel and forced draft account for much of this.

On the New York, Providence & Boston railroad there were, between 1860 and 1870 grates in use which would be laughed at now, and probably not given a trial, because "any one knows they would never do" but

they did. These consisted of plain flat cast plates, having round holes through them, about one inch in diameter and probably two inches between centers, making about 20 per cent. of air space.

These were used on account of durability, freedom from warping, etc., and were used very successfully for a number of years, there being no trouble whatever from lack of draft or steam from the boiler. Why they were abandoned it is hard to say, but presumably, as with many other things, they gave place to others which were just as good or no worse, and new things are often considered better by the majority.

We cannot always tell why old things are abandoned and replaced by others, and we are safe in saying that it is not always merit that does it.

As an example of this I may mention a certain railroad whose chief official convinced the directors that the engines they had were not economical nor fit for the work, and had some others built on the monstrosity plan.

These engines were put to work on the same runs, and it so happened that one of the old ones was pressed into service on a similar run. This continued without comment for nearly two years, when some of the observing engineers began to see and comment on the fact that the old engine was doing more work per pound of coal, and had not been in the shop for repairs in all this time, while the new engines, the "economizers," had been laid up half a dozen times and were burning more coal.

This got to the ears of the chief officer, who ordered the new engines, and the old engine was hauled off that run in a hurry, as he evidently was of similar mind with Mrs. Malaprop in "The Rivals," that "comparisons are odorous."

I do not mean to say that this was the case with the grates mentioned, but there are too many cases where the old machine is declared a failure so the new one can have an excuse for existing.—*Fred H. Colvin in American Machinist.*

The Bessemer invention of steel was made in 1855 by a student in his laboratory. He propounded his idea to the world, but it took fifteen years before it was successfully put in operation. I know Mr. Bessemer very well. He is a modest man who never sought to make a fortune, but he has taken the rewards of his great invention, and he told me the last time I saw him in London that he had got out of his invention nearly \$10,000,000. The contribution which he made to the world by that invention in the saving it has effected in the ordinary operations of society is simply incalculable. If I were to say we were saving \$1,000,000,000 a year in this country alone as the



result of that invention applied to every branch of industry, particularly in the transportation of the goods and products of the country, I should certainly underestimate the amount. And now I am going to say something even more surprising. Taking the world together, the saving effected by that invention is greater than the total value of all the movable capital of the world one hundred years ago. One man, by a single invention, has contributed to the aggregate wealth of the world more value than existed fifty years before his birth. Now he has got ten millions of dollars. It is a great sum. He will leave it to his children, who have done nothing, have contributed nothing, to the acquisition of his money. Whom has he robbed? Whom will his children rob? Who would be the gainer if he had never received one penny for his great discovery? How much would the distribution of his \$10,000,000 over the face of society add to the fortune of any single individual, and how much has his invention added to the fortunes of all mankind?—*Abram Hewitt.*

THE fact that after years of experience in counterbalancing engines in locomotive practice, the matter is far from being settled, would rather rationally lead to the conclusion that there was something to be learned in regard to counterbalancing generally. It is impossible for a force to act *instantly*—there is no such thing as instantly in mechanics—and perhaps the counterbalance is not properly placed. However this may be, we believe that in high-speed engineering the whole matter of counterbalancing is tentative—a little more or less makes the engine run about right, and a little more or less goes. Perhaps putting the counterbalance a little further ahead or behind might produce better results, but the exact location would, in all probability, be so controlled by spring of parts and conditions of rigidity that just what to do with it must be determined by trial. It is rather evident that there is more in counterbalancing a steam engine than has been dreamed of, in philosophy.—*American Machinist.*

THE use of primary batteries for telegraphy has almost died out in our large towns. In New York more than 30,000 cells have been replaced by dynamos. At Boston, 10,000 cells, costing probably \$20,000 a year to maintain, have been replaced by current derived from the electric light mains, at a cost of \$3,000 a year. In this city the Western Union Company have a special plant of fifty-one small dynamos; in Chicago they have forty-six. In England it has been found that accumulators give far better results than dynamos, especially for high-speed working.—*The Engineer.*

ONE of the dangers of private railway ownership was asserted in a recent lecture by professor Bemis, of the Chicago University, to be "the tendency to corrupt legislatures, councils, courts, assessors and other agencies of influence by passes and direct bribes, which are often demanded of the roads by corrupt officials." The professor appears to have reversed things. It is "corrupt officials" who try to corrupt the railways, it seems, by demanding bribes; and therefore the people ought to turn their attention to electing representatives who are not of a corrupting disposition. There is no danger from the railways if law makers and law executors are honest. In fact, it is the railways that need protection. In view of the extraordinary restrictions which legislation has thrown about railways, extending even to fixing the rates which they may charge and prescribe the expenditures which they must make, the suggestion of their corrupting legislatures is almost humorous. That bugbear has vanished, and professor Bemis should not try to frighten by its memory.—*Railway Age.*

#### Removal of the Ferris Wheel.

The Ferris wheel is to be removed from Jackson Park, Chicago, to New York City. The work of removal has begun, and the site selected for it in New York is a large lot, now used for various purposes, but containing no building, at Broadway and 37th street. The location is well chosen, being in the heart of the theatre district of the city, where all visitors and lovers of amusement frequently congregate. The job of tearing down, transporting and re-erecting the wheel will consume four months, and cost \$150,000. The material will be loaded on five Illinois Central trains of 30 cars each. The car which carried the great Krupp gun will transport the 70-ton axle. There is 2,000 tons of metal in the wheel, and 500,000 feet of timber is needed for the falsework.—*National Car and Locomotive Builder.*

A FRENCH engineer, M. Du Bosquet, says that French express locomotives weigh about 1,581 lb. per indicated horse power developed at their maximum power. Taking this ratio, an engine to draw a train of 100 tons at a speed of 75 miles an hour up a slope of 1 in 200, would weigh 150 tons, and generate 2,000 h. p. The maximum possible speed attained with such an engine and train up the slope would be 87.5 miles per hour. The engine would weigh 670 tons, and would generate 8,932 i. h. p. If M. Du Bosquet's reasoning is sound, there would seem to be little prospect of any further great advance in railway speeds so long as steam locomotives are used to furnish the motive power.—*The Engineer.*

## WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER..

Letters for publication should be directed to Mrs. Ida A. Harper, Stanford University, California.

### EDUCATION AND MARRIAGE.

Several of our correspondents have asked for an opinion in regard to the effect that the higher education of women will have upon matrimony. This is a question that is everywhere being seriously asked. Statistics show that there are over 40,000 girls and women in the colleges of the United States. This number will never grow less but will be constantly increased. In the average family, nowadays, there is just as much expectation that the girls will go to college as that the boys will go, and as we have always looked upon every girl as a future wife, the query naturally arises, "How will this higher education affect her matrimonial prospects?" The same question was asked when girls first began to enter the High School, but that was so long ago we have almost forgotten it. In all towns which support a High School, it is expected that the girls of energy and ambition will take the full course of instruction, and the young man of intelligence will prefer them to girls without education. He would be ashamed of the latter. On the same principle, as we have said before in this department, the college-bred man will want a college-bred wife. This disposition on the part of men will increase as a college education becomes more common among women. A century ago the most eminent men were not ashamed of ignorant wives, because all women were ignorant. Now we ridicule the wives of our prominent men if they are ignorant, because our standard of woman has changed.

To a man of education or of wealth it does not detract from a woman's chances if she have no domestic accomplishments. The first marries a woman, usually, for an intellectual companionship, and if she cannot be both educated and domestic he will prefer the former. The wealthy man does not expect his wife to work and will not consider it any drawback if she does not know how to do it. Both would be pleased to have their wives competent to manage a household, and, in fact, expect them to learn to do it, but do not think it vitally essential. It is much more necessary that the man of small means should marry a wife who understands work and is willing to do it, as the welfare of the family will depend largely upon her. We do not believe, however, that any man who really loves a woman will give up marrying her because she cannot cook and sew. He will

have the woman he loves, and will trust that she will be able and willing to help share the duties of wedded life. The statement can be made and proved, we think, that a woman's domestic qualifications rank only secondary in the opinion of the man who loves her and wants to marry her, even though they may play a very prominent part afterwards. We venture the opinion also, that, while a man may be ignorant himself, he is proud of an educated wife.

As far, then, as the men are concerned, an education on the part of women will be no bar to their matrimonial prospects. The other phase of the question is, "What will be the effect of this higher education on the women, themselves, as regards marriage?" It will have to be admitted, we think, that it will have a tendency to decrease the number of marriages. There are several reasons for this: The woman who spends four or five years in college, studying the best authors, coming in contact with teachers of high moral character and fine mental attainments, and viewing life from a serious standpoint, is apt to form a very lofty idea of the future, and to have definite opinions of the work she ought to do and the use she ought to make of her time and attainments. She is not opposed to the thought of marriage but she is not willing to make it the chief aim of her life. She has a noble conception of a husband and when she finds her ideal she will accept him with all her heart, but she will not take a poor substitute. Meanwhile, she is not going to sit idly at her chamber window and watch for him to come down the road. She is capable of active, efficient work which is worth its equivalent in money. Usually she finds congenial occupation and she enjoys, to the fullest extent, her financial independence. She does not have to give herself to some man, an unloving wife, for the sake of food, shelter and clothes. She can afford to marry for that highest of all considerations, for the only one, indeed, that ever should cause a marriage—pure, wholesome love. She will be a better wife because she was a free agent in making the choice and the contract. She will be a more capable wife because of her discipline, her knowledge, her self-reliance, her valuable experience. I believe that the educated woman, as a rule, makes a far more efficient wife than the uneducated woman. Should she never find her ideal, a life of spinsterhood is far more creditable than a loveless marriage; and it is infinitely preferable that she should be fitted for some work that the world needs and that will give her a comfortable income, than that she should be dependent upon relatives to whom she must render services worth double what she receives for them.

To sum up, in brief, the opinions of those

who have observed and thought much on this subject—the higher education of women will result in fewer marriages but in more satisfactory ones; it will make women happier because it will give them a choice in the kind of a life they may pursue; it will have an infinite influence in elevating the standard of men, because every true man wishes to fulfill the ideal of good women; for men, in general, love women and want to marry them, and, whenever it becomes necessary, they will conform their lives to meet the requirements established for them by these women.

#### UNCHANGING HUMAN NATURE.

We are told that this is a world of change and that it is through this change humanity progresses. Evolution is the changing process of unchanging laws. We seize upon the last part of this sentence and apply it to human nature. All else may change, we say, but there are certain attributes of men and women that are carried from generation to generation. I have never been so vividly impressed with the truth of this as during my past year's experience at the University. Two decades have passed away since my own brief college life, which was terminated by an early marriage, but countless times during the past nine months the score of years has seemed blotted out and I have been back again on the old campus, with all its sweet associations. All parents, to a greater or less degree, live their lives over again in their children, but this is especially the case where one shuts out all the rest of the multitude and is surrounded by the peculiar atmosphere of the college life, a small existence within itself, with its own peculiar environment and conditions, and very little affected by the great, teeming world outside, with its cares and burdens, its harassing problems and human tragedies.

How many times during the past year I have smiled or sighed at the repetition of the old, old story! How many things have seemed perfectly clear when viewed through the light of recollection! How often the reproof has died on my lips because of the soft whisper of remembrance! I hear the same lamentations over the long lessons and hard examinations. I see the students wasting precious time during all the semester and then, at the last moment, burning the midnight oil and studying themselves into a nervous prostration in order to secure the necessary "credits." I see all the panorama of the emotions again unrolled—love, jealousy, hatred, revenge—yesterday, the region of heavenly bliss; to-day, the depths of hopeless despair; to-morrow, back again on the delectable heights! I see the little flirtations, the long walks by the lake and through the woods, the afternoons in some

shady nook, with Moore and Byron, those perennial college classics, the moonlight conferences on the steps or over the gate, the tender missives containing the same declarations, made in almost the identical language that delighted my heart in the long ago; facsimiles almost of those that my mother also had laid away, tied with faded ribbons and fastened with little diamond-shaped seals, containing a loving verse.

These things are the fragrance of college life, its poetic charm. Without them it would be dull and arid. I cannot understand the spirit that condemns these innocent pastimes. I do not envy that person in whose existence they have had no part. I look with much indulgence upon the vagaries of the boys and girls. They honestly believe nobody else ever had such troubles or such delights. They believe their experience is entirely new and novel, and they have a profound pity for us older people, who have finished all such pleasures. Well, we feel very sorry for ourselves, when we think they are ended. These youths will never be young but once, let them drink to their fullest capacity the overflowing cup. When they have become mature men and women, every joy which comes to them will be clouded with the remembrance of some sorrow. No day will be wholly free from its recollections of broken friendships, of the loved ones gone out of life, of disappointments, of toil and struggle. Youth is the only time when we can give ourselves up unreservedly to such happiness as comes only when unvexed by memories of the past, undisturbed by forebodings of the future. Let us rejoice that human nature does not change, that our children can have their studies and their sports and their friendships and their love affairs with the same zest and enjoyment as did their fathers and mothers. There are no improved versions of the old story. We would be glad to spare them many of our experiences in later life, we would like to have them avoid some of the mistakes of our own youth, but, since that cannot be, we will not ask, we do not want, any revised editions of the old-time boys and girls.

#### THE SUFFRAGE MOVEMENT.

As the matter for the July MAGAZINE must be prepared in May, it is impossible to tell the results of the New York constitution convention, now in session. As we have stated before, a strong effort is being made to secure a woman suffrage amendment, but its most earnest advocates are by no means sanguine of success. It would be almost too much to expect so great a revolution in so large and important a state. A splendid campaign has been made, however, and its educational value will be felt here-

after. One of the peculiar features is the opposition that has been developed among certain women. These "remonstrants" have assembled in force at Albany, opened headquarters and are making speeches, electioneering and pursuing the very methods that they condemn the suffragists for. The "remonstrants" are said to be mostly women of the so-called aristocracy, who do not want to soil their fingers with the ballot or come in contact at the polls with their humble sisters. Most of us can hardly understand the spirit of women who can sit on the platform and in the audience and approve of resolutions protesting against equal suffrage because "women are qualified to vote." We are willing they should speak for themselves, but some of us think we are as well qualified as the mass of immigrants who land at Castle Garden and become voters within six months. However, it is something accomplished when women are roused from their indifference and apathy and made to think on this important subject. The women of Brooklyn have issued an address to the constitutional convention, saying that they pay taxes on \$104,000,000 of property and they want some representation. Opposed to all the efforts for woman suffrage are the solid phalanx of the liquor, gambling and general "sporting" element which is so powerful in all the cities of New York state, the narrow-minded conservatives who prefer to have the world stand still, and the masses of the indifferent, who, not being for a thing, must necessarily be counted against it.

Since our last writing, the legislature of Ohio has conferred the school suffrage on the women of that state. This is an entering wedge and shows a recognition of the principle that women are entitled to vote. This makes twenty-three states in which women have school suffrage. During the months of March and April three states, Kentucky, Iowa and Ohio conferred a limited suffrage on women.

Kansas is in the midst of her campaign. An amendment, giving to women the full presidential suffrage will be submitted to the women of that state in November. A number of prominent speakers are canvassing the state, holding 100 two-day county mass meetings. The statement is often made that "women can have the suffrage whenever they want it," and yet not one woman in Kansas will be allowed to cast a ballot next November to say whether she would like to vote or not.

The women in Kentucky are in a state of great excitement over the candidacy of General Breckenridge for re-election to congress. They are holding meetings, sending in petitions, passing resolutions, etc. How much effect these may have it is impossible to say, but one thing is certain, if the women

of General Breckenridge's district could vote their opinions, he would not have a ghost of a chance. Of course a number of men will vote against him, but whether enough of them will do so to insure his defeat remains to be seen. Will the better element of men never realize the necessity of calling women to their aid in securing purer politics?

#### EDITORIAL NOTES.

In an obituary notice of a well-known woman who was for many years a member of the Board of Education, the following paragraph occurs:

"For years she was a weekly, often daily, visitor to the schools, and both teachers and pupils will long recall the quiet manner in which she would enter the school-room, take some vacant desk, and, with knitting in hand, remain for hours a keen observer of all that was being done, and many a young teacher will recall with gratitude the kind word of praise that always came in due time."

This is what we need on our school boards, some one who can give a careful, personal supervision of the work and attention to individual teachers. The average male members of the boards serve their terms and step down and out without ever having entered the school room or known the teachers by sight. They have no individual knowledge of the methods employed, of the special needs of the children, of the personal fitness of the teachers. For these and many other reasons we need a representation of women on our school boards. They have more time to give to visiting the school rooms, looking after the heating ventilation, etc., they understand better the kind of training children need, they can confer more confidentially and sympathetically with teachers, they understand as well, and in some cases better, the judicious and economical management of finances, they are, as a rule, much more interested in the education of children. It is a mistake to have kept women off of our school boards for so many years, one which should be rectified at once. There should be a representation of women on every Board of Education in the United States.

\* \* \*

Charles Ritch Johnson, an enterprising newspaper man of Toledo, has collected a large number of opinions of eminent women on the question, "Do you wish you were a man?" The great majority answered in the negative, in fact the affirmatives were almost too few to be counted. The test was not a fair one, however, because the ladies interviewed were almost all engaged in literary work, and literature is one of the very few occupations in which it is not an especial disadvantage to be a woman. The pay is about the same and the disabilities of sex do not interfere with the opportunities for work, as is the case in most kinds of business. Many women engaged in lit-

erary pursuits can do their work at home; others do not have to go outside of their offices. The woman reporter, who must go out in all kinds of weather and to all sorts of places, would find it an advantage to be a man. If the women in other professions and in the various wage earning occupations were given an expression, they, doubtless would express themselves as preferring to be a man. We believe that summed up, the case is about this: she who is allowed to live the purely feminine life, provided with an agreeable home, the comforts of daily existence, protecting care and loving kindness, is satisfied to be a woman. She who is denied these things, who is forced to enter the crowded ranks of the bread-winners, who is deprived of the domestic pleasures that women naturally love, rebels against her sex and would like to be a man. She believes that the struggle would not be so hard, she craves the independence, the freedom from surveillance and criticism, the larger opportunities that men enjoy. This is perfectly natural, and not to be wondered at. There are many pleasures in the life of a woman who is permitted to devote herself to her home and children and is not harassed by outside affairs, but when she is compelled to abandon her own work and take up that of the man, or, worse still, when she is forced to try to do both, she cannot help wishing to be a man and have a better chance.

\* \* \*

At the recent commencement exercises of the Southwestern College of Homeopathy, at Louisville, Ky., more than one-half of the fifty guests at the banquet table were women, and a number of them responded to toasts. Through one of the addresses it was learned that "out of eighteen homeopathic colleges in this country, fifteen admit women." All of us can remember the intense prejudice that existed against "women-doctors" when women first began to enter the medical profession. That was comparatively few years ago, and yet now there is scarcely a city in the United States that has not its woman-physician. The prejudice has not entirely died away, but they can now enjoy all necessary opportunities for obtaining the education, and they stand a fair chance with men in securing a practice. It seems an eminently suitable occupation for women, and the next generation will wonder why they had to fight for the privilege of adopting it. But the next generation will find many things in the history which the present generation is making, to excite their surprise, if not their contempt.

\* \* \*

The new Director of Police, at Cleveland, Ohio, has abandoned the infamous state

regulation of vice, as conducted by Pollner, his predecessor. Director Herbert says: "I am not in favor of condoning crime or of setting up two standards of morality. Men who visit disorderly houses will not be assured of protection by my sanction. There will be no more medical examinations of debased women to guarantee the safety of men." Cleveland is thus relieved of a most disgraceful system, and she owes it to the women of the city. They were supported, of course, by the best men, but the women led the movement with vigor and persistence, hampered as women always are by the fact that they could not back up their petitions and arguments by voting against the officials who were responsible for the iniquitous law. At stated periods this attempt to fasten upon our cities one of the most immoral of French customs raises its head in various parts of the country. It obtained a foothold in St. Louis, until swept away by the indignation of decent citizens. It cropped out in New Orleans, and now it is coming to the surface in San Francisco, that hot bed of wickedness. It will never be tolerated by the wives and mothers of this country, and they can always depend upon the assistance of enough respectable men to insure its defeat. It must be remembered, however, that in every case, it has been men who have made and enforced this law, for the protection not of women but of men.

\* \* \*

The *North American Review* for May contains an article on "The New Woman" by "Ouida," the novelist, who seldom has a good word to say for her sex, and whose own reputation has suffered considerably in the wear and tear of life. She has an utter abhorrence for the "new woman;" equal suffrage is in her eye the worst form of immorality; a college education for women can only be hardening and deforming; public schools, hotels, railway trains and sea voyages are going to destroy all modesty in woman; and it will end by making her odious to man, and probably in her being kicked back roughly by him into the seclusion of the harem." If travel and education are to make our women as immodest as "Ouida's" ideal heroines, we might have occasion for alarm. The editor of the *Review* must find it difficult to get any one to take the negative side of this question, if he is obliged to put it into the hands of this notorious novel writer.

\* \* \*

The second annual convention of the national Federation of Woman's clubs was held in Philadelphia in May. It was attended by 700 delegates from 355 clubs in 36 different states. It was entertained at the New Century Club, one of the finest

club houses in the country. It was built and is owned and controlled exclusively by women. The Woman's club is a distinguishing feature of the present age, and there is scarcely a town of any size in the United States, that has not one or more of these organizations. Their objects are various, sometimes purely for literary culture, in many instances for reforms of different kinds, occasionally for political study, and also for the systematic study of art, of music and of household economics and the many subjects of interest that are occupying the great body of the women of to-day. They have operated, probably more than any one factor, in broadening the minds of women, teaching them that education does not stop when the school room door closes, arousing an interest in public affairs, and giving women confidence in their own powers. The club meetings are a pleasant social diversion in the somewhat monotonous life of women. This national federation, bringing them all together in one great organization, gives them additional strength and interest. The ideal club, the club of the future, will be composed of both men and women, in fact this plan has been adopted in a number of cities and found to be very acceptable. Of course there will be always some clubs exclusively for men and some exclusively for women, but experience is constantly demonstrating that everywhere the most satisfactory results are achieved where there is the concerted action of both men and women.

Coventry Patmore, an English writer, contributes to the current literature on "woman," which is occupying so large a space in the newspapers and magazines of the day. He thinks that woman's sole and only mission is to inspire man to do great things, and he says, "she is able to fulfill this, her necessary and delightful function, just because she, herself, is nothing in battle, policy, poetry, discovery, or original, intellectual or moral force of any kind." And so it is to this cipher that men must look for their inspiration to noble deeds? Well, thank Heaven, the little Coventry Patmores are growing beautifully less, and a race of men are coming, are here indeed, who not only recognize the moral and intellectual force of women but glory in it, and find therein their most powerful incentive to make of themselves all that this new order of womankind demands and expects.

*Teacher.*—What are the two capitals of Rhode Island?

*Smart Scholar* (promptly).—R and I.

*Teacher.*—Now Tommy, tell me who first discovered whalebone?

*Tommy.*—Jonah.—*Harper's Young People.*

# NOTES.

We acknowledge the receipt of resolutions of respect and a poem in memory of Mrs. L. H. Fitch, a member of Welcome Lodge, No. 9, Ladies' Society, B. of L. F., Needles, Cal. Our space is so limited that we are not able to publish these or any others of a similar nature, although we should like to give pleasure to the friends.

A poem received from Newton, Iowa, entitled "loved in Vain," possesses some interest, but we cannot use it. There is not one line which is written grammatically and correctly capitalized, spelled and punctuated. It would have to be entirely rewritten, and time is too valuable.

Woman's Dept.:—The May number, has considerable to say about woman suffrage I will say something also.

You say "The Protestant ministers of Colorado and the Catholic bishops and clergy gave strong support to the woman suffrage movement during the recent campaign in that state."

What a credit it must be to the cause to gain that victory in Colorado, where the dominant party breathes forth anarchism and socialism, and cries from behind the executive in his chair that the people should ride *blood to the bridle bits*.

What a victory you down trodden women have gained. Here in Massachusetts, where there are so many homes of culture and refinement where woman is the centre of attraction the bright and shining light wielding such moral and divine influence, and where institutions of learning and culture were established before Colorado was thought of. Strange that woman can't have suffrage.

In your article "The making of a woman," you and Mrs. M. Orrell seem to criticize and judge Mr. Bok wrongfully. Mr. Bok is right in his argument.

This is a sorry age for this country, that woman has become canonized. I honor woman, I respect woman, I sympathize with woman, I reverence woman, but it is the grand and Godly woman of the old school, and the refined and cultured lady educated by this Mamon loving generation to wrapp their hearts up in silks and tie them with ribbons and judge a man by the size of his pocket book. Look at all the flaming palaces of hell in the city presided over by women, talk about purifying the ballott!

What a relishing sight it is to see a young woman 21 or 22 marrying an old man of 60 for his millions, oh, yes, you tender women, you talk purity but when you prostitute yourselves to a rich man thats all right. In that article I have mentioned regarding Mr. Bok that woman who said she had an

offer of a young marriage, but she did not want it because she would have to deny herself of a great many things, that she could love the man if she wanted to. Let me tell you right here such as she is is what fills all our houses of prostitutes. When woman says, that when financial reverses come to a family love goes out of the back door, and by what I have seen it is about so, but only among you enlightened and cultured American women.

It is not good for man to be alone I will create for him a helpmeet.

This age of Christian enlightenment that calls her a companion for the rich man and a helpmeet for the poor man.

#### C. U. Again.

[Our correspondent seems somewhat confused in his ideas, but we cheerfully grant him a place in our free parliament. Such articles help the cause they attack. The reason the women of Massachusetts cannot get the suffrage is because the whiskey lobby in the legislature is too strong for them. We are glad to know from his own declaration, that our correspondent has so much respect for women. We should never know it from the general tone of his letter.—ED.]

#### "THE SONG OF THE SHOP!"

[There are shop girls in Islington working one hundred and seven hours a week.]

With eye-lids weary and worn,  
With limbs as heavy as lead,  
A shop-girl sat in her chill, bare room,  
Holding her aching head,  
And over her pale, thin face  
The tears were beginning to drop,  
As, checking a sigh that became a sob,  
She sang the "Song of the Shop!"

"O! its work—work—work!  
Till the brain begins to swim;  
And work—work—work!  
Till I ache in every limb;  
Compelled through the live-long day  
Behind the counter to stand,  
Till the heart grows sick and the brain be-  
numbed,  
As well as the weary hand.  
"Work—work—work!  
In the hurry and rush and glare;  
Work—work—work!  
In the foul, gas-poisoned air.  
Whatever the seasons be,  
No change in my lot they bring—  
And it's only because the fashions change  
That I know it once more is spring.  
"Oh! but to breathe once more  
The breath of the cowslip sweet;  
To see the blue sky above my head  
And green grass beneath my feet.  
Oh! but for one short hour  
To feel as I used to feel,  
Before to the counter I was bound.  
Like a slave, with chains of steel."

With eye-lids weary and worn,  
With limbs as heavy as lead,  
A shop-girl sat in her chill, bare room  
Holding her aching head,  
Essaying in vain to check  
The tears that perforce would drop  
As still, in a voice of dolorous tone  
That was half a sob and half a moan,  
She sang this "Song of the Shop!"

—London Truth.

#### Her Brother Entertained Him.

She was not quite ready to receive him, says the *New York Press*, so she sent her little brother to entertain him while she put the finishing touches to her toilet.

The entertainment was lively if not satisfactory.

"You are Ethel's beau, ain't you?" the youthful prospective brother-in-law began.

"Yes," said the youth, pleasantly.

"You have money in the bank, haven't you?"

"Yes."

"And it's in your own name, ain't it?"

"Yes."

"And you expect to keep it in your own name after you're married to Ethel?"

"Well—er—yes."

"Well Ethel will have something to say about that."

Ethel's beau began to feel uncomfortable. "You smoke, don't you?" continued the inquisitor.

"Yes, a little."

"And you expect to smoke after you are married to Ethel."

"Ye-es."

"Well, Ethel will have something to say about that?"

Ethel's beau felt more uncomfortable than ever.

"You belong to a club, don't you?" pursued the self-possessed urchin.

"Ye-es."

"And you expect to belong to it after you are married to Ethel?"

"I suppose so."

"Well, Ethel will have something to say about that."

Ethel's beau was growing red in the face.

"You play billiards, don't you?" continued the boy.

"Yes, sometimes."

"And you expect to play sometimes after you're married to Ethel?"

"I do."

"Well, Ethel will have something to say about that."

"Look here, my young friend," said the exasperated lover; "I've got an important engagement which I forgot. I'm going to attend to it. You tell Ethel I've gone, and see what she has to say about that."

And he went.

#### D.

He calls her his dearest, his darling,  
His dearie, his dove, for you see,  
More frequent than raindrops in April  
Are love terms beginning with D.

#### AFTERWARD.

The cooking is really quite dreadful,  
The baby is howling high C,  
And frequent as raindrops in April  
Are phrases beginning with D.

—Life.



## THE MAGAZINE.

Published by the Brotherhood of Locomotive Firemen on the First Day of each Month, at Terre Haute, Indiana.

Manuscripts and Exchanges should be addressed to the editor.

Remittances, Subscriptions, Changes of Addresses, and all correspondence relating to the business department, should be directed to the Manager.

Advertising. Correspondence relating to advertising should be directed to Wm. N. Gates, Agent, 29 Euclid ave., Cleveland, Ohio.

EUGENE V. DEBS,	- - - - -	Editor.
F. W. ARNOLD,	- - - - -	Manager.
W. N. GATES,	- - - - -	Advertising Agent.

JULY, 1894.

### CONDITIONS.

The optimist may be satisfied with conditions and the pessimist may lament over what he deems the misfortunes of mankind, and if the pessimist seeks to remedy the affliction, whatever it may be, he is the better man of the two, but if he is content to murmur, bewail and croak, then the optimist is the more lovable character. There are certain untoward conditions which, being productive of great mental or physical distress, cannot be contemplated with composure, so independent of human agency that they are termed "acts of God." It would be an easy task to catalogue some of them as, for instance, earthquakes, cyclones, the calamities attending overflows of rivers, death dealing thunderbolts, storms at sea, when navies go down, railroad wrecks which neither care nor foresight could prevent, and many other kindred and inscrutable dispensations. In such cases it were folly to complain. There is no remedy. The best that can be done is to consult experience and science for the purpose of reducing results in the line of death and destruction to the minimum. Men possessed of common sense do not, while contemplating disasters of the kind mentioned, sit down and growl on the one hand, content with the theory that all things are for the worst, nor, on the other hand, fold their hands and smilingly assert that things are ordered for the best. On the contrary, they take a hand in ordering and adjusting affairs to the extent, at least, of confronting nature with appliances designed to modify the disastrous consequences of conditions they

did not create, as, for instance, build strong ships to battle with storms at sea, set up lightning rods to catch thunderbolts, build low, one-story houses when living within a seismic territory, and thus we could indefinitely point out how men on the alert, in a measure, at least, may modify results when conditions productive of disaster are beyond their control.

But there are conditions brought about by human agencies, many of which are fruitful of calamities of wider sweep and more direful consequences than those which are credited to a mysterious providence. And it is such conditions that men are required to consider, because by giving them special examination ways and means may be found to change them and create other conditions calculated to promote the welfare of individuals and communities.

In this connection it becomes eminently prudent to inquire regarding the condition of our country. It is blessed beyond the power of hyperbole with food products. Our granaries are full to repletion, and we seek constantly for foreign markets in which to dispose of the surplus. In this we have a condition that even a pessimist must approve and admire, and an optimist may shout with some show of propriety, "I told you so; all things are done for the best." Certainly, it was the order of nature to create the soil, to send the sunshine and the rain, and it was the order of a largely redeemed human nature from savagery to plow, sow, cultivate and harvest the products. Usually, however, we credit such a condition to Providence, and to such a conclusion we are not disposed to offer objections further than to say, "in creating them, God and man are in alliance." But while we are indulging in thanksgiving for such boundless stores of food, we are confronted by a condition which silences rejoicings. Multiplied thousands of our people, men women and children, are in the grasp of hunger, premonition of famine. What of such a condition? It is purely a condition brought about by human agencies. There is no mysterious Providence in any sense responsible, and hence it becomes possible for human agencies to diminish the sufferings of the peo-



ple, and these are being employed; but to abate the distress caused by the conditions is not sufficient, the supreme demand being to prevent the recurrence of such national calamities.

In surveying the field of battle, for such it is, where the idle, the impoverished, the ragged, hungry and homeless, have struggled for life, men, stout-hearted and strong-nerved confess to sensations akin to despair. To relieve the universal distress, to provide for the destitution seen on every hand, appears a work so herculean that only the power of a miracle working God is equal to the task; but as the condition was created by man, man must work out of it or succumb to the indecipherable curse, and if experience—and since the new world was discovered it never taught a more terrible lesson for the benefit of workingmen—will not suffice to redeem men from the bondage of error when by the fiat of their sovereign will it may be done, then the time is at hand to write the epitaph of a government by the people, of the people and for the people.

Men who discuss remedies for conditions productive of disaster, inquire relative to the cause of the calamity. The President of the United States, after collecting all the facts available by the government, called congress in extraordinary session to change deplorable conditions. Banks were failing by the hundred, industrial enterprises were closing their doors, money became phenomenally scarce, disaster after disaster followed fast and followed faster, wreck and ruin was seen on all sides, and the president said the condition was owing to "congressional legislation." That was the cause assigned by the chief magistrate of the nation, and the legislation which was selected to bear the anathemas of the nation was the famous and infamous "Sherman bill," which simply provided for the purchase of a certain amount of silver bullion for which the government issued in payment silver certificates which entered into the currency of the country. It was charged that the "Sherman bill" caused undue exportation of gold, and with this the hue and cry began.

The arraignment of congress upon the

charge of being responsible for the calamities under which the country for a year past has suffered, is an indictment of the people, of popular government in all of its branches, since it is the theory of our government that the people are sovereign, and have such laws and such administration of the government as they desire. But this may be said, if the people find themselves betrayed by their representatives they may displace them for others who are not knaves, and in this way so far as legislature is concerned, change conditions or prevent the recurrence of calamitous conditions; but everything depends upon the intelligence, courage, and integrity of the people.

In discussing the deplorable condition of business affairs it will be profitable to keep prominently in mind President Cleveland's declaration that the cause is "congressional legislation." We do not doubt the president's averment, hence we affirm that congress has betrayed the people. The president's indictment includes the two great parties that have for years controlled congressional legislation, and these two great parties, corrupt to the core, are now asking the people to still further trust them. They closed the mills and the factories throughout the great mining regions; they closed the silver mines as if by a decree of Jehovah. They created a condition in finance which paralyzed business of every description and filled the land with idleness and all the indescribable woes which idleness inflicts, and now they appeal to the victims of their perfidy and treachery for a new lease of power, that congressional legislation may proceed in the old ruts, and in the old ruts it is proceeding. Bearing in mind the declaration of the president, charging present conditions upon congressional legislation, men naturally turn to congress for relief, and are required to contemplate spectacles of wrangling, duplicity and perfidy which leads to the conclusion that conditions are to be made still more disastrous. Senators are charged with using their information for successful gambling in stocks, and an investigation is to probe the charge to find the depths of congressional rottenness. The great body of the people have lost all confidence in congressional integrity. The

hope which animated the nation when congress assembled, that conditions would be changed for the better, has practically faded out of sight. Business demoralization continues. The army of men forced into idleness is not diminished; the fangs and pangs of hunger are doing their work; tramps multiply. Those who have work are confronted with demands for a reduction in wages; poverty goes down to deeper depths. There are more rags, more riots, but no reform, and still congress yields only dead sea fruit, and the conclusion is forced upon all thinking men that parties as they exist cannot create better conditions and will not supply remedies for the disasters which the president says are the result congressional legislation.

If the ballot is to change conditions, if the ballot is to prevent the recurrence of such conditions as now afflict the country, it is time that workingmen should renounce their bondage to the old parties, to find or found one whose representatives in congress shall so legislate that no president from this time forthwith and forever shall be required to say that the country is in the grasp of appalling calamities as the result of "congressional legislation." Will workingmen be taught by experience? Will they heed admonitions such as present conditions voice in thunder tones? We shall see.

It is officially stated that a mistake is made by those who think \$50,000 a year is all the President of the United States receives. In addition to that sum the chief magistrate is given \$33,034 to pay the salaries of his clerks and subordinates. His private secretary has \$3,250, his assistant secretary \$2,250, the stenographer gets \$1,800, each of five messengers \$1,200, the steward \$1,800, each of the two doorkeepers \$1,200, while other employees are paid in proportion, down to the man who takes care of the fires, who receives \$864. In addition \$8,000 is allowed for incidentals, such as stationery and carpets, \$12,500 for repairs and refurnishing, \$2,500 for fuel, \$4,000 for the greenhouse, and \$15,000 for the stable, gas and other incidentals. In all the president and his house cost the country over \$125,000.

#### REMINISCENT.

On the 16th day of July, 1880, by the exceeding kindness and confidence of friends, to memory dear, we were made editor of the *LOCOMOTIVE FIREMEN'S MAGAZINE*. That was fourteen years ago. We write reminiscently. We are turning the accomplishment of those fourteen years into an hour glass, and musingly note the sands, recalling all the hours they measure by their passage. We group into bright constellations old friends, good friends, dear friends, and as their light, the light of other days, beams down upon us, the song of our heart is,

And here's a hand, my trusty fere!

And gie's a hand o' thine!

And we'll tak' a right gude willie waught,

For auld lang syne,

For auld lang syne, my dear,

For auld lang syne,

We'll tak' a cup o' kindness yet,

For auld lang syne.

It has been written that "years steal fire from the mind as vigor from the limb." Possibly! later on, we shall doubtless be convinced of the declaration, not now; and yet, fourteen years of toil and anxiety have made many a man prematurely old, whitened his locks and wrinkled his brow, and made life a burden. It is the habit of some to "sigh for vanished years." We are not of the number. It may be, and it is doubtless true, that "there is a tide in the affairs of men, which, taken at the flood, leads on to fortune," and which if "omitted, all the voyage of their life is bound in shallows and miseries." We have great respect for the Bard of Avon, and are not disposed to venture a controversy with such august authority, but it may be said, taking a general survey of the "affairs of men," that a great majority fail to see the tide in time to take it and ride upon its crest to fortune.

At the early age of 24 years our attention was called to the tide which offered the editorship of the *FIREMEN'S MAGAZINE*. It was thought to be an auspicious tide, and we seized it with all the enthusiasm of youth. Did it "lead on to fortune?" Well, that depends specifically upon what the term fortune is made to signify. Lexicographers are prolific in definitions and some one of them ought to meet our editorial venture, but the indications are that of a list of about thirty not one exactly fits the

case. Our mounting of the tripod can scarcely be referred to as chance, accident, luck, hap or fortuity, since, in no instance, was the position accepted as a means of livelihood; a hundred openings to moderate ambition promised better returns, certainly no prospect of estate, substance, property and possessions, ever dazzled our eyes or tickled our fancy, and wealth, riches, opulence, never flashed above the horizon as stars in the firmament of hope to inspire us to do and dare for the purpose of gathering in bullion with the idea of becoming a millionaire, to dress in purple and fine linen, hire a French cook, and have strawberry shortcake every day. Aside from such considerations, the tide that took us into the editorial chair in the sanctum of the FIREMEN'S MAGAZINE, if not an incident presaging fortune, has at no time during our incumbency, been labelled a misfortune or unfortunate.

True enough, tides and winds have not always been fair, seas have not always been tranquil, but year after year, on the first day of January, we have launched a new volume, have made fourteen voyages, and on each succeeding December have returned to port with every mast, sail and rope intact, and ready to set sail again. And now, after fourteen voyages midst shine and storm, the good old ship, staunch and sound from keelson to quarter deck, is in better condition to contend with gale and billow than when first we took command.

We first joined the order February 27th, 1875.

When our name first appeared as editor the MAGAZINE had an enrolled subscription list of 1,800, all told. It has since reached a circulation of 35,000, a gain of nearly 2,000 per cent., an average of nearly 150 per cent. a year.

In felicitating the great Brotherhood of Locomotive Firemen upon the steady growth of its MAGAZINE it will not be regarded as vain boasting, if, in throwing a backward glance over the years of our editorial pilgrimage we, too, accept the felicitations of facts showing the phenomenal growth of the MAGAZINE.

THE FIREMEN'S MAGAZINE, since it passed under our control, contains the history of

the order in every essential particular. To write a history of the Brotherhood of Locomotive Firemen from the day of its organization to the present, the MAGAZINE would supply all needed data. It contains the public utterances of its grand officers when made from manuscript, as also the reports of its grand officers to annual and biennial conventions, so that step by step the evolution record of the brotherhood from small beginnings to its present numerical strength, wealth and influence, is preserved, and those who would know its advancement may find the interesting data in the pages of the MAGAZINE.

It would be the merest prudery on the part of the writer to intimate that real satisfaction is not experienced in the contemplation of his connection with the FIREMEN'S MAGAZINE. Assuming control of the publication, when, as has been stated, its monthly edition was only 1,800, pride and ambition, coupled with a desire to promote the welfare of the order, prompted ceaseless efforts to improve its various departments and give it commanding prominence in the list of the labor organs of the times. To say that this laudable ambition has been fully realized, is but to state a universal verdict from which there has been no appeal. We recall no question relating to the welfare of labor, that has been up for debate since we took charge of the MAGAZINE, that has not been discussed in its pages, and such was the prudence and opportuneness of its utterances that those who recognized their merits, included many of the best writers and thinkers of the period.

It would be remarkable, indeed, if during fourteen years no mistakes had been made, and it is quite as noticeable that the list of errors, all things considered, is so limited. The maxim here applies that "it is human to err, and divine to forgive," and thus, as we write, to the extent of our ability, mistakes are obliterated, and only the words fitly spoken, which are like "apples of gold in pictures of silver," are to have a place upon the tablets of memory.

We write in a reminiscent vein, because the 16th of July is an anniversary day, recalling the beginning of our editorial career—a valedictory may appear later, when we

say farewell and leave to other hands the work we have pursued since July 16th, 1880.

### THE COAL MINERS' STRIKE.

All things considered the strike of the coal miners of the United States is probably the most serious event in industrial affairs that ever occurred in this country.

In the onward march of invention steam power is employed almost universally; coal has practically displaced wood as fuel, and as a result, wherever a locomotive puffs and whistles on the 200,000 miles of the railroads of the country, or wherever a stationary engine is located, coal is in demand as a fuel. Nor is this all. Beyond the limits of natural gas, in all the great cities and most important towns, coal is used for domestic purposes, and thus coal becomes a universal fuel—an article of prime necessity, the importance of which cannot be exaggerated.

A person at all thoughtful need only to survey the field of enterprises in which coal is used to generate steam, to be convinced that to cut off the supply of coal, or to materially reduce the quantity mined, must be attended with incalculable disasters to business; disasters so overwhelming in their sweep as to arrest the wheels of progress and the march of civilization.

According to the census report there was mined in the United States in 1889, 65,723,110 tons of bituminous coal, and 35,863,230 tons of anthracite coal—a total of 101,586,360 tons, and it is safe to say that now the annual product of the mines is not less than 150,000,000 tons, and to say there are 300,000 men employed in mining this annual output is an exceedingly conservative estimate.

In this brief outline it is seen that in itself the coal mining industry expands to vast proportions, and when we consider how intimately and indissolubly coal is associated with all the great industrial enterprises of the country, the mining industry expands to such proportions of interest and importance that it is practically impossible to grasp sums total.

If we were to introduce arguments relating to cause and effect, we are inclined to the opinion that no other industry in this

country is productive of an amount of wealth approximating that which can be traced directly to the labors of the coal miner; and the inquiry is naturally suggested, Does the miner, even in a remote degree, share in the benefits which his arduous vocation creates? That he does not is universally conceded.

If the investigator goes to the anthracite coal fields of Pennsylvania for facts and proof, he will be forced to the conclusion that in no land beneath the sun, in no era of the world's history, has human depravity had a more satanic exemplification than in the afflictions which the proprietors of the Pennsylvania anthracite coal mines have studiously and continuously visited upon coal miners; and coal proprietors everywhere throughout the country, with exceptions as rare as angels' visits, have pursued the same degrading, defrauding, hunger-panged policy. The world has known the enormity of the evils complained of. The story in all its haggard features has repeatedly been told. The miserable victims of "man's inhumanity to man" have occasionally rebelled, only to be forced into submission by hunger, cold and nakedness. Living but one remove from the condition of wild beasts, they lived and toiled and died, the victims of cruelty, poverty and degradation such as have cursed no civilized land under heaven.

But, and America ought to be thankful for the fact, coal miners had not become so debased that they would no longer protest, and under the leadership of men who knew the right and dared maintain it, the miners organized to demand justice, and all ordinary efforts having failed to secure redress, at least 150,000 men resolved to cease digging coal until they secured fair wages for their work. This organization is known as the United Mine Workers.

The cause of the strike now in full blast was the reduction of wages in certain districts, where the prevailing price at the beginning of the reduction was 79 cents a ton and the cut proceeded until prices were reduced all the way from 38 to 60 cents a ton, netting a man from 50 to 75 cents a day.

The resistance to this piratical policy began by local strikes, but no benefit resulted,

and there came the order for the members of the United Mine Workers to quit; and as we write not less than 150,000 men are idle, demanding 70 cents a ton as a uniform rate for digging a ton of coal; and no man who is at all familiar with the subject will charge the miners with making an unreasonable demand.

We have indicated the great importance of coal as a fuel, and this fact has prompted proprietors to put forth superhuman efforts to replace the miners who are striking, by men who, regardless of right and justice, are willing to accept such wages as the proprietors offer. The regular miners, who are contending for simple justice, are disposed to resist the employment of such men, and as we write news comes of battle and blood—of dead and wounded, and the outlook is full of peril.

Already the premonitions of a coal famine are widespread and unmistakable. In numerous instances railroads have felt its grasp and have reduced the number of their trains. From every direction information comes that factories have had to suspend operations, and the declaration is made that unless the miners at an early day resume work, the condition of business will be of a character so deplorable as to defy exaggeration. Every branch of business will, to a greater or less extent, be involved. Ten thousand engines will stand still, and a million employes will be added to the ranks of the idle—and all because 150,000 or 200,000 miners absolutely declare they are robbed, degraded and starved that mine owners may grow rich upon their unrequited toil.

What is to be done?

It is the old, old question. If the miners can hold out the operators will be compelled to pay them fair wages; and since the alternatives are work and starve, or be idle and take the chances, the indications are that the latter choice will be made, and if it is, the duration of the struggle cannot, in the nature of things, be long protracted, and the miners will win a notable victory, all the more certain because their demands are just.

We predict a victory for the Mine Workers. In saying this we are not unmindful

of the sacrifices the mine workers are making, but we believe the interests at stake demand that the struggle shall be carried forward until the nation shall learn also, by sacrifice, the fact hitherto disregarded, that the nation's boasted wealth and progress, civilization and all its attendant blessings, depend primarily upon the toiling masses, and that justice to them, whether resulting from legislation, arbitration or striking, is the basis of national prosperity. Experience may be, and often is, a dear school, but if the nation will learn in no other school, then, let the test come, as come it will, and the sooner it comes the better it will be for all concerned.

#### WEALTH AND LABOR.

We have on our table two bulletins of the U. S. census bureau for 1890. One, treating of the wealth of the United States and giving totals for four decades from 1850 to 1890, and the other, treating of the industries of the country, show the increase in the number of establishments, capital, employes, etc., for the decade between 1880 and 1890, the figures of both bulletins showing a marvelous increase of wealth, industrial enterprises, capital, product, etc.

Referring to the bulletin showing the wealth of the country, the figures are as follows:

TRUE VALUATION OF ALL REAL AND PERSONAL PROPERTY.

Year.	AMOUNT.	PER CAPITA.	INCREASE PER CENT.
1850	\$7,135,780,228	\$308	
1860	16,159,616,068	514	126.46
1870	30,068,518,507	780	85.07
1880	43,642,000,000	870	45.14
1890	65,037,091,197	1,039	49.02

ASSESSED VALUATION OF REAL AND PERSONAL PROPERTY.

Year.	TOTAL.	PER CAPITA.	INCREASE PER CENT.
1850	\$6,024,696,900	\$260	
1860	12,084,560,005	384	100.58
1870	14,178,986,732	368	17.33
1880	17,139,903,495	342	20.88
1890	25,473,173,418	407	48.62

The foregoing table discloses some things of special interest, as for instance, in 1850, 84.2 per cent. of the "true valuation" of the wealth of the country was assessed for taxation. In 1860 only 74.7 per cent. was as-

assessed for taxation, in 1870 the amount assessed had fallen to 47.2 per cent.; in 1880, it declined to 39.5 per cent. and in 1890, the assessed value of the wealth of the country was only 40 per cent. of its true value, or in other words, in 1890, \$39,654,917,779 of the wealth of the country escaped taxation.

But our purpose in giving the census figures of the nation's wealth is to enable the readers to see at a glance the growth of the nation's wealth, demonstrating that we are the richest nation on the planet. This increase from 1850 to 1890, forty years, amounts to the colossal sum of \$57,901,310,969, or an average of \$1,447,532,774 a year, for forty years. It is just here that the political economy declaration comes prominently into view, that all wealth is created by labor, hence, without labor no wealth is created.

Dismissing this branch of the subject for the present, we turn to the industries of the United States as tabulated by the census bureau. Here again we find food for profound reflection upon the proposition that labor not only creates all the wealth, but is the chief factor in all that goes to achieve progress, maintain the government and give character to our civilization.

The census bureau supplies the data for 67 of the leading industries of the country, which constitute 80.89 per cent. of all the industrial establishments, and shows what the increase has been in the number of establishments, the capital invested, number of employees, amount paid out for labor, the cost of materials and the value of the product for the years 1880 and 1890, as follows:

1890, number of establishments . . .	296,133
1880, number of establishments . . .	222,937

Increase . . . . .	105,440
1890, capital invested . . .	\$5,282,950,531
1880, capital invested . . .	2,274,382,070

Increase . . . . .	\$3,008,568,461
1890, number of employees . . .	3,775,602
1880, number of employees . . .	2,155,022

Increase . . . . .	1,620,579
1890, paid for wages . . . . .	\$1,839,017,529
1880, paid for wages . . . . .	747,610,056

Increase . . . . .	\$1,091,407,473
--------------------	-----------------

1890, cost of material . . . . .	\$4,249,091,779
1880, cost of material . . . . .	2,274,382,070

Increase . . . . .	\$1,974,709,709
1890, value of product . . . . .	\$9,987,641,779
1880, value of product . . . . .	4,335,207,779

Increase . . . . .	\$3,152,434,000
--------------------	-----------------

In the foregoing we have 80.89 per cent. of all the establishments in the country, 80.45 per cent. of all the capital invested, 79.17 per cent. of all the employees, 79.24 per cent. of the wages for all industries, 80.89 per cent. of total materials for all industries and 81.31 per cent. of the total product of all manufacturers of the country. By this statement we find that the total number of industrial establishments in the country in 1890, was 368,063. The capital invested in all industries in 1890 amounted to \$6,500,750,181. The number of employees in all the establishments in 1890 was 4,769,000. The total amount paid out for wages in 1890 was \$2,305,289,301. The cost of the material for all industries in 1890 was \$5,127,959,629, and the total product of all the industrial establishments in 1890 was \$9,454,918,620. It is seen by the figures introduced, that in 1890, the product of all of the industries of the country reached the colossal sum total of \$9,454,918,620. The cost of materials was \$5,127,954,629, leaving \$4,327,304,001. Out of this the sum labor received in wages was \$2,305,289,301, leaving \$2,022,074,708 as profit to owners, an amount which paid them 30.7 per cent. on their investment, while the average yearly income of the employees was \$482, or for 300 days, an average of \$1.60 per day. It is seen that while the employees received \$482 for a year's work, the 368,063 establishments received an average of \$5.30 each. Had the proprietors been content with, say, 10 per cent., instead of 30.7 per cent. of the profits, the employee would have received a large share of the wealth they had created.

The figures we have introduced show that for the year 1890, 4,769,000 employees produced wares valued at \$9,454,918,620, or an average of \$1,982, of which he received \$482, leaving \$1,500 for his employer. With such facts in full view, it is easy to account for the rapid multiplication of millionaires in the country and for the increasing poverty of

the toiling masses. In view of figures submitted, no reflecting mind can contemplate the sum total of which labor creates, without being profoundly impressed with the fact that the efforts which are made to degrade labor are a crime against humanity, a crime; which sooner or later will call down the vengeance of heaven; a crime that will imperil the government and its institutions, arrest the march of progress and blotch our civilization. And no fact which now challenges the attention of men, in all the walks of life, is more conspicuous, or fraught with more danger to the peace and prosperity of the nation, than the ceaseless efforts of employers to reduce wages, and thereby weld upon the limbs of labor the fetters of poverty more securely. To resist this enslavement labor organizes; but since only a majority of the toilers are organized, the degradation of labor proceeds, and if at any time it becomes apparent that labor is cheered by the prospect of victories, court injunctions, deputy marshals armed with Winchester rifles, authorized to kill in the name of the law, turn victories into defeat, or if these fail, armed soldiers are called out and the state aids in the degradation of workingmen.

We have shown by the highest authority, that in 1890 there were 4,769,000 employees in the various manufacturing industries of the country. If to this number there is added the employees in mines and engaged in transportation, the number would expand to 6,000,000. Of this vast army, how many are organized in all of the brotherhoods of the land, possibly 1,000,000 or 1,500,000, and as a general proposition these organized men have demonstrated their impotency to resist the downward course of wages, and the result constitutes, today, and object lesson of terrible significance. Present conditions ought, in the very nature of things, to solidify the workingmen of America. If it is not done, the perils of poverty will materialize—indeed the word is already going forward and the end is likely to be disasters that even brave men do not care to contemplate.

"THE flag of the free heart's only home, by angel hands to valor given," *alias* "Old Glory," was devised as early as 1777.

### JUDGE JENKINS.

There is, after all, say what we will, something in a name. Ordinarily, men make little note of names, but occasionally the fact confronts us that a name, considered in connection with other things with which it is associated, is singularly incongruous—its inappropriateness is seen at a glance, and the mind yields assent to the absurdity in spite of itself. If an effort is made to reverse the verdict the unsuitableness of the name is only the more stubbornly asserted, and no divinity, however industriously it may hew and whittle, can change our conviction. Jenkins is a case in point. Jenkins as a clown, a buffoon, a jack-pudding, a zany, any sort of a mountebank, would pass unnoticed. Jenkins as a dancing master or a floor-walker in some fashionable notion store, would be well enough, but Jenkins, as a United States Judge, is where the name forces the conclusion that a serious incompatibility exists. Jenkins has long been a man that suggests the dude, the masher, a person of small head, small capacities, who parts his hair in the middle, and smells of pomatum, wears corsets, and who is never more happy than when in a swallow tail coat and shining tile he is the laughing stock of level headed men and women—and nothing is more common than to refer to such a coxcomb, as a "Jenkins"—a "Jenkins of a fellow," an exquisite "jackanapes, of no particular consequence in this or any other world. It is seen at a glance that when Jenkins was made a United States Judge, people had a right to expect that a reign of damphoolism on the bench would be inaugurated the moment an opportunity offered for a display of first-class asininity. The opportunity came, and Jenkins was ready. Jenkins became a tool of the corporation—a highly serviceable tool. Donning cap and bells the corporation could use him as a gimlet, pod auger, monkey wrench, jack-screw, drill, crow bar, anything conditions might require. In fact, the corporation used him as a bomb, and Jenkins exploded several times, and the corporation chuckled and exclaimed—"How's that for high Jenks?" During these performances, Jenkins, covered all over with ermine, danced around in the

ring while the corporation shouted "Bravo!" "Good for you, Jenks!" Jenkins accepted this flatulent flattery and expanded to prodigious proportions, soliloquizing, "I am the long looked for Daniel come to judgment, the one Jenkins of all the Jenkinsees—since Adam was a rag baby and mosquitoes wore boots, the world has sighed for. I can twist the tail of the lion of labor until its squeal can be heard from the Mississippi to the Pacific, and corporations will be induced to build a monument to perpetuate the name of the *only* Jenkins that ever appeared on this mundane sphere, since the first Jenkins tadpole lost its tail." Manifestly, Jenkins was as happy as a clam at high tide. He had won the applause of the corporations, and corporations have money and give dinners. They can "touch the button" and all the trains on the continent are at the service of those who do their bidding. What cared Jenkins for the hireling employes? They could not banquet him, give him free passes, nor slip a thousand dollar greenback into his pocket "unbeknown" to him—and Jenkins, as wise as any other monkey, knows where his bread is buttered.

The trouble with Jenkins is and was, that like a small calibred imitation of a judge he got uproarously happy over an opportunity to perform an exceedingly dirty job in the interest of a corporation, regardless of decency, propriety and justice, and this he did with such lickspittle, fawning, debased subservency to the corporation and with such total disregard of the rights of employes, that he aroused universal indignation and contempt. Jenkins seems to have contemplated the performances of Ricks and Taft as below the standard corporations required to teach employes their dependence upon them for existence, and he decided to supply the long felt want. If he could not out Herod Herod, he felt confident he could out polecat Ricks and Taft and create a continental stink of forty horse power, and he did, be it said, perform that sort of a feat. Jenkins became notorious. No other Jenkins the world had known stood so much in need of disinfectants. His case was diagnosed by numerous horse doctors. It was given out that he

had blind staggers. Others thought corporation oats had produced pole-evil, or big-head—which seemed to be conceded and congress concluded to examine his case and pass sentence. Jenkins regarded the affair as in the highest degree complimentary and his head took to swelling still worse.

The congressional committee which investigated Jenkins, referring to his injunction, which provided that the employes of the Northern Pacific could not quit nor consider the propriety of striking without being guilty of contempt of court, says:

This was the object sought to be obtained. That the order was drawn to effect it, and it was signed by the Judge with that intent, the language of the order and concomitant circumstances left no room for doubt. Your committee has no hesitation in declaring that the orders rendered were a gross abuse of the power of the court, were supported by neither reason nor authority, were beyond the jurisdiction of the Judge and were therefore void.

Such is the opinion of a congressional committee sitting in judgment on Jenkins, pronouncing his orders as totally vicious and void, as a "gross abuse" of power, "supported by neither reason nor authority."

The committee further declared that "they clearly recognize the right of the laboring people, as a means of selling their labor at a higher price, of coercing employers to accede to their demands." • • • "The conclusion," therefore, of the Judge "that the employes of the Northern Pacific Railroad Company might be forced by him by writs of injunction to protect that company from loss and the public from inconvenience by remaining in its service at a rate of wages to which they had not given their assent, is one in which we can not concur, and which in our judgment is supported by none of the decisions which he cites." In this it is seen that the proper Jenkins placed under his orders to support them are all knocked out, and Jenkins, instead of being seated on a bench, finds himself soiling his judicial trousers by sitting in the dirt. The committee, however, finally came to Jenkins' rescue, lifted him up, put his hat on, brushed some of the dirt from his robes and said:

"Your committee find nothing in the testimony nor see any corrupt intention on the part of the Judge to render these orders. It is altogether possible that he is sincere in the conviction that he properly exercised the equity jurisdiction of his court in



preventing loss and damages which would have resulted from a lawful strike against the Northern Pacific Railroad Company. This view of the case prevents us from recommending any proceedings looking to his impeachment, but in order that there may be no further excuse for the rendition of any such orders or decrees and that the courts of equity of the United States may not be deceived as to the extent of their powers in enforcing contracts for personal services by legal process, we recommend the enactment of a statute which will prevent them from doing so.

Here we have a Judge, pronounced guilty of issuing orders embodying "gross abuse" of the power of the court, supported by neither reason nor authority, declaring it "altogether possible" that Jenkins was sincere in the conviction that he properly exercised the equity of jurisdiction of his court." If the committee is correct, then Jenkins must be either an ass or a knave, and from such a conclusion there is no escape for him, except to change the verdict and pronounce him both an ass and a knave. —Vale, Jenkins.

#### JOHN JACOB ASTOR.

The city of New York after the lapse of a century or more has a John Jacob Astor, a great grandson of the first John Jacob Astor, who laid the foundation of the Astor estate and fortune.

The present John Jacob is a "literary fellow," and has written a novel, "A Journey to Other Worlds." The author is a gentleman of thirty years, and the richest landlord in America, owns more "unearned increment" than any other man on the continent; just how much that amounts to no one is permitted to know, outside of the Astor family, and it is questionable if Mr. Astor himself could tell. The first Astor had the gift of foresight abnormally developed. He believed in acquiring land, and having secured a title to it, it was henceforth to be a part of the Astor estate, and to this day the Astors buy but never sell land; hence the present John Jacob is the largest landlord in America. The Astors are not bankers, they do not loan money, they engage in none of the business activities of this wonderfully active age. They simply rent property and collect rents, and as their cash accumulates they buy more land. The founder of the family saw big money in pelts, skins with the hair and fur

on them. Skinning fur bearing animals was his mission and he performed it magnificently. He found fortunes in fur, and having skinned everything from a mole to a bear to be found from the Hudson to the lakes, he branched out and extended his operations to the Pacific ocean. With the money thus obtained he bought land in and around the city of New York. His great grandson, John Jacob, has gone into the literary business, and his first effort is a book to bear the title of "A Journey to Other Worlds," purely a creation of the fancy. Mr. Astor projects himself into the year 2000 and begins his novel by describing the then city of New York, and then the world in general. In this he is not the first in explorations, several have preceded him, but John Jacob has made some discoveries that escaped the notice of the other dreamers, as for instance he discovered that departed spirits all go to the planet Saturn. John Jacob says he knows of no reason why departed spirits should not find a permanent home on some one of the planets, and therefore selects Saturn, one of the most interesting planets known to the solar system. Astronomers say that Saturn when nearest the earth is 811,000,000 miles distant, and how long it would take a departed spirit to reach Saturn, John Jacob does not say, but the surface area of Saturn being 19,600,000,000 square miles, which at 280 to the square mile, would accommodate 5,448,000,000,000 people, is probably why John Jacob selects Saturn for departed spirits. We do not doubt that John Jacob has studied carefully the Saturn land question, and very likely has picked out a locality for the Astor family. Being a churchman, John Jacob referred that part of his book locating departed spirits in Saturn, to Dr. Vibbert, of Trinity Chapel, who indorsed the theory, to the extent that it was not heterodox, and might be put forth as a harmless fancy. John Jacob has also studied science in relation to the triumphs of electricity. In the year 2000 John Jacob believes that electricity will do the work of the world, when men and women will cease to toil and all will become "commonwealers." As John Jacob will be in Saturn long before A. D. 2000, he does not inti-

mate whether the Astors will collect their rents by electricity or adhere to present methods. John Jacob puts forth the idea that in A. D. 2000 a new power will be in operation, which he calls "apergy," the reverse of gravitation, by which men will be able to rise from the earth and navigate the air. This done, good bye to all the transportation vehicles known to the present, a warning to the Vanderbilts and other railroad magnates to get ready for the appointment of receivers. John Jacob does not discuss social, political, or economic problems scientifically or otherwise, deeming it prudent to steer clear of the rocks and reefs upon which so many have been wrecked. The Saturn theory no one will antagonize, and the suggestion that men will be able to fly, though possibly a wild goose notion, will be popular with the masses. When a man with a hundred millions writes a book, he can give it a superb binding, at least, and if people won't buy it, he can give it away, and by advancing rents, say 5 per cent., get his money back.

We find going the rounds of the press the following bit of romance:

We are living, we are dwelling  
In a grand and awful time;  
In an age on ages telling,  
To be living is sublime.  
Hark! the waking up of nations,  
Gog and Magog to the fray!  
Hark! what soundeth? tis creation  
Groaning for its latter day!

What about the "grand and awful time" in which we are "living" and "dwelling?" What is there about the time imposing and solemn or direful and appalling? Why is it particularly exalted, stately and majestic "to be living" these days? It is a time when gilded thieves and freebooters have things pretty much their own way. It is a time of moral, religious, financial and political rottenness; a time for the organization, under the laws, of deadfalls to catch the unwary; a time when many divinely commissioned ambassadors (?) of the lowly Nazarene receive more cash for one sermon than the Master ever possessed during his incarnation, and whose sumptuous style says more distinctly than words, "I am your Shepherd and ye are my mutton." It is a "grand time" for watering stocks

and for collecting bucket-shop dividends, and an "awful time" for the poor devils who have to pay out of earnings that barely suffice to keep souls imprisoned in bodies that are mere prison houses. Scoundrelism in all its various phases was never more sublime than just in this time. The nations may be waking up, but if their eyes are yet half open, what evidence is there of such arousing? As for "Gog and Magog," does it matter which whips? As we view the subject Dog and Hog have formed an alliance with Bull and Bear, and in the "fray" are getting about everything in sight. They generally win and as their motto is, "To the victors belong the spoils," little is left for outsiders.

REPORTS have it that the Philadelphia & Reading R. R. has caught 12 men who stole rides on its trains, and has succeeded in having them sent to jail for 20 days. Suppose the stolen ride was worth \$1.25, then in that case the thieves are sweating out their fare in jail at the rate of 5 cents a day. During the past twenty-five years, gangs of burglars, probably not more than twelve in all, have stolen from the P. & R. not less than \$50,000,000. Had they been promptly arrested and imprisoned one day for each 5 cents stolen, or 60 cents a day for the entire gang, they would be entitled to their liberty A. D. 6560.

THE burning of the Talmage tabernacle on the 12th of last month was not an unmixed calamity. The concern was in debt and heavily insured. Inasmuch as it paid its labor and material men off at 23 cents on the dollar, the insurance based on full value will pay it out and enable them to rebuild. If lucky enough to again pay off the men who rebuild at 23 cents, they can burn it up again and make money. St. Paul's text, "Be ye diligent in business," is where DeWitt's lambs have anchored. Profits on church building pays the cost of inculcating the truths of the bible and slippery financeering.

THE startling headline in an exchange. "The Senate Has Waked Up," proves to have been a canard. The senate may die but never awakens.

**SARGENT AND HANNAHAN.**

It affords the MAGAZINE special pleasure to call the attention of its readers to the probability that Grand Master F. P. Sargent and Vice Grand Master J. J. Hannahan, of the Brotherhood of Locomotive Firemen, will be nominated as candidates for congressional honors.

They are confessedly representative men in labor organizations. Bro. Sargent is a man of clear perceptions, one who is eminently conservative, firm in his convictions, and logical in his conclusions. In congress he would be found a valuable member of committees, where thorough investigation is required. Bro. Hannahan, in congress, would at once take high rank on the floor as a speaker. He is a natural born orator. He has a brilliant imagination, and the rostrum has few more effective speakers than Bro. Hannahan. Should these gentlemen, members of our brotherhood, be elected, labor would have two champions of its cause, who would at all times be found reliable and incorruptible, no matter what the opportunities might be in that direction.

**The Old and the New.**

Wm. D. Crane and fanatics few, so few.  
Avarice, conceit and ignorance your hoodo, hoodo;  
Were the B. of L. F. controlled by such as you, I would  
say adieu.  
And live, die and go to heaven with the A. R. U.

Now through a sensitiveness pertaining to the laws of etiquette, it becomes my duty to offer to the many readers of the MAGAZINE an apology (which is justly due from my honored opponents) for the certain few who are debating the *merits* and *demerits* of the "new" and "old" dispensations, in view of the fact that we are monopolizing valuable space, and though our discussions evolve from a question of *universal welfare* and importance, I readily perceive and admit that they are not of public or national interest. In the first place Bro. W. S. Carter is solely responsible, as he propounded the "question," and those secondly responsible are such hammer heads as W. D. Crane and others of the leather eye nationality.

Bros. A. W. Dawler, Jno. A. Martin, Jas. Deegan and myself are registered upon the *affirmative* of the "question" advanced in the January number of the MAGAZINE by Bro. W. S. Carter, "Are the Brotherhoods a Failure?" and being to a great degree on the affirmative of the question, we are indisputably entitled to the closing argument. Now, Bro. Carter prepared his challenge for the autumn publications, but Bro. Debs was desirous of peace and unity in labor organizations and refused publication of any communication either for or against the A. R. U. In the meantime Bro. Carter appealed to the entire staff of B. of L. F.

grand officers and finally Bro. Debs sanctioned the publication of his sentiments, which fired the *first volley* in the battle that is now raging between "class organization" and the A. R. U. During the time that Bro. Carter was appealing to the grand lodge staff for the enforcement of his desires, Bro. Debs was daily rejecting or contributing to the waste basket numerous brilliant, fluent and patriotic essays pertaining to the mission, merits and principles of the A. R. U. If I remember correctly, the first appearance of the callow abbreviation (A. R. U.) in our MAGAZINE was in Bro. Carter's essay.

In reference to Bro. Crane's article, I must confess that I am astounded beyond comprehension that he has for once in his indolent career placed himself on record as being in cognition of the B. of L. F. But I am also pleased with his initial declaration of being an inhabitant of this uncelestial hemisphere, in the manner which he "advertises" Bro. Jno. A. Martin, of No. 328. I am aware that his love for Bro. Martin is by no means copious, owing to the fact that Bro. Martin has been a respective successor in lodge duties, which were at one time entrusted to the abilities of W. D. C., the incompetent, the irresolute and artful evader of lodge duties. The comparison of Bros. Crane and Martin is like that of "Emerson" and "Solomon," one is a dwarf, both physically and mentally, the other is a symmetrical giant, in both mind and body, and is a fair representative of the broad-minded, generous-hearted, patriotic and progressive class of men who help to mold the destinies and salvation of the professional railroad man. Bro. Crane states that "he helped to make B. of L. F. men of Bro. Martin and myself," this is a misstatement, as we were born *union label men*, but I think he was present at our initiation and he has since that time attended lodge as many as three or four times and yet complains of "growing gray" in replacing the "rotten" timbers in the bridge that has been worn out by drones and dead-heads. I say we need to overhaul the entire structure, as the abutments and piers are weak and the channel of the profession has been growing larger and cutting at both ends. Hence, the demand of the times is a larger, more modern and substantial "bridge." (Debs is building it.)

Brother Crane was firing an engine the day Brother Martin and myself were born; at the present is so engaged and does not stand far ahead of us on the "seniority" list either, so I here and forthwith submit the question of *progress* and *protection* and ask if existing circumstances are just and proper? No they are not! Yet, this is a fair illustration of what the *dear class organizations* have done for their mortal victims.

Then, as to "the office bee buzzing in my hat" Brother Crane, have no unnecessary fears, but just keep your eye on Brother Carter this September at the Harrisburg convention, and if he becomes editor of the *MAGAZINE* you will then have an unlimited space allotted you in order to do the necessary repairs on your "Bridge." As to your question, "Choice of traveling cards" I will ask if we do not, as individuals, bear and make valid the *recognition* of traveling cards?

I always have recognized cards and will continue to do so, but I have yet to garnish my first extra fireman for five dollars room rent. Now Bro. Crane I have known brotherhood men to do this very trick and yet, they were too *liberal* and *blest* of *brotherly love*, to join the A. R. U. May God grant their request, and protect the just!

And as to me "Knowing what it is to want a meal" that is correct. I claim that any man who ever asked for a situation at manual labor has, *indirectly* if not *directly*, asked for food.

While I have the floor I would call the kind and considerate attention of *all* readers, to an editorial on page 396 of the May number of the *Trainmen's Journal*. It is a slanderous composition, originated through avarice and ill will. It is a fair exposure of the terms governing certain popular class organizations, and such selfish, one sided views are the sole progenitors of the present (A. R. U.) reform.

One pitiful plea is, "Men make up all organizations and they can do no more in one than the other." Can it be possible that the author and his constituents are unaware that such past conditions inspired the first call for the "*New Bridge*?"

We have been in many instances, deprived of displaying our abilities for the betterment of our condition and utterly prevented from doing the "*good*" men *should* and *would* cheerfully do, only for being duped by that chestnut of a phrase "Honor the *grand chiefs* and our *dear* (yes indeed) brotherhoods." This plea alone lost the C., B. & Q. strike. Another gross insult is this: "Now what more can the A. R. U. accomplish than other organizations?" It can and has gained more newspaper notoriety it is true, but men can do as much practical good and more in the present organizations when they choose to work together and if they won't work together in their several organizations they won't come together anywhere else." I for one, prefer "cheap newspaper notoriety" to those "*dear*" grand lodge greetings for assessments number so and so of \$4.00." If all the brotherhoods would consolidate, dispensing thereby with numerous and expensive conventions and grand chiefs, and voice and forward the

principles of our salvation (the A. R. U.) then with the money so invested heretofore, the railway employees could control a few of those so termed "notoriety newspapers" and divide them so that corporations could not control every galley of type in the world! —? —? —? The editor also charges Bros. James Hogan and R. M. Goodwin with declaring the strike without the sanction of the employees or the superior authorities of the union. That is false, as the strike was ordered by a four-fifths majority of the employees.

Again, there are the grand officers who exerted their influence to defeat the G. N. and N. P. employees in their struggle for life, liberty and justice.

Here is an extract from the Associated Press of April the 16th, (three days after the strike):

CHIEF ARTHUR—HE'S GOING TO ST. PAUL TO INVESTIGATE THE STRIKE.

CHICAGO, April 16.—Chief P. M. Arthur, of the Brotherhood of Locomotive Engineers, and Chief Sargent, of the Firemen's order, passed through Chicago, to day, the former en route to St. Paul.

"I am going to St. Paul to investigate the Great Northern strike," said Chief Arthur. "When I was up there some weeks ago, the engineers entered a contract with the company, which was a settlement of their differences with the company. The strike, in so far as the engineers are engaged in it, is a violation of that agreement and a violation of the laws of the Engineers' brotherhood."

"Some of the engineers have struck, but whether the ones who have gone out are members of the brotherhood or not I do not know. If they are, they have violated the rules and must take the consequences."

"My object in going to St. Paul is to meet the executive committee of the engineers, the chairman of which telegraphed for me yesterday."

"Will you order the engineers, who are on strike to return to work if they are members of the brotherhood?" Mr. Arthur was asked.

"I cannot say as to that. Even if they should return to work that would not save them from the consequences of violating the rules of the brotherhood."

Bro. Crane may interrogate me for not writing directly to the *Trainmen's Journal*, but my reason for not doing so, is because I have sufficient reason to doubt the integrity of the presiding officers.

Bro. Debs fathered the B. of R. R. R. He it was who convinced the Brakemen that it was necessary that they be organized and for years B. of R. R. B. Lodge No. 1, bore the name E. V. Debs. So when the *Journal* betrays a *parent*, why should a stranger place confidence in it? Bro. Crane as to our "patent medicine advertisements" I will ask you or any other "fanatic" how great a per cent. of the *MAGAZINE* do you individually own? Now I am firing a run opposite you, how then can I attend the B. of L. F. on Tuesday, help to enact and advance the interests of the craft and then on Wednesday attend the A. R. U. and work to our detriment? I would be a fool, were I to tear down on Wednesday what I had assisted in formulating on Tuesday, would

I not? You should kindly thank any brother fireman who attends the A. R. U. in order that the firemen's interests be protected.

Now, Bro. Crane, you are sore against the MAGAZINE being used to build up the A. R. U.; well, I am *opposed* to its being used by Bro. Carter, yourself, or any one else, to tear down the A. R. U. Hence the discussion. "The *Railway Times*, the organ of the Union," that signifies all, firemen and all classes shall have a voice, in its pages, it does not *confine* its columns to *class or personal aggrandizement*! So the course pursued by the *Railway Times* *condemns and proves* your argument (the policy has been in vogue from the origin of class organizations) to be the *real and just* cause of the *death* of class organizations in railway service.

I recognize the fact that further discussion upon this question is unnecessary, from the fact that the greatest debaters the world has ever known could not win on the negative side of the question, because it is contrary to the laws of human nature and the trend of events. In closing, I will hope to never have occasion to discuss this question further in print, as it is an impossibility to do so and strictly avoid personalities. But, it is far better to *walk* in to-day, with an *honest heart* and a *clear conscience*, than to *crawl* in to-morrow.

LA JUNTA COL.

Ira D. Mayhall.

#### Equalization and Unification.

MR. EDITOR:—The article on "Progress and Poverty" in the May number signed by James Deegan is a very interesting one, and as I do not intend to go in any further details on the subject, I will only state my opinion, which is, that about nine-tenths of the article are based upon good solid facts and principles. There are, however, a few points that the writer has carried to an extreme both in reference to B. of L. F. and B. of L. E.

"The Articles," if adopted as they read, would not prove satisfactory, as there is left too much room for argument on either side and would have a tendency to still increase the surplus of engineers and firemen which the writer thinks has been one of the evils of the past. I have always thought that one engineer hired to one promoted would do justice to all concerned; the same rule in regard to firemen. Article 4 is as good as it can be made, for why should not engineers be satisfied with \$125 per month? Engineers' pay is nearly all over the country \$4 per day, which would give \$124 in a thirty-one day month and there should be a law to prohibit engineers from making more than \$125 in any one month. Then there would probably be but few idle engineers, there would be a few more promotions to

some of the boys that justly deserve it, and the surplus of engineers and firemen would be very small. The engineers have for the last few years been bothering their heads how to reduce the surplus of engineers, but they have never found any other method than the old song, "to quit making engineers stop promotion," and at many places hard feelings have existed on that account between engineers and firemen. But why do not the engineers sacrifice a little in a matter that seems so important to them? Why are they not satisfied with making standard pay every day? No, if they could only stop promotion for two or three years the firemen would be the only ones that would have to suffer and in the meantime they can make from \$175 to \$250 per month, may be more, while their brothers are hunting for a job and their poor families are nearly starving. It seems that when the time comes that he can make a little that justly belongs to others, he will desert his friends and brothers, sympathy and feelings are gone, and he has sold his principles for—money!

The idea is very good in regard to all members of B. of L. F. joining the A. R. U. It would be a very progressive step, and why should the firemen not do it, if they are not as narrow minded as some of the members of the B. of L. E.?

But should not also the engineers join the A. R. U.? But how can they without expulsion from the B. of L. E.? The ten thousand engineers that have not joined the B. of L. E. should join the A. R. U. at once, for if they were able to detect the B. of L. E. to be a useless institution and for that reason did not join that order, they also ought to be able to see the advantages in the A. R. U.

Then the other ten thousand engineers (for I presume there are about that many) that have joined the B. of L. E. but are also members of the B. of L. F., should join the A. R. U. and find out whether the B. of L. E. would not rather have some A. R. U. men in their order than have them expelled, for sooner or later the B. of L. E. will be forced to change the article in their constitution that prohibits an engineer that belongs to B. of L. E. from being a member of any other labor organization than the B. of L. F., for if not, the B. of L. E. will in the near future decrease worse than it did when no B. of L. E. member was allowed to be a member of the B. of L. F., and it must be taken into consideration that B. of L. E. will have to be "forced" to change its laws for its own benefit, and the sooner it is forced the better for itself and all concerned.

In conclusion we hope that the vast army of engineers in the South and West, of which nine-tenths are in favor of federation,

will soon take a decided step and join the A. R. U., as that is certainly the quickest, most effective, proper and complete way of federation for railway employees.

*J. Weeman.*

FT. WORTH, TEX.

#### Relief of the Needy.

MR. EDITOR:—About as regularly and as often as Lodge No. 99 meets—bi-monthly—for the transaction of business, there appears upon our table some communication asking for alms, and mostly for members of the B. of L. F. The most pleasant way of soliciting alms seems to be the putting up of some useful or ornamental article to be raffled for. These communications are always accompanied with tickets—usually four at a quarter of a dollar apiece—and it is hoped and expected by the solicitor that the lodge will draw an order for the amount of the full value of the tickets. These solicitations have become so frequent that we have decided, as a rule, to ignore them. In doing this we are not unmindful of the unfortunate condition of many brothers, neither do we become insensible to the appeals of charity. We, as a lodge, recognize them and provide for them among our own members, by the payment of weekly benefits in cases of sickness or disability. Under this system we have disbursed hundreds of dollars, and no member of No. 99 has become an object of charity through a raffling scheme. Having adopted rules and regulations to govern the payment of such benefits, we collect from each and every member \$5.75 per quarter. Of this amount \$4.00 per member per quarter goes to the grand office for beneficiary claims, leaving \$1.75 per member per quarter to be applied to the general fund of the lodge, from which our weekly benefits are paid, together with other incidental expenses. The amount of money thus raised was sufficient for several years to enable us to pay \$5.00 per week sick benefits. We were then paying for 26 weeks, if the sickness or disability continued that long. Having one case in which we paid for the full time, and several others for which we were called upon to pay from 10 to 18 weeks' benefits, we were forced to levy special assessments. This caused us to reduce our benefits from \$5.00 to \$3.00 per week, and to reconstruct our laws so as to prevent impositions which had been practiced upon us. As a result of such changes, we have, during the past year, replenished our treasury so that we are able to restore the \$5.00 weekly rate, but the limit of time is to be 10 weeks, and the maximum amount to be paid \$50. Under our present regulations we expect that \$5.75 per quarter will pay our pro rata share of beneficiary claims, and all of our sick benefits. But, if necessary, we shall

resort to special assessments to keep up our weekly benefits of \$5.00. Our members have grown to regard this policy as essential and beneficial as any feature of our organic existence. Providing thus liberally for our own members, we can see no reason why we should be called upon to help to sustain members of other lodges. If other lodges would adopt the same, or some similar system of paying weekly benefits, we think there would not be an excuse or necessity for a resort to the nefarious raffling scheme—a scheme possessing all the elements of a lottery, though presented in the guise of alms or charity.

*J. B. Ward.*

ROCHESTER, N. Y.

E. L. RILEY, a prominent member of the B. of L. F., is announced as a candidate for representative. He is well known as an active worker in the field of organized labor and if elected will undoubtedly devote his time and ability to furthering the interests of his constituents. The workingmen of his district will find him true to their best interests.

ONE of the "rights of man," which the leaders of strikes failed to mention, is the right to work. Senator Wolcott of Colorado made a telling allusion to this in a speech in the senate the other day in reference to the "industrial army" disturbances. He said:

I believe the time has come when those of us who are in public life ought to begin to cultivate more regard for the perpetuity of republican institutions and to pander less to that mis-called portion of the labor vote whose labor is with their throats and never with their hands. It is time that we stood for American manhood, for the right of every man to work if he wants to, if it takes the whole army of the United States to enable him to do so. The right of every man is to enjoy equal liberty with every other man and that means that he shall have such liberty as is not inconsistent with equal rights of his neighbor; the right to hold and enjoy the property which the laws of the country have enabled him to secure. It is time we had the courage to stand together against this socialism, populism and paternalism which is running riot in this country and which must end (if not crushed) in destruction of the liberties which the laws give us, liberties which should be dearer to us than life itself.—*Railway Age.*

THE man who lets his wife split all the wood may mean well, but he shouldn't be allowed to do all the talking at a prayer-meeting. —*Ram's Horn.*

**COME ON, BOYS!**

Come, boys, and mount the burning deck—  
Our orators speak rapidly:  
We long once more to reach the shore  
Of "Isler rolling rapidly!"

To half the campaign speeches  
We do not much incline;  
We want the fellow who was born  
"At Bingen, on the Rhine!"

The campaign music fills the air  
And jars from left to right:  
Once more, once more we yearn to hear  
Old "Curfew" ring to-night!

The orators keep mouthing on,  
And every one's a bore;  
We want the burial of Sir John,  
Whose other name was Moore!

So mount the burning deck, and shout,  
While fast the fires glow;  
And lead that lamb of Mary's out,  
Whose "fleece was white as snow!"

—*Atlanta Constitution.*

**A Memorable Day.**

The most memorable phenomenon of the heavens in modern times was that day of remarkable darkness over New England May 19, 1781. That day, says a writer in the *Chicago Times*, made a more profound impression, has been more written and talked about, than all the auroras, comets and meteoric showers within the last five centuries. The great astronomer Herschel placed it in the domain of the unexplainable. So pronounced was the darkness that settled down over the earth that fowls went to their roosts, horses and cattle showed distress, dogs whined, and thousands of persons anticipated the dawn of doom. The great colonial struggle for American independence was still in progress, the federal union was not yet established; there was that chaotic state that generally precedes great changes, and there was considerable rancor in the minds of the people.

Patriot and royalist each regarded the ominous sky and the threatening gloom as the evidence of Heaven's displeasure against the other, and the general conclusion was that the impending mystery would culminate in the fate of Sodom and Gomorrah. The ignorant gave way to all sorts of grotesque conjectures, and the few profounder minds were unable to advance any rational explanation of the very unusual occurrence.

The legislature of Connecticut was in session on this ill-omened day, and most of the members made no secret of their belief that now had come the great day foretold in the apocalyptic vision. A member got up and proposed adjournment. The matter being open for discussion a legislator named Davenport arose and said:

"Mr. Speaker, it is either the day of judgment or it is not. If it is not, there is no need of adjournment; if it is, I desire to be found doing my duty. Let candles be brought and let business continue."

But the motion to adjourn was decisively carried, and the law makers who fashioned the laws for the "men of steady habits" went forth from their chamber to gaze at the weird and somber sky.

It was Friday and the intensity began soon after ten o'clock a. m. and continued till past the middle of the following night. The wind was from the southwest, and the darkness seemed to come with it from that direction. It soon became too dark to read common print readily, and candles were lighted in order to attend to household duties. After a time the breeze subsided; a dead calm followed and added to the solemnity. The darkness was all over New England, westward as far as Albany, N. Y., southward along the coast of Maryland, South Carolina and Georgia, and northward as far as any communication was had with any settlements.

Nothing was known beyond these boundaries, but there is reason to believe that a much greater area was involved.

Prof. Williams of Harvard college, was indefatigable in observing, collecting and recording reports of the conditions attending this phenomenon, and to him the credit is due for the data from which it is possible to deduce the causes of this soul-harrowing dark day. Mr. Williams professed himself unable to offer any solution, but this was probably owing to the lack of knowledge of the physical interior of this great country and its sometimes peculiar relationship to current meteorology.

All was black as primeval night when chaos ruled the world and sun and stars were as inky spots in the heavens.

And now we come to the key that unlocks the mental situation, and it becomes clear what it was that stood in the way of an understanding of this mystery. Innumerable were the grotesque and irrational hypotheses that were advanced from which their advocates endeavored to find the solution of this extraordinary occurrence.

An eclipse of the sun was claimed, but as the moon was near its "full" and probably one hundred and eighty degrees out of solar line from the earth, such a condition was physically impossible. A transit of Venus, or some other celestial body across the sun's disc, had advocates. Men of grave demeanor contended that a star had caught fire and started a conflagration of the heavens, or the sun had expired, hence the residuum of smoke and ashes.

There had been immense land fires, where there was no one to report, covering perhaps many hundreds if not thousands of square miles, probably fanned by brisk gales, the vapor and sooty substances taken up by ascending currents from the heated surface and loaded on favoring breezes to

be wafted over the land of the pilgrims and, as it chanced, to be air-dammed, with the results narrated. This continued until the barrier gave way, when the vapor soon dispersed.

The great middle and western states have time and again had this smokiness, which no one now thinks of regarding as supernatural. The only unusual feature of this occasion was the unusual combination of conditions.

This, in brief, is the explanation of the wonderful dark day.

### "Fly by Night."

I presume that most people who visit the theater have heard the term "fly by night" applied to minor and unstable theatrical companies, but I believe there are very few, if any, who understand the meaning of the term, and among even the present generation of actors there is probably none who knows how the term originated.

It was in the days when old Sol Smith, dead and gone these many years, had a strolling company which played in only the smallest and queerest of all the small queer towns in the south and west. Smith and his company were playing a varied repertory, as every company had to do at that time, of which "Macbeth," with all of Locke's original music, was a prominent feature. But the public proved unappreciative, and the times were hard. Soon old Sol and his company were at low water mark, and at length found themselves stranded in a little Kentucky town, from which a flinty hearted landlord refused to permit them to remove their baggage until they had liquidated his claim against them for board.

Smith felt that he was equal to the emergency, having "been there" often before, and he cast about in his mind for some means of deliverance. At length he hit upon a plan. He engaged a countryman to bring a strong wagon, drawn by a pair of sturdy horses, under the window of his room at the back of the tavern at a certain hour on the following night. The members of the company were let into the secret, and it was arranged that on the night in question they should throw the landlord off his guard by assembling in the parlor and practicing one of the witches' choruses composed by Locke for "Macbeth" and entitled "We Fly by Night," in which those words are repeated over and over again. Meanwhile old Sol and his most trusty henchman were to lower the trunks from the window to the countryman, who was waiting below to receive them.

This programme was carried out to the letter. The company was singing "We Fly by Night" for dear life in the parlor, while Smith and his man Friday were letting

down the trunks with as much celerity and quietness as possible, but, alas! not, as they fondly thought, into the hands of the countryman who was to convey them to a place of safety, but into those of the landlord, who had somehow or other got wind of the scheme.

At length the work was completed. Old Sol and his companion, with a great load lifted from their minds, joined the company in the parlor and united with them in singing "We Fly by Night." But just as they had sung those words for the third time the door opened, and the landlord, entering, said, with a winning smile, "Excuse me, ladies and gentlemen, but you won't fly this night, for I still have possession of your trunks."

From that to the present all queer dramatic and musical companies have been known as "fly by nights."—*Joseph Jefferson in New York Herald.*

### A Clever Stratagem.

Once during the Iron Duke's campaign in the Pyrenees, it happened that General Picton's disposition for receiving the assault of Marshal Soult displeased him. The danger threatened from in front, and the difficulty lay in delaying the attack until Wellington could effect the change he wished. He was, as usual, equal to the occasion. Waving his bat in the air he galloped to the front of a regiment as if he meant to order a charge. The whole of Picton's line cheered tremendously, and as the roar died away Wellington was heard to remark, half to himself: "Soult is a cautious commander and will not attack in force without ascertaining the meaning of these cheers. That will leave time for the Sixth division to come up, and we shall beat him." This was exactly what happened, and Soult sustained a bloody repulse where he might have won an easy victory.

### The Voice in Men of Different Races.

The Tartars are supposed to have, as a nation, the most powerful voices in the world. The Germans, according to the *London Lancet*, possess the lowest voices of any civilized people. The voices of both Japanese and Chinese are of a very low order and feeble compass and are probably weaker than any other nation. Taken as a whole Europeans have stronger, clearer and better voices than the inhabitants of the other continents.

Doctor—Have you followed my advice in regard to eating plain food and keeping quiet at home? Patient—That's all I've been able to do since you sent in your bill.  
—*Yale Record.*



## Proverbs of the Day.

A prodigal picks his own pocket.

Empty threats make lying children.

Don't go to the wrong shop to get shaved.

A stinted wife can find a vest pocket in the dark.

If we had eternal sunshine we would have no crops.

The dangerous end of a rattlesnake makes no noise.

The aggressive man always finds the hornet at home.

Some people mistake getting religion for a receipt in full.

There is a Lazarus for every crumb from the party table.

When I go to a revival I don't want to listen to a blackguard.

One demagogue is more dangerous than a dozen aristocrats.

The man who gives himself away is not always worth taking.—*Chicago Herald.*

## Here's a Tall Fish Story.

"This seems strange, I'll admit," said the second mate of a coastwise steamer in a west side saloon recently, "but it's true.

"I was mate on board a sailing vessel plying between New York and Rio. The day before we sailed on one occasion we noticed a school of minnows swimming about the kitchen port hole, from which the cook threw out slops and scraps. The fish remained with us day by day. We were sixty days making Rio, and—would you believe it—the fish had grown from minnows to ten and twelve pounders when we at last threw anchor in Rio harbor. Who's a —? I can prove it."—*New York Herald.*

## Remarkably Considerate.

A Cincinnati newspaper reports a striking manifestation of amiability on the part of a little maiden of that city. A beautiful new doll had just been given her, and as she sat holding it and singing to it her mother noticed that the old one was not in sight. "What have you done with Beatrice?" asked the mother. "I've put her away," answered the little girl. "If she saw me loving my new baby it might hurt her feelings."

"Don't you think Miss Biggs has a peachy complexion?"

She—"I'd not thought of it before, but she has a kind of frost-bitten look."

Dear woman wants the earth for sleeve,  
She wants the sky for hat;  
She also wants a knot hole when  
She sees a mouse or rat.

—*Boston Transcript.*

## Sharp Practice.

"It was the queerest thing," said the girl at the jewelry counter during the lull, according to the *Buffalo Express*. "When I was in the other store up town the floorwalker came around and told us all to look out for those people that go around and steal because they can't help it. I was kind of green, then, and I almost put my eyes out looking for them. One day a woman came to the counter and I didn't pay much attention to her. After I was through with the party I was waiting on I happened to look at her and saw her take a gold-headed hairpin from a tray.

"I didn't say a word, but I found out who she was. That night I went right over to her house and told her what I had seen. She tried to brazen it out, but I was too much for her, and finally she owned up that she had taken the pin."

"Did you have her arrested?" asked the other girl.

"No," said the first girl, but I made her give me the pin."

Then she turned her queenly head, pointed to something glittering in her hair and asked, proudly: "Ain't it a bute?"

## An International Family.

A typical southern African household described by Oliver Schriener had an English father, a half Dutch mother with a French name, a Scotch governess, a Zulu cook, a Hottentot housemaid, and a Kaffir stable boy, while the little girl who waited on the table was a Basuto.

## Ha! Ha!

No doubt Goliath was much surprised when David knocked him down with a stone from his sling. Such a thing had never entered his head before.—*Gilens Falls Republican.*

"I think Mrs. Crankford must be getting on beautifully with her lessons at cooking school."

Mrs. Fling—"Did her husband mention it?"

"No, but he's taking all his meals down town now."

"Doctor, I want to know if you can pull a tooth for me right away?"

Doctor—"Certainly; will you want something to kill the pain?"

"Oh, it doesn't matter; it's my husband's tooth."

"You still are calling upon that pretty little Mills girl?"

"Yes; engaged now."

"Do you like her father?"

"Yes; he's out of sight."

**DON'T BLAME THE WORLD.**

Don't blame the world because the thorns are found  
among the roses:  
The day that breaks in storm may be all sunshine  
when it closes.  
We cannot hope to always meet with Fortune's fond  
caressing;  
And that which seems most hard to bear may bring  
with it a blessing.

The buried seed must rot in earth ere it produce the  
flower,  
And the weak plant to fructify must have both sun  
and shower.  
So man, to gain development, must struggle with  
life's crosses,  
And view with calm philosophy his trials and his  
losses.

A deadly, pois'nous weed may yield a salve of surest  
healing;  
The sweetest bloom may pois'nous be although its  
bane concealing.  
Things are not always what they seem, but still 'twas  
Heaven designed them,  
And we should class them all as good, and take them  
as we find them.

Little we know of this brief life, and nothing of its  
sequel;  
Then let us take in humble trust all that may seem  
unequal.  
God's ways are not our ways, and He should certainly  
be trusted;  
All that is wrong, in His good time, will surely be  
adjusted.

**The Story of a Model.**

Posing is becoming a finer art and attracting more women to it every year, especially in New York and the larger cities, where artists find inspiration and congregate for work and to show the world their accomplishments, says the *New York Press*. Good models are the hardest thing an artist has to find, as every artist knows. Moreover, the best models are snapped up at once, and to succeed the artist often has to call in the aid of the photographer. So necessary has the artist found the photographer to be that there is one place on West Twenty-third street where a first class photographer, who did not succeed as an artist, has made a great success of photography for artists, and much of his work is done with the models whom artists bring to him.

The artist and model appear after the model has posed in the artist's own studio several times and he decides just what he wants. It may be a hand and arm or a head and drooped eyelids. A tempting smile, a coquettish glance that no woman can preserve for days in a studio pose are often wanted. When an artist finds a good model he is apt to have her photographed in many positions.

This photographer makes a specialty of undraped figures, but none except the persons for whom they are made ever gets so much as a peep at the results, for the photograph is the property of the artist who brings the models.

The original of certain exquisite character photographs which have attracted the

attention of people from all over the country is a charming model, who has very few flaws in her physical composition and heartily enjoys posing. Many models have only the requirements for a certain line of pictures, like the old Greek now in this country who has been painted or sketched as Sophocles over three hundred times. The model who delights the artist's heart is one who can pose for anything, from a milkmaid to Venus.

The girl who poses in New York for pure business comes sometimes from a race of models and has traveled with her family straight from the atmosphere of the large studios of Rome and Florence. More often she is some American girl or of mixed parentage, who has fallen on evil times, and the stories of New York's poseurs of the studios would make dramatic and sad reading.

Into the art league life class one night walked a young southern girl, who is bound to make a place for herself in time. The model was already in position, and as she passed to her easel she looked at the platform to see what the new model was. For a second she couldn't believe her senses, for there stood a girl of one of the oldest southern families. The last time she had seen the model was at a Virginia house party, where the model had been the pet of a large circle and no girl was so beautiful or so admired.

When the first rest was called the young student went to speak to the model, whose face flushed red for a second, and then the two girls sat down and talked it over. Hard times had come to the beautiful girl. Her father died. Their financial affairs were entangled and with only a little money and a fine voice the girl and her mother came to New York, where the girl's voice soon secured her entrance to one of the most aristocratic choirs in the city. She foolishly married a college boy. Now, with a little baby, she is supporting her mother by posing in the nude. "But don't let mother know," she added. The girls of the class had drawn around the two and asked her to sing. There is a feline mascot in the league that had been purring around the model.

When the students begged the girl to sing she was very willing, and with the pretty kitten clasped in her arms and the drapery half pulled around her white, babylike shoulders, the girl sent her beautiful voice swelling out into the studio.

Such a slim, slip of a girl standing there, less than nineteen years old. Thoughts of the little baby deserted by the father, thoughts of this wee girl model secretly earning money to keep her baby and mother came to all the girls, and when the lovely voice took up "Come unto me, all ye that

are weary and heavy laden," there was hardly a dry eye among the girls, and if they only could have put the model onto canvas as she was then, somebody would have won fame.

### He Was an Experimenter.

The young man on the opposite side of the table studied the bill of fare for some time, while the waiter stood on one leg with his ear held out for the order, and then he said: "I want some of that hominy and a side order of maple syrup, a little spinach, some sweet corn, and a cup of chocolate." The waiter slowly moved his lips in amazement, says the *Chicago Record*, and had the order repeated. He smiled and started away, and the young man looked after him frowning:

"Confound these waiters," he said, "I suppose they expect every man to order something conventional, like steak and coffee or liver and bacon."

"You did put in a queer order," was suggested.

"Oh, I don't know. It may turn out to be a good combination. I'm experimenting all the time."

"Experimenting?"

"Yes; I try new combinations. How did people ever find out that jelly and roast duck go together? How did they ever get on to spring lamb and mint sauce, pie and cheese, steak and mushrooms, and so on? Why, by trying new combinations. I order whatever strikes my fancy, and in that way I get some good combinations."

"What are some you have discovered?"

"Scrambled eggs and cranberry sauce is one. Cold pigs' feet and lemon ice is another. Did you ever dip slices of banana into hot bouillon? Of course not. There are no fixed rules about things—you must experiment."

### Friendship in the Family.

One of the most important requisites of home life, and one frequently overlooked, is the intimacy that should exist between the parent and the child. This is, indeed, the foundation on which all good influences may be most securely laid. The control which is obtained through fear, or force, or bare authority, has nothing abiding in it. As soon as the fear is outgrown, or the force removed, its power will pass away. But the influence which is at work where real sympathy and friendship exist between parents and children will abide long after the relation itself is severed, and will enter as a powerful factor into the whole life.

A line of employment quite pleasant these days, when the skies are so blue, and the soft, gentle rays of the sunshine in springtime get into the soul. Is a fish line connected with a hook and a pole.

—*Detroit Free Press.*

### A \$98 Tennis Gown.

This is certainly the age of ready-made gowns, and there is a range of prices as varied as the incomes of the population of the United States. Yachting and tennis gowns have I seen within the last few days ranging in price from \$2 48 to \$98.

The \$98 one was a very smart creation of dark blue serge—the best kind of English serge, made with round skirt, draped a little at the hips to show an under petticoat, and with a very smart little zouave jacket, to be worn over a white silk skirt, fastened with pearl buttons, on which were tiny blue anchors. The jacket, on either side, had three large pearl buttons, with gold anchors, and a jaunty little yachting cap had a gold anchor in front.

The \$2.48 suit I only saw in a shop window, where it looked really very smart. It was of brown duck, with plain gored skirt and a short, full jacket, worn over a red waistcoat. As to its appearance after a few weeks of wear I should not like to be responsible. The \$98 one would certainly last many years. But between the two there is a great gulf fixed, which, fortunately for the hundreds of women who have to buy their own clothes, is filled with plenty of suits in which they can look well by the outlay of not many dollars.

### Worship of a Hero.

A reference to the welcome which Emerson gave Kossuth reminds a Boston *Transcript* writer of a story that Louisa M. Alcott used to tell. The Alcott children, says the writer, were always hero worshipers. They had heard from their brave, great-hearted mother the story of Kossuth's work and Kossuth's country, and finally they were taken to hear him speak. They came home thrilled with the inspiration of it, and then lamented bitterly that they had secured no relic of the great patriot, however insignificant, which they could enshrine and worship as their fashion was. But Anna—the gentle, timid Meg of later time—drew, exultingly and blushing, a glass goblet from beneath her cloak, and whispered: "He drank from it!" "She had rushed in," said Miss Alcott, "where we other vandals feared to tread. While the father was soaring with Kossuth into the heroic empyrean, and we all stood round, amending so to speak, Anna had stolen close to the desk, and whipped the goblet under her cloak. We built a little shrine for it, and hung it on our chamber wall."

Editor—I regret, Mr. Barnstormer, that my paper referred to your starring trip as a "starving one." Mr. Barnstormer—Don't mention it. Your statement was absolutely correct.—*New York Journal.*

### A Mild Fish Story Teller.

"Let's see," mused the drummer at a Detroit hotel the other evening, "but isn't there a place around here somewhere called Lake St. Clair flats?"

"Yes, sir," replied the alderman in the group.

"Great place for fishing?"

"The best in the world."

"Always sure of getting fish at the flats?"

"Always, if in season."

"I've read and heard a great deal of the place, and I know several Cincinnati people who have been up there. One of 'em told me he caught four perch up there between sunrise and sunset."

"Only four!" gasped the alderman. "Why, my dear sir, what could your friend have been doing all that day?"

"Fishing for perch. He didn't even stop for dinner. Another one told me that he caught three black bass during the week he made a business of fishing, but of course—"

"Only three black bass in a week! I'd like to know what sort of a fisherman your friend calls himself?"

"He is rated an A1 man, but I am sorry to say nobody has any confidence in his word. His story wasn't quite as bad as that of his brother, though. Say! There was a man who stood right up at the bar of the Burnet House and gave us his solemn word that he caught a pike up there which weighed two full pounds. He wouldn't take off a fraction of an ounce. They expelled him from a club for lying, but I have often wondered if he didn't really believe what he was telling."

"He didn't claim but two pounds for his pike?" demanded the alderman as he turned pale.

"Only two pounds. There was a Covington man in the party, and when he got back home he went around telling everybody that he hooked a fish so large that it broke his line. They were going to run him for mayor of the town but that killed him dead. People argued that if he would lie about one thing he would about another, and that it wasn't a safe thing to put a liar in public office."

"Was that all he claimed—that a fish broke his line?"

"That's all, but it settled his hash pretty quick. So there is good fishing at the flats, eh? I'm glad to meet a man who knows all about it. Now, alderman, I wish you'd give me a few particulars."

"No, sir! No, sir!" exclaimed the alderman as he jumped up and mopped the perspiration from his brow.

"Won't you tell me how many perch you have caught in a month up there?"

"No, sir!"

"Nor the weight of your largest fish?"

"No, sir!"

"But you see, alderman"—

"I see nothing! I won't tell you one durned word about fishing. I was given to understand that you were an honorable, straightforward man, but I have discovered to the contrary. No, sir—not a statement—not a word. A man who'll choke another man off as you have me can go and fish in a mud hole and be hanged to him."—*Detroit Free Press.*

### A Receptive Mind.

Theophile Gautier, the French author, was gifted with an extraordinary memory. Whatever he had heard or seen remained engraved upon his mind.

On the day on which the two first volumes of Hugo's "Legende des Siecles" were published, the author dined in Gautier's company at the house of another friend. There were several literary men present, all allied more or less closely to the tribe of romanticists, admirers of Victor Hugo, and counting upon finding a feast of good things in his new work.

In the course of the talk Gautier remarked: "Let us prove what we advance. I will recite 'Les Lions' to you." And in a clear voice, his eyes gazing steadfastly as though he were reading from afar a book visible to himself alone, he recited the whole piece, not repeating himself once, never hesitating, and not mistaking a single syllable.

Yet he had read it that morning for the first time.

Many times his friends, doubtful upon some point of history, language, geography, anatomy or art, referred the matter to him, and received immediate satisfaction. They used to say then: "We have only to turn over the leaves of Theo."

### A Cause of Agreeable Maladies.

Village Hotel Keeper—"So you think it's queer so many ladies fall sick in this small place, do you?"

Stranger—"Yes."

Village Hotel-Keeper—"Then you haven't seen the new doctor. He's the handsomest man in seven counties."

### His Notion of an Ideal Union.

Weary Watkins—"They's only one thing keeps me from becomin' a workin' man and joinin' a union."

Dusty Rhodes—"What's that?"

Weary Watkins—"I can't find no union what's on a strike all the time."

### It Was too Kind to Her.

She—"They say this photograph doesn't do me justice."

Her Younger Brother—"Well, I wouldn't feel hurt if they do say so. Justice should always be tempered with mercy, any way."

### Woman's Soprano Voice.

The scientist who discovered in the human larynx the anatomical reason why woman has a soprano voice and man a bass one was a woman, Mrs. Emma Seiler. She was a German, born in Wurtzburg. Left a widow with two children to support, she resolved to become a teacher of singing, but suddenly lost her voice. Then she determined to find out why; also to discover if possible the correct method of singing, so that others might not lose their voices. For this purpose she studied anatomy. She dissected larynx after larynx and spent years in her search, trying to find for one thing why women's head tones could reach high C while men had no soprano tones. At length her search was rewarded. She discovered under the microscope one day two small, wedge shaped cartilages whose action produces the highest tones of the human voice. She made her discovery public. It excited great attention among scientists. Her own brother, a physician, praised the treatise in the highest terms till he found his own sister had written it. Then he dashed it down, saying in a rage that she would better be attending to her housework. Mme. Seiler's portrait, a marble relief, is in possession of the American Philosophical society of Philadelphia, of which she was a member. She wrote among other books, "The Voice in Singing" and "The Voice in Speaking." She died in 1886.

### A Foolish Belief.

"There is a generally believed theory in regard to alligators' nests," said a Florida man recently to a representative of the *Globe-Democrat*, "which is entirely erroneous. The popular idea is that the mother alligator never goes out of sight of her eggs, and that if anyone disturbs the nest their life insurance policies are worth par in a very few minutes.

"I was not an alligator expert when I went down on Indian river for the first time, and was ignorant of the dire consequence of touching alligators when they were still bottled up in a shell in a liquid state. Seeing a nest and three eggs on the bank of the river, I captured them, without seeing any maternal saurian, and took them home with me. Here I put the eggs under a stove, and in the course of a few days they hatched out.

"The reptiles broke through the sides of the shell, which remained fastened to them by umbilical cords and did not free themselves from their late place of residence for several days. They were fierce from the moment of birth and would strike at anyone who approached them. Running around with the egg still attached to them

and their mouths wide open, they presented a strange spectacle.

"Since then I have robbed several nests when the parent alligator was out calling upon the neighbors, and I have never yet caught a glimpse of any enraged saurian hastening to avenge the abduction of her embryo offspring. The nests are not found very frequently, but when they are and there are no reptiles in sight they can be robbed with perfect safety to the robber."

### "Paying the Piper."

How many times we have heard the expression "pay the piper," and wondered where it originated. Perhaps some of you have heard the legend, but for the many who have not I will tell it. In all likelihood it came from the old and celebrated German legend of "The Pied Piper of Hamelin." Robert Browning has given us a pretty description of the legend in a poem of the same name. The story tells that a young musician, dressed in disguise, came to Hamel, a flourishing town in Brunswick, and offered to rid the town of the rats which had infested it for so long a time. He wore a fancy coat of many different colors, hence he was called the pied piper. The commissioners of the town gave him orders to destroy the rats, and promised him a reward when he should have done so. But after the work was completed the promised reward was withheld, and the piper in revenge blew his magical pipe again and by its wonderful tones drew all the children of the town to a cavern in a hillside. The opening of the cavern was closed as soon as the children had entered, and their parents never saw them again. And so our proverbial expression, "pay the piper," sprang from this legend, and it conveys a warning to all men to pay everyone his just dues, or to be on the lookout for a revenge as cruel as that of the Pied Piper of Hamelin.

### A Creeper for Baby.

One of the latest and best of utility "creepers" is very easily made. Gingham is the fabric used. First measure baby's length and breadth, in order to allow the little one a chance for freedom of motion. The gingham is then cut bagshape, 12 by 14 being the popular number of inches. This, when sewed up at the sides and bottom, is gathered into a band with buttonholes and buttons. In each lower corner openings have been made. These are hemmed and are then ready for the chubby legs. Drawing them up over the child's limbs you will find the dainty clothes snugly incased and yet the limbs of the tottler at liberty to move at will.

**BECAUSE WE LOVE.**

Sweetheart of mine, since we were wed  
 The second summer now is here.  
 And love grows stronger every year.  
 We are so happy, sweet, I said:  
 Why is it? she answered loud:  
 "Because we love each other so."

Oft have I heard the moaning dove  
 Call her lost mate from out the wood;  
 She suffered, felt and understood:  
 For she was filled with grief and love.  
 Such sorrow may we never know,  
 Because we love each other so.

—Cly Warman, in *N. Y. Sun*.

**The Bible in Point Alphabet.**

The only Bible published in the point alphabet to be used by the blind has lately been printed in Louisville. It consists of 1,839 pages, is in eleven volumes, and was turned out by the American Printing House for the Blind, which is an annex of the Kentucky Institute for the Blind. The eleven employes of the printing house were engaged on the work for about ten months, and on May 7, 1894, just a little over a year after the work was begun, the first shipment to the American Bible Society at New York was made.

Of course this is not the only Bible that can be read by the blind. Those thus afflicted have been reading a Bible for the past forty years, but it was published in what is known as the line alphabet. The line alphabet and the New York point alphabet differ from each other very greatly. The former is made up of the Roman letters enlarged and raised on the leaves of the book, so that the blind reader may know them by following their outline with his fingers. Every school child can read a book printed in that way. But with the New York point alphabet it is different. Each letter is represented by a different number of raised dots arranged in a fixed position. Strange to say, this second method is easier to learn, and is always taught before the line method. It may seem queer that the Bible published forty years ago did not come out in the point language, but that was because only the line alphabet was known then.

That any sort of a Bible for the blind came out at all is due to a bequest of \$40,000 made to the American Bible Society by a wealthy woman of New York city. It was made a permanent fund for printing Bibles for the blind. The first work was published in Boston, where the only publishing-house for the blind in America was situated. All the printing of Bibles for the blind was done at Boston up to 1883, when the second American printing-house for the blind was established at Louisville.

This was done by a special act of congress. The bill authorizing the act was first introduced by Mr. Henry Watterson in 1876, and

was finally passed through both houses in 1879, through the efforts of Mr. Albert S. Willis, who was then the representative from this district. One of the provisions of the law is that the national treasury pay an annual subsidy of \$10,000 toward maintaining the publishing house here. The state of Kentucky was not to be outdone, so in 1883 it bought the present site of the publishing house adjoining the Kentucky Institute for the Blind, on the west, and had erected a three-story brick building. Since then this Western branch of the publishing house has been turning out text books and religious literature, both in the line and point alphabets, in large amounts.

During all this time the Bible fund had been growing, so it was concluded to have a new Bible, done in the point alphabet, published. The western branch of the American Publishing House for the Blind was the only house that could do the work, so orders were sent to Superintendent Hutton to begin on the volumes at once. The four girls who do the type setting began their part of the work April 28, 1893. As soon as one page was set up it was carried into the molding room and an impression taken. The page was then ready to be cast. It was carried down stairs and placed in the stereotyping machine. A thin coat of tin foil was then laid over the mold and a light pouring of metal made so as to melt the tin foil into the mold. Another pouring was then made to fill in the blank spaces between the lines and re-enforce the back. A piece of ordinary roofer's tin the size of the page was then laid over the back of the thin metal impression, and another light pouring made to make the two adhere when this had been cooled off the workmen had a true copy of the page on a very light, flexible plate of stereotype. All the rest of the 1,839 pages were treated in the same way, and on January 23, 1894, the day the last page was set up, the last page was also completed.

The work of printing was then begun. The leaves are necessarily very heavy, and, of course, can be printed on only one side. Four sheets or pages were printed at a time. When the pages were ready for binding six of them were grouped together and stitched with a wire. The inside edge of each sexto is bound by a cloth-lined cardboard guard. This is made necessary by the thickness of the leaves and the constant handling by the reader. When these sextos are bound together they make a volume varying in thickness of from three to four inches. The New Testament is included in three volumes, the old in eight. All of them are bound uniformly in Russian calf. On the back of each volume are the words Holy Bible in the point alphabet, and also in ordinary print. The books of

the Bible included within the volume are also indicated in the same way.

The whole work of printing the first set of this Bible cost just \$3,000. The cost of binding is actually a dollar a volume. It may seem that for the blind to have this Bible in their homes is an expensive luxury. But this is not the case. Provision was made that the sacred library might go into every home at really a very small outlay of money. The interest on the bequest nearly half a century ago has grown so that the book can be sold to the blind at really less than the cost of the binding. The whole set is sold at \$7, and the New Testament alone can be secured for \$5 less.

These Bibles are being sent out to all the schools for the blind in the country through the American Bible Association. It is expected that they will eventually take the place of the line Bibles, not only in the schools, but in every household where there are any educated blind who may care to read the scriptures.

Among the other work in the New York point alphabet turned out exclusively by the publishing house here in Louisville are the international Sunday school lesson leaves. The money to pay the expenses of printing these is furnished by private subscription, secured by the unaided efforts of H. L. Hall, a blind man, whose home is in Philadelphia. These leaves have been coming out for a little over ten years, and during that time 4,600,000 have been published. Up to 1892 the copy for these leaves was edited by Miss Alice V. Broadus, daughter of Dr. John A. Broadus. Since that date Miss Rosalie Broadus, a niece of Dr. Broadus, has done the work. The blind who are able must pay \$1.50 a year for the leaves, but the poor can have them for the asking. All they have to do is to apply to the nearest superintendent of a school for the blind and show that they really want the leaves, and they are readily and gladly furnished. So few of the 4,600,000 leaves printed have been sold that it can almost be said they were all given away.—*Louisville Courier Journal*.

#### Had It in His Head.

"Now, Willie" said his teacher, as school opened, "you may recite your geography lesson. Where is Afghanistan?"

Willie hesitated a moment.

"Don't you know?" asked the teacher.

"Yes: I've got it in my head somewhere, but I can't lay my brain on it just this minute," Willie replied.

#### AN ALIEN.

A man without country is he who is born in a nation where from him his birthright is torn by a law that deprives him of land or of leave To earn what the sweat of his brow should receive.  
*Charles W. Stevenson.*

#### A Quaker Christening.

An "up-to-date christening," which was recently held at an English country house in a sporting county, is described by an American girl in one of her home letters, and quoted in the *New York Tribune*.

"Milly is up and has taken to riding again, and is in her habit from morning until evening, when she slips into a lovely tea gown for an hour or so, to appear resplendent later on in gorgeous dinner attire," so runs the letter.

"The house is full of people, all of the hunting set, of course; so I was not in the least surprised when I was told that the baby's christening was to come off at the next meet and hunt breakfast, which was to take place at 11—Hall. 'I shall be sure of my godfathers and godmothers if I combine the two,' said Milly, 'and I think it will be a good send-off for baby,' she added with all seriousness.

"And so, just before they started, the child was baptised and christened, all the party, except the clergyman and myself, being in habits or boots and breeches. It was really a very pretty sight, however, with the two godfathers in their pink coats, Miss S., as godmother, in the naggiest of habits, with Milly standing by similarly attired, and the little pink shred of humanity in long lace robes. As soon as the ceremony was over, the entire party took horse and scampered away, leaving the small M. F. H. of the future to his nurses."

"There is a young country boy staying at our boarding house," writes a correspondent, "who is a perfect little gentleman in his way. The other day he brought his sister into dinner and gave her a general introduction somewhat as follows: 'Ladies and gentlemen, this is my sister.' Then he electrified the gathering by continuing: 'My sister, these are ladies and gentleman.' Whereat the ladies and gentlemen present were highly delighted."—*Chicago Inter-Ocean*.

A STEAM fire-engine for use along the line of a railway has been made in England, the design being arranged so as to permit the steam to be taken from an ordinary locomotive boiler. It is in fact a powerful double acting steam pump mounted on a car, so that it can be run to the scene of a fire by rail and then take steam from the locomotive which hauled it, thus saving the time of firing up, and reducing the cost of construction.—*The Engineer*.

Mamma—Did you ask God to make your little brother well, Freddie?

Freddie—Well, I should think so. How could I forget it when he has to have all the playthings while he's sick?

## TO YOU.

Vain the war against our passion's torrent,  
It was written we should love each other;  
Find our souls' completeness in the knowledge  
We were ever one in love unbroken.

Twain were we and sorrowful and weary  
Of the hollow masks about us lying;  
Of the empty laughter of the youthful,  
And the sadder laughter of the elders.  
Shadows in a world of shadows dwelling:  
Dreamers wrapped about with the ideal,  
And the world could go its way without us.

Then a word, a look, and all the silence  
Thrilled and throbbed with light, and sound and color.

While the shadows fled and left us standing  
Shudd'ring with the mighty pain and rapture  
Of our meeting souls. And life completed,  
Spread its golden veil upon foreheads,  
With its glow and glory surely hiding  
All the dark and evil from our vision.

What is silence save a sweeter language,  
Jared by no harsh sound of lips that falter  
Burdened with their weight of love and longing?  
Silence, and a look, and clinging fingers—  
These are more than all Love's fond expressions,  
Many words and ceaseless repetitions.  
Love from soul to soul is silent ever.

In the hands that clasp and lips that linger,  
Lives his deepest language—Words are feeble.  
Love me, then, in silence of the spirit,  
Knowing I am but thine own forever;  
Soul with soul in love and truth abiding.

*Clare Beatrice St. George.*

## An Indiana Mystery.

Singular and unexplainable phenomena are again attracting attention to the stone quarry on the lands of Charles Carter, a wealthy farmer residing a few miles south of Osgood, Ind. The quarry is located in the bend of Cedar creek, at the base of a steep and broken hill, and was first operated nearly fifty years ago. The stones were then removed in the tedious old-fashioned process of pioneer times.

One day an effort was made to remove a ledge of rocks by blasting with gunpowder. A heavy charge was fired, resulting in the dislodging of a vast quantity of stone and dirt and revealing several unsuspected graves that had been rudely fashioned in the buried rock. One of these subterranean vaults contained three skeletons. Two of the fleshless and crumbling forms were of giant proportions; the other of the trio, supposed to be that of a female, was of medium size, but encircling the bare bones of its lifeless limbs were numerous bands of silver and copper that had evidently been worn on the arms and ankles during lifetime as ornaments or tokens of rank. With the bodies of the stalwart companions, who had apparently been consigned to the tomb at the same time, were relics of rude weapons used by the Indians in early days, and were supposed to be the remains of warriors or chieftains entombed with the corpse of their queen or prophets.

The other vault contained a mass of mingled bones, and appeared to be the remains of a number of human beings buried

indiscriminately at different times. The long period that had elapsed since the interment had allowed tons of earth to slide over and accumulate upon the rocky receptacle of the unknown dead and completely obliterated all traces of its singular existence.

The ghastly find had attracted crowds of persons to the spot, but in time it was forgotten save by those whose ghostly superstition reminded them of the secluded tombs that had been disturbed by the ruthless hand of civilized man, and around which lingered the haunting spirits of the strange dead, incensed at the exposure and destruction of their resting place.

Several of the workmen refused to labor at the quarry after the removal of the crumbling remains, and for some years work was suspended at the old "stone diggings." In time the old premises changed hands, and the new owner, on coming in possession, resumed work at the abandoned quarry.

For several years the labor of getting out stone was continued uninterrupted, but one day when Chris Salless, who still resides in that vicinity, was engaged with a force of men drilling down below the bed of the creek, a rumbling sound startled the laborers, and soon the earth about them began to shake as if in the throes of an infant earthquake. Filled with alarm, the men rushed from the locality, and as they retreated rapid detonations disturbed the air, although no explosives or combustibles of any character were about the place. For days these strange sounds and rumbling reports seemed to roll from the bowels of the earth; and then a weird stillness followed that cast a depressing dread upon the returning workmen, and forced them, by the powers of preternatural fear, to forsake the somber shadows of the stone-girted glen. Once more the old stone quarry became deserted and abandoned. For nearly twenty years no stone has been quarried from its mysterious depths, but at varying intervals the singular sounds and peculiar commotions would recur, and, continuing for days, again subside with the stillness of years. During some periods of these eruptive disorders, small stones, dirt and accumulated debris would be hurled into the air a distance of thirty or forty feet. Perfect quiet has prevailed in the shunned locality for more than five years until last Thursday, when the singular phenomena again attracted public attention.

A Cincinnati *Enquirer* reporter conversed with Mr. Carter, the owner, and a number of intelligent and prominent parties, and recent disclosures lead them to the theory that probably the peculiar disturbances are occasioned by the presence of natural gas that at times, under an increased pressure, is forced through fissures in the rock and



produces the explosions that agitate the locality. But a majority of persons who know of the singular facts connected with the place are positive that the peculiar occurrence is produced by occult forces under the control of supernatural agencies, seeking to revenge desecration of the stony sepulchers of the savage dead, and with superstitious awe seek to avoid the place strenuously as they would the abode of the damned.

### Girls Who Sell Their Hair.

"Do we have many girls come to sell their hair? Well, I should say so, but we don't make a business of buying on account of the risk we would have to run," said a Pittsburgh hair dealer to a *Dispatch* representative, recently. "I have had girls come to me and offer to sell their hair as it was on their heads. No, they don't get good prices—one dollar and fifty to two dollars and fifty cents being as much as I ever gave. I know of one case, however, where a well-known society woman took a fancy to the hair of a young lady she met accidentally and she paid the highest price I have ever known for a head of hair. The young lady in question had a luxuriant growth of golden-brown hair and one day she was approached by this lady, who was compelled to use false hair, who said to her: 'Miss —, if at any time you desire to part with your hair, you can find a customer in me.' The young lady was in need of pin money at the time and said: 'Well, I am not particular about keeping it now, as it is a little too light for my taste.' So she agreed to have her hair cut and in payment received eight dollars and a half. If girls could always get such a sum for their flowing locks there would be a great many more short-haired young ladies about the city."

NEW YORK CENTRAL engine, No. 870, has been doing some good work during the past year. It has been doubling the road between New York and Albany, 143 miles, nearly every day with heavy fast passenger trains. It came out of the shop March 26, 1893, and continued in service until April 2, 1894—370 days. During this time it worked 360 days, and run 106,866 miles. There were but two slight failures during the year, causing delays aggregating forty minutes; thirty minutes of this time was caused by a broken whistle.—*National Car and Locomotive Builder*.

### Wakes Them Up.

When on a sultry day anything is said in congress about the new mint, every sleepy Kentucky member jumps to his feet, bows, and says: "Yes, sah; don't care if I do."—*McKenport Times*.

### Summer Breakfasts.

In hot weather the jaded appetite frequently turns from an Arcadian diet of fruit, vegetables, eggs and milk, and all else that is deemed healthful and seasonable, and craves something that will stimulate the palate—something quite different from the every day menu—a thing savory and piquant and high seasoned. At breakfast, especially, when the languid desire for food requires to be tempted, it is wise to have little relishes in the way of side dishes that may serve either as a substitute or an addition to the regular fare.

An appetizing dish is anchovy toast and poached eggs. Cut some squares of bread about three inches square and fry them a golden brown; spread them rather thickly with anchovy butter or any seasoned potted meat that can be rubbed down with butter to make it spread easily; then lay on it a poached egg neatly trimmed and garnished with sprigs of parsley. Another good breakfast dish for a relish is haddock toast. Pick the flesh from a smoked herring or haddock; pound it perfectly smooth with butter; then put it in a pad with very little cayenne and about an ounce of anchovy. Stir it over the fire, then pile on squares of fried and toasted bread, sprinkle with pepper and chopped parsley and serve hot.

THE record of the Union Pacific railway for the year 1893, in spite of the efforts of a management second to none in ability, is one of heavy loss—an impressive illustration of the general condition of the country. The principal results for the past two years are thus shown:

	1893.	1892.
Average miles operated . . . . .	8,167	8,149
Gross earnings . . . . .	\$37,445,417	\$45,025,176
Operating expenses . . . . .	27,386,019	30,144,675
Net earnings . . . . .	10,159,398	14,880,501
Total income . . . . .	11,169,060	16,496,851
Interest on bonds . . . . .	10,700,198	10,844,043
Sinking funds . . . . .	977,533	1,093,239
United States requirements . . . . .	1,218,423	1,358,133
Total expenditures . . . . .	13,845,921	14,427,094
Surplus . . . . .		2,069,757
Deficit . . . . .	2,335,841	
Earned on stock . . . . .		3.40 p. c.

In a single year the gross earnings fell off \$7,580,151, and although the expenses were \$2,858,656 the loss in net earnings was \$4,721,103. The largest decrease in earnings was upon the Colorado lines, owing to the silver crisis, and upon the Kansas lines, resulting from the failure of the wheat crop. The ratio of operating expenses to gross earnings for the whole system, including taxes, was 72.27 per cent., against 66.69 per cent. the previous year. The gross earnings per mile of road were \$4,688, against \$5,621 in 1892, and the net earnings, after taxes, per mile of road, \$1,300 against \$1,873.—*Railway Age*.

### Women and Marriage.

The federal census for 1890 reports that of the 19,602,178 women of marriageable age 6,233,207, or one-third, were unmarried. Over one-half (53 per cent.) of the women between 20 and 25 were unmarried, and 28 per cent. of those between 25 and 30, while 6 per cent. will never marry.

If a woman does not marry by the time she is 20, says the *New York World*, the chances are 53 to 47 that she will not be married until she is 25, and 28 to 72 that she will not be married until she is 30. To put it in simpler form, of every 100 women who reach the age of 20 unmarried, 47 marry between 20 and 25, while 25 marry between 25 and 30, and 6 never marry.

One reason why fifteen years ago 63 out of every 100 women married between the ages of 20 and 25, while only 47 marry now, is because many avenues have been opened to women by which they can earn a living without becoming the "servant in all but salary" of a man. Shorthand and the typewriter have opened opportunities for hundreds of thousands, and the commercial colleges have filled our cities and towns with clerks, bookkeepers and telegraphers of the gentler sex. Tasting the sweets of independence they apparently look askance at matrimony with its burdens and sacrifices.

THE big tunnel at Niagara Falls, by means of which the power of the falls will be used to generate electricity, is a marvelous piece of engineering work, and it is estimated that the company will be able to develop no less than 450,000 horse power by means of its several turbine wheels. The power is to be carried to great distances. For instance, a contract has been entered into to furnish power to mills in the eastern part of the state, several hundred miles from the falls, at the low cost of \$12 a year per horse power, running night and day.—*National Car and Locomotive Builder*.

### One of a Thousand.

Maude—"Isn't it funny he should fall in love with that fright of a girl?"

Elaine—"Not at all. She used to laugh at his jokes."

Jilson says it may be extravagant for the women to put so much material in their sleeves, but a great deal more goods would go to waist if the same fashion should prevail in men's attire.—*Buffalo Courier*.

"Did you tender your resignation?" said a man to an ex-office-holder. "I resigned by request, sir, but there was nothing tender about it. It was tough, sir."—*Pittsburg Chronicle*.

OF the possibilities of electricity the prospectus of a proposed "national school of electricity," to be established at Chicago under the auspices of Edison and a number of other eminent electricians, says: "More than \$800,000,000 are employed in electrical pursuits to-day, and these figures are being increased at the rate of \$100,000,000 annually. Within a decade nine-tenths of the steamboating, railroading, canal hauling, illumination, domestic lighting, heating, cooking, factory operation, mining and metallurgy will be done by electricity. There are also many applications of electricity yet in an undeveloped state. Electricity is the most promising field in civilization to-day." While the prediction that within ten years "nine-tenths of the steamboating, railroading, canal hauling," etc., will be done by this wondrous agency will doubtless prove extravagant, it is certain that the application of electricity to the practical arts is still going rapidly on, and none may venture to fix its limitations. In the single direction of urban and rural railway transportation the electric motor has made astonishing advances within the past ten years, and who can say that it may not eventually supersede the steam locomotive?—*Railway Age*.

GENERAL MANAGER ALLEN, on behalf of the Missouri, Kansas & Texas Railway, has presented engineer George Lyons of Parsons with a handsomely engraved set of resolutions by the directors of the company, extolling him for his presence of mind and bravery in saving an M., K. & T. train from bandits at Kelso, I. T., last November. Engineer Lyons was pulling train No. 3 one evening in November last: when at Kelso, I. T., the train dashed out the side track. Taking in the situation in an instant, instead of stopping, he pulled the throttle wide open and dashed down the track through the split switch at the other end. He was none too soon, for, as was suspected, bandits made their appearance and began to bombard the train with Winchesters. During the firing Fireman Milne was struck in the face by a ball, frightfully tearing his lower jaw. He was not forgotten, however, as the company will pay his expenses to New York, where he goes to have a difficult operation performed.—*Denison (Tex.) Herald*.

First Burglar—Any luck lately? Second Burglar—No. Worked all night on a safe and when I got it blowed open it was a folding bed.—*Puck*.

Judge Guffey—What passed between yourself and the complainant? O'Brien—I think, sor, a half a dozen bricks and a piece of pavin' stone.—*Raymond's Monthly*.

### Reign of Mexican Parvenues.

Mexican society has undergone a considerable change since the days of the empire; and this on account of the many revolutions through which the country has passed, the accession to power of parties hitherto obscure and the closer connection existing and each day becoming more developed between Mexico and the outside world, says a correspondent of the *New York Tribune*. The grand old families of imperial times have nearly all disappeared, and their place has been taken by the "parvenu." The don and the "mantilla" have passed away, and men and fashions of the present day reign instead.

Still, Mexico, in many things, clings to the past. It yet maintains its old family pride and certain customs and in many instances does not take kindly to the transition which is slowly but surely telling upon the nation. There exists in Mexico a strong line of demarcation between class and class, and between natives and foreigners. Society in Mexico is exclusive, and the entree into it is difficult to obtain, and when once you have succeeded in entering a great watchfulness and care have to be exercised to retain a good footing therein. For in spite of the warm welcome and effusive politeness shown to the newly admitted a little mistake will bring about coolness and ultimate banishment. There is no doubt that Mexican society is hollow and insincere, although their language is brimming over with honeyed words and phrases, in reality meaningless and unnecessary.

Naturally, life and customs differ in every household, yet in the home circle especially there is much similarity, from the presidential mansion downward, always excepting the "pueblo" (or poorer class), whose customs and mode of life are of a different character. They generally dwell in huts of adobe consisting of one room, the only light they receive being admitted through the door. Their food is unvaried—viz., tortillas, frijoles and chiles; and their drink pulque, the old national drink dating from Aztec times. It is the juice of the maguey or century plant, which is largely cultivated, and a healthy drink although, if taken to excess, highly intoxicating. In the president's family, as in many others, the two principal meals of the day are almost the only occasions when all the members meet.

The desayuno, consisting of a small cup of chocolate or black coffee, with a roll of white bread or sweet cakes, and followed by a glass of milk, is served from 7 to 9 a. m., and every one partakes at his or her own convenience. About 12 or 12:30 o'clock breakfast, consisting of soup, fried rice, frijoles and usually nine other courses, are served, and at 8 or 9 p. m. the dinner, that is a repetition of the above. At both these

meals wine is the usual beverage.

In his family circle and among his friends President Diaz is most amiable and courteous, but in his public life and toward his officials he is firm and relentless, so much so that the title of president is almost obscured by that of military dictator. He is a man who neither drinks nor smokes, and whose whole time is devoted to the discharge of his official duties, a few days of hunting in the mountains being the only relaxation he allows himself.

He takes the greatest interest in the development and progress of Mexico, and every facility is given to strangers by him for carrying out any new enterprise. Some idea of his feeling toward the people may be formed from what took place at the reception held in the *Palacio Nacional* on the occasion of his last birthday. Upon the platform in the hall of the ambassadors, surrounded by his generals and officials, he had been engaged all the morning in receiving congratulations from the diplomatic body, from the members of the government and of the army. Although necessarily fatigued, the evening was devoted to the reception of the people and of those who were prevented from attending in the morning. The first to be received was a deputation from Oaxaca, the state in which the president was born and in which his earlier days had been spent.

The meeting between the president and his old compatriots and companions was touching. There was to be seen the absence of dignity of power and in its place signs of real affection. The old friend and companion, rather than the president, was there. The deputation was followed by a vast crowd of the pueblo of the city, for each of whom he had a kind word and a warm handshake. Among these was a poor old Indian, who had come with difficulty, bent down with age and infirmity. As he drew near the president descended and helped him on to the platform, and after talking with him for a few moments led him across to the place of exit. This was all done in a perfectly simple and natural manner, showing the kind and sympathetic nature of the man.

During a certain part of the year the president inhabits one of the houses in the *Calle Cadinan*, in the heart of the city, and in no wise different from the others. During the summer months he and his family take up their residence at the old historic residence of Chapultepec, at one time the burying-place of the Aztec kings. The castle is built upon a lofty rock, and with its buildings, its terraces and its observatory commands the admiration of the visitor. Approach to the castle is through a fine stone archway, on the one side of which is the guard house and on the other

the officers' room, leading into an extensive and well-laid-out park and flower garden. The grounds are of many acres in extent and kept in excellent order.

Adjoining the castle is the military school from which the army receives its officers. Although living at Chapultepec, it must be remembered that he spends each day in the city in his rooms at the Palacio Nacional transacting the business of the nation. He is always at his post, hard at work, yet ready to receive the stranger who would pay his respects to him. The plaza where the Palacio Nacional is situated abounds in historic members. Where the building now stands was at one time the site of the palace of the Emperor Montezuma. And facing it the old cathedral of Mexico rears its mighty pile on the site where the Aztec temple was built.

The cathedral must be approached closely if one would form any idea of it. It has been considerably dwarfed through the sinking of its walls and towers into the earth, it being, like the rest of the city, built upon a marsh. It is in the renaissance style of architecture and is 400 feet long, 200 feet wide, and its towers, from which a splendid view of the country round about can be had, are about 250 feet high. At the north side of the Palacio Nacional is the Calle S. Teresa, in which is the postoffice, and a little further down the nacional museum. In this building are preserved relics of Aztec times, demonstrating the high state of civilization attained by the Aztecs, and also the zeal that animated them in the worship of their many gods. In the museum the first thing that catches the eye is the famous Aztec calendar, one immense circular stone elaborately carved. Farther on is the famous sacrificial stone, three feet high and nine feet in diameter, upon which thousands of victims have been sacrificed. It is also one mass of carving, the subjects being warriors leading away prisoners.

Not far from the cathedral is the Church of S. Domingo, famous for being the church of the inquisition in Mexico. The school of medicine is built on the site of the court and dungeons of the inquisition. The garrote used by the inquisition is yet to be seen in the museum. To the president is due the bringing together of all those things bearing upon the history of Mexico. He has been accused of persecuting the church. This is, however, incorrect. The law of reform was passed anterior to the coming into power of Diaz. By this law the property of the religious orders and of the churches was confiscated and the buildings nationalized. Liberal as Diaz is, he dare not go against the law, especially as he is surrounded by those who have grown rich by church plunder and rank as the "parvenues" of the country.

### A Conductor Who Defended his Money.

Tom Robinson is a thick-set freight conductor on a run that takes him through the verdant New Jersey meadows, and accords him the distinction of living in the lively regions where Jersey City ends and Hoboken begins. Tom is something of a joker, and says his home is the liveliest place on the mainland, for there are swarms of mosquitos of the Jersey breed about the house all the year round.

No man in the service is more attentive to rules than Tom, but the rule against going into saloons while off duty he has considered an infringement of his personal liberty. Not that he is a drinking man, but he had a habit of looking into the little saloon on the corner while on his way home and indulging in a glass of beer. This saloon was the resort principally of men of low degree, and Tom was considered the most aristocratic patron. The habitués of the place naturally envied Tom, and coveted the wealth a railroad conductor must necessarily possess.

One night, as Tom was crossing some vacant lots between the saloon and his mansion, two enterprising voters of the region jumped upon him and demanded that he empty his pockets into their hands. Instead of doing that he smote them from head to heel with all the weapons that nature had provided. After a violent conflict a well directed blow from a cudgel laid him low, and the ruffians were victors.

They carefully examined the pockets of the prostrate conductor, and all they found was a dime and two cents. They were the most disgusted brace of ruffians in Jersey. They had received about \$10 worth of blows and gathered in only a few cents. "Be Jases," groaned one of them as he limped sadly away, "if the fellow had had a dollar in his pocket he wud av kilt us both."—*Locomotive Engineering.*

The *Ironmonger* holds that there should be in every county, a combination against the articles produced by the prison-labor contract system and sold in competition with the products of free labor. We heartily indorse all this. It has been our contention for years that prison labor should not be brought into competition with free labor. The tendency of doing this is to fill the prisons, which, we think, has been rather clearly shown in some parts of the country.—*American Machinist.*

### By All Means.

Hazel—"Sandstone has asked me to lend him \$5, and I don't know whether to do it or not. Would you?"

Nutte (earnestly)—"I would, old man. He invited me to dine with him this evening."—*Life.*

### The Use of Glass.

Since the days when Pliny's fabled Phœnician mariners were supposed to have discovered the art of making glass by burning seaweed on the sandy shore the art of glass-making has made enormous strides. But the Phœnicians were not the discoverers. The Egyptians knew about glass long before them, as is proved not alone by many pictures of glass blowers on the old tombs and monuments, but by the discovery of the article itself in many forms in excavations at Egypt, Ninevah, Troy and Alexandria. The arts of cutting, grinding, gilding and coloring glass were practiced 370 years before Christ. Pieces in the forms of lenses, vases and bottles have been found in Rome, Pompeii and Herculaneum, but no windows. The first glass windows in England were introduced by the Abbott Benedict A. D. 674. The Venetian glassmakers and glass-blowers were celebrated in the thirteenth century as they are celebrated to-day.

The manufacture of glass was one of the earliest industries in this country, and to-day the glass manufacturers—especially the mirror manufacturers—stand among the foremost and best in the world. The first factory spoken of was at Salem, Mass., and was the property of one Ananias Conklin, the position of his factory is even now known as Glasshouse Field. In 1746 there was a factory at Jamestown, Va., and in 1750 there was another at Germantown, Mass. But the first of which any real history exists was organized by Robert Hewes of Boston at Temple, N. H., 1790.

To begin to enumerate the uses to which glass is put one would have to enumerate every trade, every kind of building, every walk and employment in life, every step in life from the baby's bottle to the glass covered wreath upon the grave, every science and scientific experiment; there is not a single movement in the life of man or woman, that does not include the employment of glass. The great firm of Siemens Bros., of Berlin, have for many years been trying to produce a glass that shall be strong enough and flexible enough to act for railroad sleepers, ties and wheels.

Some slight idea of the vastness of the amount of glass used for windows, says the *Recorder*, and mirrors, may be obtained when it is stated that for several years past the sum of money annually paid in premiums for insurance has reached close upon \$700,000, a sum representing glass to the actual value \$25,000,000. Nor does this by any means include the whole of the glass thus used, for assuredly there are many people who do not insure at all and some who only do so partially. In a large hotel now building in New York city there will be 3,000 sashes, each about four feet square, without counting the large windows on the

ground floor. A still better idea of the quantity of glass used throughout the United States may be obtained from the estimate that during the coming year there will be manufactured and imported some 89,500,000 square feet of plate mirror and sheet glass. In detail 12,000,000 square feet of plate, 40,000,000 square feet of window or sheet glass, 4,000,000 square feet of mirrors and 5,000,000 square feet of colored, ceiling, floor and roofing glass. This is all to be manufactured in the United States. Then there are orders in hand abroad for importation into America amounting to 3,500,000 square feet of mirror glass, 25,000,000 square feet of window glass and 800,000 square feet of colored, ceiling, flooring and roofing glass.

### FRATERNITY.

What though the crowds who shout the word,  
Pervert the meaning it should bear,  
And feel their heart with hatred stirred  
Even while their plaudits fill the air:  
Yet shall not we thou mighty Thought,  
Despair thy triumph yet to see,  
Or doubt the good that shall be wrought  
In thy great name, Fraternity.

By prophets told, by palmists sung,  
Preached on the Mount by lips sublime,  
The theme of every sage's tongue  
For twice a thousand years of time;  
What happy progress hast thou made?  
What bliss to man hath flowed from thee?  
What war and bloodshed hast thou stayed?  
What peace affirmed, Fraternity?

Alas! the years have failed to teach  
The obvious lesson to mankind,  
And myriad preachers fail to preach  
Conviction to the deaf and blind.  
Still do we rush to furious war,  
Still to the slayer bend the knee,  
And still, most Christian as we are,  
Forget thy name, Fraternity.

And shall we, cramm'd with mutual hates,  
Dispute our neighbor for a flaw,  
And sneer, because he promulgates  
Before he understands the law?  
No! let us hail the word of might,  
Breathed by a nation of the free:  
Thy recognition is a light—  
Thy name a faith, Fraternity.

The preacher may belie his creed,  
But still the truth preserves its flame;  
The sage may do a foolish deed,  
Yet wisdom shares not in the shame.  
Be scornful hushed—be cavil dumb—  
Whatever fills the world may see,  
We'll look for blessings yet to come  
In thy great name, Fraternity.

—Charles Mackey.

THE following table shows the comparative cost of a number of leading articles consumed in the United States:

Liquors . . . . .	\$900,000,000
Tobacco . . . . .	600,000,000
Bread . . . . .	505,000,000
Meat . . . . .	803,000,000
Iron and Steel . . . . .	296,000,000
Woolen goods . . . . .	237,000,000
Sawed lumber . . . . .	233,000,000
Cotton goods . . . . .	233,000,000
Boots and shoes . . . . .	197,000,000
Sugar and molasses . . . . .	155,000,000
Public education . . . . .	96,000,000
Clergymen's salaries . . . . .	12,000,000
Christian missions, home and foreign . . . . .	5,500,000

**HELP ONE ANOTHER.**

"Help one another," the snowflakes said,  
As they cuddled down in their fleecy bed,  
"One of us here would not be felt,  
One of us here would quickly melt!  
But I'll help you, and you help me,  
And then what a big white drift we'll see."

"Help one another," the maple spray  
Said to his fellow leaves one day;  
"The sun would wither me here alone,  
Long ere the day is gone;  
But I'll help you, and you help me,  
And then what a splendid shade there'll be."

"Help one another," the dew drop cried,  
Seeing another drop, close by its side;  
"This warm south wind would blow me away,  
And I should be gone ere noon to-day;  
But I'll help you, and you help me,  
And we'll make a brook and run to the sea."

"Help one another," a grain of sand  
Said to another grain just at hand;  
"The wind may carry me over the sea,  
And then, oh, what will become of me?  
But come, my brother, give me your hand,  
We'll build a mountain and there we'll stand."

And so the snowflakes grow to drifts,  
And grains of sand to mountains;  
And leaves become a pleasant shade,  
And dew drops feed the fountains.

**Advice for Fat Folks.**

Professor Schweninger, Bismarck's protegee and physician, says to fat people who want to reduce their obesity: Man lives not on what he eats and drinks, but on what he digests and consumes, and according to the way in which he digests and consumes it. As for the chemical elements of food, it is very interesting to know them; but, seeing that they usually occur in various combinations, there is little help to be expected from the physiology of foods. For practical purposes the professor divides the nourishment of his patient into three parts—the staple food, which may amount to two thirds, three-fourths, and four-fifths of the entire nourishment consumed each day; subsidiary aliments and drinks.

Hunger and thirst have no place in Dr. Schweninger's method. Hunger, he admits, offers a short cut to leanness, but it does not contribute to improve the quality of the blood or to strengthen the muscles and the heart, and any treatment that is to benefit the corpulent must do all these things, besides reducing weight and bulk. Neither does the professor prescribe an apothecary's scales with which to weigh and dole out the morsels of meat, vegetables, or bread. On the contrary, within reasonable limits, his patients may eat and drink as much as they like, provided that they confine themselves to the kinds of food which he permits, that they eat little at once, though oftener than usual, and allow a certain time to elapse between eating and drinking. The reasons given for this prescription are as follows: Suppose a corpulent man consumes daily a quantity of food represented by ten and takes two meals daily, and suppose further that his

weight is increasing in consequence. It is possible to arrest this increase of weight, and even to lessen it without diminishing the quantity of food he consumes, provided that instead of dividing it into two meals he divides it into four or five. Heavy meals promote the formation of fat; light repasts have the contrary effect. It is needless to fix the quantity that may be eaten with impunity at these light and frequent meals, because the patient must act on the principle that repasts may easily be too heavy, but can never be too light.

The reason why drinking should not accompany eating, but he indulged in before or afterward, is, in the first place, because liquids are foods as well as solids, and repasts must be kept as light as possible at all costs. But there is another reason. Dry repasts, if light, lead to a loss of flesh, whereas the same quantity of food, if it include liquids, is devoid of this effect. It is not easy to say why this should be so, but the most probable explanation is that when only solids are eaten the juices of the body are called into action to a larger extent than otherwise, in order to further the process of digestion, whence a sensation of thirst is usually experienced. The body has thus lost more than the ordinary quantity of water, and if this loss be not compensated by drinking it will be replaced by the body itself, which will draw upon its superfluous fat for the purpose. The fat is decomposed into its elements, and combustion takes place. This process commences about an hour after eating, and if drinking be deferred until then it may be indulged in afterward with profit, inasmuch as it promotes the very process which, half an hour earlier, it would have prevented. But in any case and at all times during the cure liquids must be taken with as much moderation as solids.

Turning now to the question of diet, Professor Schweninger allows his patients to compose their menu from the following goods: 1. Staple nourishment—Every species of fresh meat cooked in every conceivable manner and served hot or cold, fat or lean; fish, oysters, caviare, crabs, lobsters, sausages, eggs, cheese, etc. 2. Subsidiary food—Bread, fruit, spinach, asparagus, cabbages, sauerkraut, cucumbers, green salad. 3. Drinks—Water, soda water, acidulated mineral waters, fruit juices, lemon juice, white wine and cider.

Alcohols are to be avoided, so are also soups, potatoes, turnips, nuts, macaroni, rice, pastry, and butter and lard (except in so far as they are needed in order to cook the meat and vegetables), and not only alcoholic drinks, but also tea, coffee, chocolate, cocoa and milk.

The professor dolefully complains of the indignation often manifested by his stout

female patients on hearing sentence pronounced against tea, coffee, milk and chocolate. "Milk, cocoa, and chocolate are banished already," they murmur; "if I have, in addition, to give up my tea and coffee, what else is there for me to take at my first breakfast in the morning?" To this Dr. Schweninger has one stereotyped reply. Tea and coffee have been struck out for the express purpose of radically changing the form of the first breakfast, which should be a "compact meal," consisting of meat, fish, eggs, cheese, or some other similar nutritious food.—*London Telegraph.*

### The Rights of Railroad Employees.

The rights of the employees of railroads that are in the hands of receivers have been passed upon by the courts lately in several notable instances, but the decisions lack that uniformity which is desirable where the interests involved are so important. There are now about 32,000 miles of railroad, representing \$4,000,000,000 of capital, which are being operated under judicial supervision and direction, with the probability that other lines will be forced into the same unfortunate state during the present year. It is very desirable, therefore, that the legal rights and duties of the men who are thus practically placed in the service of the government shall be defined by the proper tribunals in such a way as to avoid confusion and prevent mischief. There is a difference, of course, between the positions of men who are working for a railroad company under ordinary conditions, and those who are doing like work when the property is in charge of receivers. As to what extent this difference affects their privileges and obligations, there may easily be a contrariety of opinion; and it is for the courts to settle the matter according to those rules of justice and equity which have the same meaning and application in all parts of the country. This should not be difficult for judges have the same laws to construe and the same circumstances to deal with, practically speaking; and it is to be hoped that they will agree upon some general plan of action, instead of pulling at cross purposes as they are now doing.

It is unquestionably true, as Judge Caldwell says, that the employees on a road in the hands of a receiver are the employees of the court, in the same sense that the receiver is, and, therefore, as much entitled to be heard upon any issue affecting their interests. In the case of a proposed reduction of wages, they should have opportunity to show that such reduction is unnecessary or improper; and when the reduction is made in spite of their protest, for reasons satisfactory to the court, they should certainly have the privilege of refusing to work at the prices thus fixed. The idea that a man may

be forced to render service on terms that do not suit him is repugnant to the spirit of our institutions, and can hardly be popularized by judicial scantion and enforcement in any contingency. But it is manifestly true at the same time that the employees of a railroad, particularly one that is in the custody of the government, should not be allowed to paralyze or obstruct its operation on any account or in any manner. They can quit its service at their pleasure, when they do not thereby violate an express contract; but, having taken such a step, it is clearly wrong for them to interfere with the property or the functions of the road. If they want to strike, in other words, they may legally do so, to the extent of severing their relations with the road and seeking employment elsewhere; but they must not use their power as individuals or in an organized capacity to prevent other men from taking their places, or to stop the moving of trains by any sort of violence. The courts should find it easy to agree upon these points and to compel the faithful observance of rules established to meet all of the necessities of the situation; and that kind of action is imperatively demanded of them in the interest of all concerned.—*St. Louis Globe Democrat.*

### Hard to Make a Lion Lie Down with a Lamb.

"The hardest thing to train a wild beast to do is to perform with a weak, defenseless animal," remarked A. L. Hutchins, an old circus and menagerie hand, who has deserted the arena and ring for mercantile pursuits. "I remember once several years ago an effort being made to persuade a very docile lion to lie down with a lamb. The idea was certainly a good one, but it took several lambs and also several weeks before the lion, which was willing to jump through a burning hoop, sham death on being shot, etc., could be persuaded to allow a lamb to enter his den with impunity. Twice he killed a lamb in the presence of his trainer, and the second time he nearly killed the trainer, who rather recklessly tried to get away the carcass. Finally the lion would tolerate a lamb in its den just as long as the keeper stood over it with an iron bar. But the effort was so evidently forced and the performance was so utterly lacking in smoothness and interest that it was abandoned after two or three attempts."—*St. Louis Globe-Democrat.*

### She Was Not Poetic.

It was in the far west.

"Darling!" he whispered. "After I left you last evening I walked on air!"

She met his words with a look of wonder and maze.

"Well, I declare!" she exclaimed. "Who cut you down, Hank?"—*Town Topics.*



**NO SHOW.**

Joe Beal 'ud set upon a keg  
 Down to the groc'ry store, an' throw  
 One leg right over 'tother leg,  
 An' swear he'd never had no show:  
 "Oh, no," said Joe,  
 "Hain't hed no show"—  
 Then shift his quid to 'tother jaw.  
 An' chaw, an' chaw, an' chaw, an' chaw.

He said he got no start in life,  
 Didn't git no money from his dad,  
 The washin' took in by his wife  
 Earned all the funds he ever had;  
 "Oh, no," said Joe,  
 "Hain't hed no show"—  
 An' then he'd look up at the clock,  
 An' talk, an' talk, an' talk, an' talk.

"I've waited twenty year—le's see—  
 Yes, twenty-four, an' never struck,  
 Altho' I've sot roun' patiently,  
 The fust tarnashion streak er luck,  
 "Oh, no," said Joe,  
 "Hain't hed no show"—  
 Then stuck like mucilage to the spot,  
 An' sot, an' sot, an' sot, an' sot.

"I've come down regerler ever' day  
 For twenty years to Piper's store;  
 I've sot here in a patient way,  
 Say, hain't I, Piper?" Piper swore,  
 "I tell ye, Joe,

Yer hain't no show,  
 Yer too dern' patient"—the hull raft  
 Jest laffed, an' laffed, an' laffed, an' laffed.

—S. W. Foss in *Yankee Blade*.

**A Boy Revolutionary Hero.**

Of the boy heroes of the Revolution the first and almost forgotten one was Nathan Benam. In the spring of 1775 he lived with his father, a farmer, near the village of Shoreham, which was opposite Fort Ticonderoga. Farmer Beman was an American devoted to the cause. Being of a roving disposition, and fond of play, Nathan had often crossed the lake and formed the acquaintance of the boys whose fathers composed the garrison. The little fellows had fine times under the walls of the fort, and every now and then Nathan went inside and saw how things were moving along there. In the month of May, Ethan Allen, at the head of the famous Green Mountain boys, came up through the forests to surprise and capture, if possible, the fort and its garrison. The expedition with which Benedict Arnold was connected, was composed of three divisions, one of which was to capture some boats at Skenesborough and send them down the lake to Allen and his men, who were to get them at Shoreham. But when the renowned Green Mountain leader reached the latter village, in the night time, not a single boat awaited him. This was a bitter disappointment, for Allen had but eighty-three men with him and his position was one of great hazard. It looked like madness to assail with his small force an armed place like Ticonderoga, yet it was still more dangerous to remain idle.

"We can't wait for the boats, my boys!" exclaimed the intrepid Allen. "We must assault the fortress."

In looking for a guide the Vermonter

found Farmer Beman, who, as soon as he understood what was wanted, said:

"Why not take my boy? Nathan knows all about the fort. He's been all over it, and knows the location of every rat-hole inside and out."

The suggestion delighted Allen, and little Nathan was called and questioned.

"I'll go, sir," he said, at once. "I know the way to Delaplace's quarters, too, if you should want to find him."

Delaplace was the commandant and, of course, the very person whom Allen wanted. The little party crossed the lake in such boats as they had at hand, oars were dipped silently in the starlit water, and no one spoke above a whisper. Morning was near at hand, and so much precious time had been lost that every moment had to be put to use. When the patriots reached the opposite shore the commander turned to Nathan Beman, and laying his hand upon his shoulder, said quickly:

"We're ready now. Show us the way to the sally port."

Guided by the farmer's son, the mountaineers moved toward the fort, and, coming suddenly upon a sentry, heard the snapping of the fusee lock and saw him run through a covered way within the walls.

"Quick!" cried the boy, looking up at Allen, and the soldiers sprang after the guard and made their way to the parade ground unopposed. The enthusiasm of the patriots now broke forth into shouts of victory which, reaching the ears of the British soldiers, caused them to spring from their pallets and rush from their barracks, only to be made prisoners as they appeared. Never was a surprise more complete—thanks to Nathan Beman. When Allen had secured most of the garrison he asked the boy to show the way to the commander's room, and the two were soon running up the steps leading to it.

Bang! bang! went Allen's sword against the colonel's door, and the British officer hurried out of bed to answer the demand. It happened that Allen and Delaplace were old acquaintances, and the reader can imagine the latter's astonishment when he saw who was hammering at the door. Of course there was nothing for him to do but to surrender. The spoils that fell into the hands of the victors amply repaid them for all the dangers they had faced, and the fort remained in the hands of the Americans for many months later, when it was abandoned and dismantled by Gen. St. Clair. Amid the general rejoicings that followed this exploit the part played by Nathan Beman was not forgotten. His name was on many tongues and his services were embalmed in the poetry of the day. Without him Allen's heroic expedition would in all probability have resulted in failure.



Nathan grew to manhood and ended his days in peace in the year 1856, dying then in Franklin county, New York, at the age of 89 years. "He lived," says Lossing, the historian, "to see our confederacy increase from thirteen to thirty stars, and from 3,000,000 of people 20,000,000."—*The Advance*.

### Ingersoll's Star-Route Story.

Col. Robert G. Ingersoll has another fad besides Shakspeare, and that is story telling. When he was here last Wednesday he indulged it to quite an extent, and among the stories that he told was one about the way that luck befriended him in one of the famous star-route trials, in which he took such a prominent part. "I had a jury," said he, "on which there were four negroes. The testimony was against me, and when it came to time for summing up I was confident that I should be beaten out of my boots. I went at it, however, and talked something like a week. I believe my speech was over five days in length. I knew that I would have to gain the affection of my jury and I picked out the four negroes as the most likely subjects. On the second or third afternoon of my speech I happened to mention John Brown, and I noticed that one of the jury men looked interested. I had just as soon talk about John Brown as anybody else, and I don't know but that I had rather eulogize him than anybody else in American history. So I reviewed all the circumstances attending his raid and his life and dwelt on his bravery and things of that sort for an entire afternoon. I guess I must have talked for five hours about him. When I had finished him up I was sure that I had captured one man on that jury anyway. I talked long and finally finished and the jury went out. It disagreed and I practically won.

"I learned in a day or two that I had five men on the jury who stood out for me and who made the disagreement. They were the four negroes and one of the white men. I was sitting in my office one day not long after when the door opened and the jurymen who had been so deeply interested in John Brown came in 'Mistah Ingersoll,' he said, 'I thought I would come around and tell you how powerful glad I was to hear you talk that way about John Brown. After that, sah, I would have stuck to you if I had to stay in that jury room until I died, sah.' I asked him why he was so interested in John Brown, and he said, 'Well, sah, I don't tell many people, but I'll tell you. I was one of the men who was with John Brown on that raid, sah.'

"The next day my office man, who was a negro, came to me and said: 'I'ee powerful glad you won, Cunnel, powerful glad. I helped you, sah. I asked him how on earth he helped me, and he said. 'My father was

on the jury, sah, an' I says to him, 'We must stick to the Cunnel,' an he says to me. 'Oh, yes, we must stick to the Cunnel,' and he did, sah, he did.'

"There, you see, were two cases of luck, if I hadn't spoken of John Brown, and had not had a negro porter with a father, I might have been defeated. These two negroes influenced the other two, and the white man stuck to me through some other influence which I have not been able to locate."—*Buffalo Express*.

### Reinard Mannesman.

Mr. Reinard Mannesman, Sr., of Remscheid, Germany, who died recently was perhaps best known to the younger generation of mechanics in this country through his connection with the Mannesman process of rolling tubes, but there are many other interesting things connected with his life and achievements, he having done very much towards the modern building up of Germany's manufacturing industries, and at the same time basing his efforts upon the very best motives which influence men in making progress.

Mr. Mannesman's father owned an old-fashioned steel works which when his son took its management was improved and made famous, the subject of this sketch finally making his files as well and as favorably known upon the continent of Europe as the best English files.

Socially and politically, also, he was prominent, and the very high regard in which he was held by his workmen is shown by the fact that during the great strike in 1873 he was selected by them as their representative, although from the narrow point of view, his interests as a manufacturer were against those whom he was thus chosen to represent. Mr. Mannesman was in his 80th year when he died, and leaves six sons who are technically trained in the same line as that pursued by him.

The difference in spirit manifested by engineers and scientists, on the one hand, and by politicians on the other, was shown in connection with Mr. Mannesman's exhibit of files at Paris in 1867. The files were awarded gold medals, and it was proposed to give him the *croix d'honneur*, but Napoleon III. declined to grant this distinction, writing upon the margin of the jury's report, "To a Prussian, never!"—*American Machinist*.

LAKE TITICACA, the highest navigable water in the world, 13,000 feet above sea level, has had a steamship of 500 tons launched upon it. The vessel was built on the Clyde, and the transportation doubtless involved many difficulties.—*The Engineer*.

**HIGH LIFE IN CHICAGO.**

Last night dear Mrs. Bacon-Rhynde,  
Of Prairie avenue,  
Got up a fete to celebrate  
Her daughter Maude's dayboo.  
The lavishness of wealth displayed  
Would turn a Croesus pale,  
And best of all was Bacon-Rhynde  
In his first swallertail.

A hundred splendid carriages  
Drove thither through the mud,  
With the alcey who came to greet  
The latest social bud.  
In fact, the city all was there,  
Excepting the canail.  
And 'mongst them all strode Bacon-Rhynde  
In his first swallertail.

His doeskin vest was decoltey,  
As all such vests should be,  
And frills galore his bosom wore,  
A gorgeous sight to see;  
Four diamonds that for a king  
As ransom would avail,  
Shone in his shirt when Bacon-Rhynde  
Wore his first swallertail.

His collar high its fence upreared  
About his ruddy neck;  
His long cuffs shone with perfect tone  
And innocent of fleck.  
His trousers! When I speak of them  
My powers begin to fall,  
For they were white when Bacon-Rhynde  
Wore his first swallertail.

French counts were there and English lords,  
And real Eytalian looks,  
And native pets whom cigarettes  
Had made as pale as spoeks.  
Great men were there whose bank accounts  
No crisis could assail,  
But Bacon-Rhynde outdid them all  
In his first swallertail.

I can't forget that swarry held  
On Prairie avenue;  
Though 'twas by right his daughter's night,  
'Twas Bacon-Rhynde's dayboo,  
A Chinese junk of fashion be,  
Full-rigged and under sail—  
Chicago's great Akhoond of Swat,  
In his first swallertail!

—New York Sun.

**Elephant Meat for Food.**

All African explorers speak highly of elephant steaks. The full-grown elephant weighs about 7,000 pounds, and Mr. Newbury estimates that he can count on some 3,000 pounds of first class meat from each animal. In twenty-five years he expects to see elephant meat for sale in all markets.

Steaks as big as bed mattresses will hang up on all sides and French elephant chops with handles on them six feet long will lie on the counters. Elephant hides, he thinks, will be found valuable for leather, slightly thick, perhaps, but it can be split. Then there is the ivory, always in good demand. The clip of wool from an elephant will, of course, he admits, be small, but there were formerly woolly animals of the elephant kind, and he does not see why careful breeding may not revive the species. Fine all California elephant's wool clothing he considers a possibility of the future. But it is not alone in these ways that Mr. Newbury expects to be able to teach California

to profit from the elephant. It is a powerful and intelligent animal, and as a beast of burden will be as successful in California as in India. It can be readily broken to harness, and can draw enormous loads. Nor does he despair altogether of the elephant as a driving animal.

He thinks it not unlikely that the California trotting elephant may be evolved, as the American trotting horse has been. Cabmen may yet call out: "Keh, sir keh! Nice closed keb and rapid elephant!" Of course, as a saddle beast the elephant has proved his superiority in the Orient. Its gait, however, is at present irregular, but Mr. Newbury sees no reason why it may not be taught a graceful canter and a swinging gallop. But the most practical place where the elephant can be put to immediate usefulness Mr. Newbury considers to be the orange groves.

"In picking oranges," says Mr. Newbury, "the trained elephant would be a great success. He would come as a boon to orange growers. He could readily reach all over the trees with his trunk and carefully pick the fruit and place it in a bag on his back; he could pick more oranges than ten men, and would never strike for higher wages or flirt with the hired girl. If I were asked to name in three words the hope of California for the future I should answer: 'Elephants, elephants, elephants.'"—*California Times-Mirror*.

**How the Apostles Died.**

St. John died a natural death.

St. Matthew was killed with a halbert.

Judas "fell and his bowels gushed out."

St. Barnabas was stoned to death by Jews.

Paul was beheaded by command of Nero.

St. Luke was hanged on an olive tree in Greece.

St. Philip was bound and hanged against a pillar.

St. Simon was crucified after the manner of Jesus.

Andrew was bound on a cross, and left to die from exhaustion.

St. James the Great was beheaded by order of Herod at Jerusalem.

St. Bartholomew was flayed to death by command of a barbarous king.

St. Mark was dragged through the streets of Alexandria until he expired.

St. James the Less was thrown from a high pinnacle, then stoned, and finally killed with a fuller's club.

Peter was crucified in Rome, with his head down, on a cross similar to that used in the execution of Jesus.

St. Thomas was shot by a shower of arrows while at prayer, and afterward run through the body with a lance.—*St. Louis Republic*.

### Faces and Callings.

It appears probable that the tailor's distinctive type of face may have been partially created by his habit of working his jaws concomitantly with his shears. Let any one watch a person cutting a piece of tough material with scissors and he will see that the lower part of the face wags in rhythmic and spontaneous unison with the blades. Shepherds and farm laborers who join sheep-shearing gangs certainly acquire a different expression while engaged in this kind of work.

The cast of countenance by which one so easily recognizes a groom is partially explicable from the fact that the muscles which close the jaw and compress the lips are always called into play when we are asserting our will over that of a horse. Nearly all jockeys and other horsey men have a peculiar set of the mouth and chin, but I have been unable to distinguish any special characteristic about the eye or upper part of the face.

It is instructive to compare the visage of the ruler of horses with that of the ruler of men. The horseman's face shows command in the mouth, the drill sergeant's in the mouth and the eye. The last is undoubtedly the most effective instrument in exacting obedience from our own species. Here we get a hint of the cause of that want of dignity, that element of coarseness which is discernible in the countenance of some men and women who have much to do with horses. The higher and nobler method of expressing authority is outwighed by the lower and more animal one—*Blackwood's Magazine*

### A Sample Steal.

One is strongly reminded of the old saying regarding the falling out of rogues by some recent occurrences in connection with the financial management of the Northern Pacific Railroad, illustrating again the fact that much that is nowadays called "business" and "financiering" is really swindling, if not stealing.

In this contest for control of the affairs of the road named, it has been shown by the testimony of the engineer in charge of the work, corroborated by the cashier and book-keeper, that the actual cost of a terminal in Chicago was something less than \$8,000,000, though in bonds and assumed indebtedness the cost to stockholders, and eventually, of course, to the public, was made \$20,000,000, leaving \$12,000,000 entirely unaccounted for.

As a result of this piece of "financiering" a number of "very prominent men," "substantial citizens," etc., have found it desirable, not to say highly important, that they should leave the country; which they have done, with aliases instead of their proper

names appearing upon the passenger lists of the steamers by which they sailed.

The whole thing is a disgrace not only to the rascals engaged in the transaction but to American railway management generally, and it cannot be denied that such accidental exposures (making it plain that there is much more not exposed to the light), do more than all other influences combined to produce dissatisfaction among the masses of the people; which is apt to be manifested in ill advised legislation or in worse ways.

What an encouraging thing it is, for instance, for a machinist working in a railroad shop or for the head of a department in such a shop to reflect that economies and improvements made by him as a result of a life's study and hard work, are a million times over swallowed up by a few weeks or days scheming of officers intrusted with management and control, assisted by lawyers to steer them clear of penitentiaries.

We do not for one moment think that an honest mechanic has the least reason to envy such precious rascals; quite the contrary, but this does not prevent his feeling dissatisfied with the relative rewards of honest, faithful service on the one hand, and of downright thieving on the other.

In all seriousness we declare our belief that such men as have been concerned in this Northern Pacific steal, and that are elsewhere carrying on similar operations, are infinitely more powerful factors in breeding discontent and disregard of law than all the sincere but misguided Coxseys that some of us have persuaded ourselves to believe dangerous to society.—*American Machinist*.

THE amazing growth and value of the cotton-seed oil industry is well shown by the following facts. In 1880 there were forty cotton-seed mills, with an aggregate capital of \$3,500,000. There are now 300 mills having a combined capital of about \$30,000,000. At present about 1,500,000 tons of seed are annually used by the mills, yielding to the farmers about \$18,000,000 a year for a product which until recently was regarded as waste material. The total output is about 1,500,000 barrels or 60,000,000 gallons of oil, 500,000 tons of cotton-seed meal, 750,000 tons of hulls, and 30,000,000 pounds of linters, the aggregate value of which will average about \$30,000,000.—*The Engineer*.

### Naturally.

Haverly—"There is only one drawback to women practicing medicine. They always devote themselves instinctively to one specialty."

Austin—"What specialty is that?"

Haverly—"Heart trouble."—*New York World*.

**SICK TRANSIT.**

This is the state of man: today he puts forth  
 The tender roots of habit: tomorrow blossoms  
 Of the same, and keeps on blossoming  
 And taking deeper root, until at last  
 It takes more work to move him from his corner  
 Than it does to stir a house dog from the rug  
 Before the fire.  
 Then—when he thinks, good easy man,  
 His ways are settled for all time—  
 Some busy woman comes along and says:  
 "Please move about six inches till I run  
 The sweeper o'er the place your chair has been."  
 An lo, he splits the air with lamentations,  
 Loud, and deep, and shrill:  
 He cries, there is no rest this side of Paradise  
 For a poor man, weary and worn from moving round  
 Out of the way of sweepers,  
 And wishes he were dead.  
 O, how wretched is that poor man who cannot sit  
 In last year's dust and grime until this year  
 Shall be two years ago last year!  
 And when he dies, his hope and comfort is,  
 He will be laid in dirt, never to move again.

—Robert J. Burdette, in *Ladies Home Journal*.

**Growth of Paternalism in Our Midst.**

Recent amendments of the constitution have also considerably altered the original character of that document, and invariably increased federal power. But, above all dangerous to democracy is the growth of a vast army of officers, whose dependence on the central government compels them to be obedient and subservient to centralization. They can be counted on as men to place their allegiance to the powers exercising government above allegiance to principles. The possible limits of centralization from these directions may have been reached, for the Federal Election bill has startled the people into an indignant protest irrespective of parties. But Jefferson was not a mere opponent of a strongly centralized government at Washington. He wrote, "The tyranny of the legislatures is the most formidable dread at present, and will be for years."

Our state governments have, in many cases, become tyrannical, to a degree equal to that action of Parliament that led to our revolt. In several cases they have interfered with the collection of private debts; and have in all directions so overlaid statutes that simple equity has become impossible where not illegal. The question never was one essentially of the national government against state governments; but of government altogether against the liberty of the individual. Jefferson's jealousy was for the fundamental inherent rights of the individual. He opposed any assumption of power, anywhere, by any body of men, not strictly limited by compact; not fully and literally designated by the people as the official duty of such a delegated body. From congress down to boards of supervisors, we have abundant illustrations of the tendency of official bodies to magnify office, and forget that they are servants and not lords of the people.

But the danger to popular and individual

liberty seems more likely to suffer limitation and mutilation from another direction. Dazed by the fact that we, the people, are receiving the most perfect service from national post-offices; and that, in a few other directions, we are doing co-operatively what individually we could not so well do, a popular cry has arisen and gained great force in different organizations for an entire upset of the old system and a total surrender to nationalism. Legislation seems, to many, the final remedy for all ills. I have no space for anything like a reasonable discussion of this momentous danger. It is, perhaps, enough to call attention to the fact that the most outrageous assumption of unwarranted authority has occurred from that service of which we have been most reasonably proud, the post-office. Our public carriers have notified us, that if our social and theological views do not accord with the views of the man whom we select to be responsible for an honest mail service, our mails are closed against us. There is already a censorship of literature. Shall we have also in due time a censorship of the press and of the pulpit? This has been the invariable tendency of centralized authority.—*Arena*.

THE tailor-made girl has written out a few simple questions, and she hopes that some nice, good man will be kind enough to answer them. Here they are:

Why do coat-tails turn up until the scalloped edges remind one painfully of cold pancakes?

What reason can you give for the downright stubbornness of cuffs? They either will not show themselves at all or else they stretch out about six inches over your hands.

Is it an established fact that collar buttons, studs and cuff-links are invariably too small or too large for their respective button-holes?

When the stiff corners of your collar rise up fiercely and dig big holes in your chin what do you do about it?

Is it possible to tie a necktie neatly and correctly without losing your temper and twenty minutes valuable time?

If a shirt-bosom shows an inclination to assume the wavy appearance of a wash-board, is it wise to stamp your feet and yell?

Of what great benefit are ten pockets when you don't dare use any of them because they'll bulge out and spoil the shape of your coat?

Do collar-buttons always roll under the bureau? Don't they occasionally make a bee line for the stairway and turn hand-springs clear down to the parlor floor?

Don't you honestly think that those demi-trained coats are everlasting nuisances, anyway?

### Harnessing the Wind.

The Netherlands Society for the Promotion of Industry has offered a gold medal and \$150 for the best paper on the use of windmills and electric accumulators for supplying power to factories. The points especially to be considered are the average energy a common windmill can produce in conjunction with storage batteries, the installation most suitable, the cost per horse power per hour, and the economy of the system on a large scale.

In this country a fair measure of success has been attained in harnessing the wind to the performance of menial and domestic service. It has been made to pump water for stock, to grind feed, cut up ensilage and fodder, and in due time it will be employed to furnish electric light for farm residences and yards.

The *New York Press*, in a recent issue, said: "Mr. J. A. Corcoran, of Jersey City, has just completed a novel experiment in the application of a windmill to an electric lighting plant. The plant, though an experimental one, is now in operation without as yet a single mishap, and the storage cells furnish current for twenty-four incandescent lamps in Mr. Corcoran's residence. Everything points to the complete success of the scheme. The mill has a diameter of eighteen feet, and at a speed of twenty miles an hour is capable of delivering three-horse power. The dynamo, driven by belt from the main gear, charges a set of storage batteries. It is so designed that throughout the wide variations of speed of the windmill it maintains the potential constant. Mr. Corcoran says the application of a windmill to run the dynamos of an electric lighting plant will place electricity in the homes of thousands, who can thus secure their motive power from nature. A windmill is not a very costly structure, and any one who owns a bit of open land about his residence can erect one and fit up his simple electrical apparatus inside of it. The thousands of windmills one sees in traveling over the country, if Mr. Corcoran's scheme prove a permanent success, may be utilized for lighting the residences of the owners and those of their neighbors, as well as drawing water for stock. One windmill will light half a dozen residences at the same time. The machine in Mr. Corcoran's windmill occupies a floor space of only thirty inches square and fifteen inches high. The dynamo has a maximum current capacity of thirty-five amperes at thirty-five volts, and is put into action when the speed is 600 revolutions per minute: that is, when an eight-mile breeze is blowing."

In Iowa, it should be noted, the average velocity of wind is above eight miles per hour, especially on the elevated ridges.

By utilizing the waste forces of nature, by means of wind motors, dynamos, and storage batteries, we may in due time furnish our homes with light and heat. It is safe to predict that within the first quarter of the coming century vast progress will be made in that direction. The golden age of the world is the future, and not in the past.—*Iowa Weather Review*.

### Too Much Discipline.

"Talk about discipline," remarked Victor M. Harding in the Auditorium Hotel, "the quintessence of this essential quality is reached in Russia. While the Russian army has been defeated many times, it has never been stampeded. It has been driven from the field but never fell in a panic-stricken mob. This is attributable to no other reason than the firm government and strict obedience to orders. Count Kievlovsk once told me the story of a Russian soldier who was told to throw his gun aside and run down to the river and summon a superior officer. The soldier misunderstood the order, and running down to the shores of a rapid and deep stream, threw himself in. He could not swim a stroke but never thought of that. It was with the utmost difficulty that he was rescued. As it was he nearly died. When taken to task for jumping into almost certain death he only replied, 'Death don't count when orders are to be obeyed.' The funniest sight I witnessed in Russia was an incident of an army surgeon on his rounds. Entering the hospital ward the officer in charge gives the order, 'Attention,' and those who have at least one leg left stand up like soldiers. 'Tongues out,' is the next command, followed by the projection of all tongues. The surgeon walks down the line examining each tongue and giving directions for treatment. When all the inmates have been attended to and the surgeon leaves the room the order 'Tongues in' is given, followed by 'In place next,' which is the official permit to return to the cots."—*Chicago Herald*.

### Great Victory of American Railwaymen.

The strike on the Great Northern Railway of America has been declared at an end. The result was the outcome of a conference between the president of the railway company, the president of the Railway Union, and representatives of the commercial bodies of the cities of St. Paul and Minneapolis, the latter acting as judges. The company has conceded nearly everything that the men demanded. This is a heavy score for the new Railway Union, and the principle of amalgamation it represents, being in striking contrast to the miserable failures of the sectionalism hitherto so much in favour in the United States.—*London Railway Review*.

**LOVE'S FOREVER.**

"Then must we really part forever?"  
 Some rashly spoken word had chilled her,  
 And scornfully she turned away  
 From the soft speech whose potent sway  
 Had evening after evening thrilled her.  
 Responsive to the plaintive plea  
 That certified his heart's endeavor,  
 She glanced at him disdainfully.  
 And cold as rolls the Polar sea  
 Her voice pronounced the word "Forever!"  
 A sob! A moan! With leaden feet  
 From the veranda he descended,  
 Trod ruefully the murky street,  
 Praying to find a winding sheet,  
 And whatsoever with it blended.  
 "This woe must cease," he said, then laid  
 His hand upon a dagger straightway:  
 A gasp! a shudder! then the blade  
 Was pocketed and tracks were made  
 Back toward the cruel maiden's gateway.  
 A form rushed out, four arms did lock  
 As if they never meant to sever;  
 A simultaneous labial shock,  
 And twenty minutes by the clock  
 Had marked the bounds of Love's forever.

—Boston Courier.

**Slot Machines.**

Two young men entered the Lafayette cafe recently and ordered drinks, says the *Philadelphia Press*. While the barkeeper was preparing them one of the young men turned to a slot machine which advertised that it could tell anyone's age. He dropped a nickel in the slot, followed the instructions printed, and soon obtained a card on which were the figures, "20 years, 6 months, 19 days."

"By George, that's my age to the day!" he exclaimed.

The bartender looked up and said:

"Is that so? Are you really 20 years old?"

"Yee," replied the guileless youth.

"I am very sorry," continued the bartender, "but if that is so I can't sell you any drinks; you are a minor."

An elderly gentleman with a gray beard stood by with an amused smile while that was going on, and told the bartender that he was right. The elderly man proved to be J. W. Brooks, of New York, who is heavily interested in the slot machines, and in speaking of them he said to a *Press* reporter:

"There is an immense amount of capital invested in these little affairs. Erastus Wiman, of New York, was the first to bring them to this country, I believe, and about 1886 he placed in the large American cities weighing machines. These make a great deal of money, and then H. K. Thurber started in with the slot machine which sold candy and chocolate. Mr. Wiman thought he had a patent for the United States, and a costly lawsuit followed. During this the records of the patent office at Washington were examined, and they found that 100 years ago a man in England, who kept a tavern, made use of the slot machine. This was a tin box containing tobacco. The fre-

quenters of his tavern dropped a half-penny in the slot and it struck a lever which opened the box. Then the purchasers took out a pinch of tobacco and put it in one of the pipes lying around on the table in the bar room. This is the first slot machine of which any record is known. Nowadays they sell everything in them, especially in England, where they are used for postage stamps. In Washington the other day I saw a slot machine into which you drop two nickles, and from which you obtain a glass of rock-and-rye. I do not think that any of the machines cost over \$30. And if only one per cent profit is made every day, it means 10 per cent interest on the investment. The first month our company placed a machine in the Hoffman House in New York city it took in \$46. A certain dry-goods firm recently put out a lot of slot machines which sell lead pencils. You put a penny in the slot and out comes a pencil nicely sharpened and covered with the advertisement of the firm. The latter estimates that the advertisement pays all expenses, and so the pennies taken in are clear profit."

**Brother Gardner on Astronomy.**

"I hold hear, in my han'," began Brother Gardner, as the thermometer showed the usual 120 degrees in the vicinity of the stove, "a letter from Philadelphia axin' me if I believe wid de Rev. Jasper of Richmond dat de sun do move. Sartin I do. I know de white folks claim dat it am de airth which am movin', while de sun stands still. but right dar' we split. Joshua was about as nigh bein' an angel as any white man will eber git, an' when he ordered de sun to stan' still he knew what he was talkin' 'bout. It would have been just as easy fur him to have commanded de airth to stan' still, but he didn't do it. If Joshua didn't know his bizness de rest of us might as well hang up.

"An' now, you cull'd folkses, min' what I've gwine to say. Doan' let de 'stronomy bizness keep you awake nights. De sun am up dar by day, an' de moon an' stars am up dar by night. De Lawd put de sun dar to thaw de ice off de back doar step, make cucumbers grow and fotch up de grass an' de co'n. It didn't do any wuss when astronomy was unknown, an' it wouldn't do any better if ebery family in de kentry had a telescope fo' hundred feet long. De moon was hung up dar, dat folks might see to move by night when de rent got too high; dat lost cows could see to fin' dar way home; dat folks could see to chop wood an' empty bar'ls of ashes on de street; dat wimin comin' home from pray'r meetin' could avoid de nail heads stickin' up in de planks, an' fur var'us oder reasons. You

jist take de sun as he runs an' de moon as you fin' it, an' de lees you worry 'bout 'em de mo' meat an' 'taters you'll have in de winter. De poorest cull'd man I eber knowed was an ole black man down in Varginny, who was always wonderin' if dey had a reg'lar lock on de gates of heaven, or only a latch string. While his nayburs war' plantin' he was wonderin'; while dey war' boin' he was theorizin'; while dey was reapin' he was ragged an' hungry. Let de sun move or stan' still—let de moon be made of old silver or green cheese—let de stars be ten miles or 10,000,000 miles away—keep de whitewash brush gwine an' de bucksaw in good order an' you'll be all right."—*Detroit Free Press.*

### The Koran and Iron.

Iron, we all know, is occasionally referred to in the Bible; but not so many are perhaps aware that the most common and useful of metals forms the title of a division of the Alkoran of Mohammed. Yet this is the case. The fifty-seventh chapter of the Mohammedan Scriptures is entitled "Iron; Revealed at Mecca or at Medina." For singularly enough, it appears to be uncertain which of the two Arabian cities was the scene of the revelation of this portion of the Koran. Although the word iron, as we see, constitutes the title, it is found but once in the chapter—namely, in the sentence, "And we sent them [men] down iron, wherein is mighty strength for war and various advantages unto mankind." The legend embodied in the note of the commentator to the first phrase is curious. It runs as follows: "That is, we taught them how to dig iron from mines. Al Zamakhshari adds that Adam is said to have brought down with him from Paradise five things made of iron—namely, an anvil, a pair of tongs, two hammers—a greater and a lesser—and a needle!" It is interesting to note in the above quoted sentence of the chapter that the fact that iron is a substance "wherein is mighty strength for war" seems to be of first importance. The "various advantages unto mankind" are apparently a secondary consideration.—*Iron.*

### Why They Liked It.

A story is told by a French paper of two provincials, a man and his wife, who visited the Louvre in Paris.

"What struck you most at the Louvre?" asked one of their friends when they returned home and began to tell of the wonders they had seen.

"Oh," replied the husband, "a picture which represented Adam and Eve, with the apple and the serpent."

And his excellent wife chimed in: "Yes, we found that very interesting, because, you know, we know the anecdote."—*E.c.*

### Carries Part of His Skull in His Pocket.

Peter C. Wedell, while on the witness stand in Judge Slover's court recently, pulled out of his pocket a piece of his own skull about the size of his hand wrapped in a piece of paper, and unwrapping the trophy exhibited it to the jury, after which his attorneys offered it in evidence, but the jurymen made haste to announce that it was sufficient for them to have seen it.

Mr. Wedell, who is a good looking man of 35, when he has his hat on, also exhibited his head to the jury with his hat off. The left side of the cranium was bare of hair over a spot about the size of a horse-shoe, where the piece of skull was taken out, and the pulsations of the brain could be distinctly seen. Wedell was for fourteen years a locomotive engineer on the Missouri Pacific railroad, which he is now suing for \$40,000 damages on account of his injuries.

He was hurt near Atchison August 10, 1892, by his head coming in contact with a standpipe as he was leaping out of the cab of his engine while it was running at full speed. The standpipe had been set up so near the track that his head hit it while he was "on the lookout" ahead of his engine. He alleges carelessness on the part of the company in having it set so near the track.—*Kansas City Journal.*

THE hard times do not bring slow times to railway trains, although they compel reduction of expenses in many other ways. The public has been educated to fast traveling, and while this means increased cost and risk to the railways there is no disposition indicated to return to the average speed which was thought high a few years ago. On the contrary, the summer timetables show some notable lessening of the time of journeys. The New York Central and the Pennsylvania each have put in service twenty-four hour trains between New York and Chicago, which run as fast as anybody ought to ask to ride. The Central's flyer leaves New York at 11 A. M. and reaches Chicago at 10 A. M., local time; the Pennsylvania limited starts at 10 A. M. and completes the run at 9 A. M. Going east both trains start at 5:30 P. M. and reach destination at 6:30 P. M. eastern time. Amid the superb appointments of these wonderful trains, timed so as to pass through the most attractive scenery by daylight, and with facilities for taking three "square meals"—or meals of triangular or circular shape, if preferred—the time passes quickly away, and to most travelers the journey seems too short rather than too long. For all that the railways are voluntarily doing for their comfort those who journey certainly ought to feel a warm sense of gratitude.—*Railway Age.*



**LITTLE THINGS.**

A good-bye kiss is a little thing,  
 With your hand upon the door to go.  
 But it takes the venom out of the sting  
 Of a thoughtless word or a cruel fling  
 That you made an hour ago.

A kiss of greeting is sweet and rare  
 After the toil of the day.  
 And it smoothes the furrows plowed by care.  
 These lines on the forehead you once called fair,  
 In the years that have flown away.

'Tis a little thing to say, "You are kind,  
 I love you, my dear," each night.  
 But it sends a thrill through your heart, I find,  
 For love is tender, love is blind,  
 As we climb life's rugged height.

We starve each other for love's caress,  
 We take, but we do not give;  
 It seems so easy some soul to bless,  
 But we dole the love grudgingly less and less,  
 Till 'tis bitter and hard to live.

—Pittsburg Bulletin.

**Petrified Prices.**

We were sitting on the tavern veranda after supper for a smoke, when an old darky with a crooked leg came along and took off his hat and said:

"Gem'len, I should like to ax yo' a few qeshuns, please."

Being told to go ahead, he came up the steps, bowed and scraped, and observed:

"I lost my ole woman dooin' de wah, an' she was buried on de gravel ridge ober yere 'bout two miles. I dun went an dug up de body last week to put it in a new place, and it was all paralyzed to stun."

"You mean petrified."

"Dat's it, sah. Took fo' men to git it out of de grave. Just dun turned into rock an' looked as nateral as life. Seemed like I was dun talkin' to de ole lady agin,"

"Yes."

"She was lyin' dar on de grass when a feller driv up in a wagin and offered me \$5 fur de body. Do yo' reckon it was right to sell it?"

"Well, that's according to your own feelings."

"Jest so. She was dun dead."

"Yes."

"An' all turned to stun."

"Yes."

"An' so I reckoned it wouldn't hurt nuffin. I got de money an' de man driv off. An' now Uncle Jason tells me dat I got cheated. He says a paralyzed body am wuth \$30. Can yo' tell me if dat's so?"

"You ought to have got at least \$25."

"Hu! Den I was cheated?"

"It looks that way."

"Jest beat right outer \$20! Hu! Wall, dey doan play dat trick on me agin. I'se got de market price now, an' I knows what figger to ask."

"But the body is already gone."

"Yes, dat body, but I dun buried two odder wives an' three chillen on dat same grave ridge, an' when I get 'em dug out dey is gwine to fetch market quotashuns or I'll tumble 'em right back in agin!"—*M. Quaid.*

THESE are the days when a girl loves to sing about jingling sleigh-bells and Christmas trees. She may be sipping lemonade and fanning herself furiously, but all the time she's dreaming of that nice, lovely blizzard that we had last winter. Girls don't like warm weather. Shiny noses that might be mistaken for ivory paper-weights and bangs that would make first-class chimney-cleaners are not especially in favor. There's mighty little harmony in the uncurled curls and wilted collar combination, and few dispositions can hold out against it. Surely if you are a man you must have noticed how all your girl friends skip past you with a cold nod that is out of keeping with palm-leaf fans and iced coffee. You see they do that for your own good, for they realize that at a single sight of their poodle-like heads you may die of plain every-day fright. They don't have to be told that they are sights. They know it the very minute their bangs straighten out with all the stiff unbending lankness of a dead pussy cat. Some girls say that life isn't worth the trouble of living in summer. Others declare that warm weather is positively the only decent season. These last damsels have naturally curly hair and freckleless noses. There are reasons for all opinions.

NEARLY all of the inventors of devices intended to act as flying machines seem to think that it is most important to be able to soar to great heights. While this might be very pleasant, much the same as a cruise in a pleasure yacht, yet the Atlantic liners generally try to make the most direct route, and so flying machines intended merely for purposes of commercial transportation need only rise high enough to clear terrestrial obstructions and obtain for themselves what may be termed a clear "air way." It is not impossible that such moderate heights might permit transfer of power without a conductor, and so avoid the necessity for carrying the power generating machinery, which would certainly enable a large portion of dead load to be omitted.—*The Engineer.*

THE bank of England, which is the great depository of bullion in the realm, holds at ordinary times in its vaults \$125,000,000. The bank of Germany holds \$200,000,000 of bullion in gold and silver. The bank of France usually holds \$475,000,000. The United States holds in the treasury and in the various national banks somewhere about \$700,000,000 in gold and silver. The increasing wealth of the various nations is somewhat remarkable. During the last ten years the bank of France has more than doubled its reserves. The bank of Germany in 1881 held about \$140,000,000.—*Drake's Magazine.*



### A Summer Picture.

There were white clouds in the sky; not enough to obscure the sunlight but only to temper its dazzling radiance. The water was as blue as the sky and almost as bright, except where the reflected clouds made patches of shadow. The white sails of boats gleamed in the sunlight or loomed up darkly, richly gray in the shadow. The air was laden with the briny odor of the sea and to breathe it was to feel rejuvenated and strengthened.

Back from the shore stood the picturesque cottages, with their gable roofs, their turrets, their unexpected angles and bows and curves, their balconies and piazzas. Gay flower beds bloomed before them. Muslin curtains waved in the windows. Gay hammocks were hung here and there and rough, rustic benches were made gay with cushions. Altogether it seemed an ideal summer place.

Both the young women who stood on one of the piazzas, looking wistfully out to sea, sighed drearily.

"It's no use," she said decidedly. "It's a pretty place and a charming house. But I can't take it. My husband could never stand the dampness of that wet water."—*New York World.*

### Wanted, a New Coin.

In these days of money discussions it is pertinent to call attention to a much needed coin. The denomination in mind is a 9 cent piece. Modern business ingenuity and enterprise have brought about a fine discrimination in the matter of selling prices, and instead of being satisfied with fixing their profits in decimals and demi-decimal denominations find it to advantage to make the concession of a single penny on a \$5, \$10, or \$15 sale. In values that are less than \$5 it is almost as common to see 99 and 49 figures as it is those ending with 0 and 00. In fact, a 9 cent piece is now as necessary as a 10 cent piece.

It is very pleasant to our feelings and desirable to our purses to enter a large store and purchase a 20 cent collar for 19 cents, but it transforms us into pestiferous and cranky individuals to be compelled to stand on one foot for twenty seven minutes and wait for the return of the penny due in change. The pennies we save in promiscuous buying would provide us with afternoon papers and postal cards, but the time lost in waiting for change would make an annual income sufficient for an African prince.—*Shoe and Leather Facts.*

### What For?

A—"Hello, Charlie! Mustache cut off, I see. What did you have that done for?"

B—"Fifteen cents."—*Harvard Lampoon.*

### A Railway Mistake.

A man went to a certain railway station in New Jersey to buy a ticket for a small village called Morrow, where a station had been opened only a few days previously. "Does this train go to Morrow?" asked the man, coming up to the office in a great hurry, and pointing to a train on the track with steam up and every indication of a speedy departure.

"No; it goes to day," replied the ticket agent curtly. He thought the man was "trying to be funny."

"But," rejoined the man who was in a great hurry, "does it go to Morrow to-day?"

"No, it goes yesterday, the week after next," said the agent sarcastically, now sure that the inquirer was trying to make game of him.

"You don't understand me," cried the man, getting very much excited, as the engine gave a warning toot; "I want to go to Morrow."

"Well then," said the agent sternly, "why don't you go to-morrow, and not come fooling around here to-day? Step aside, please, and let the lady approach the window."

"But, my dear sir," exclaimed the bewildered inquirer, "it is important that I should be in Morrow to-day, and if the train stops there, or if there is no train to Morrow to-day"—At this critical juncture, when there was some danger that the mutual misunderstanding would drive both men frantic, an old official happened along and straightened out matters in less than a minute. The agent apologized, the man got the ticket and the train started for Morrow to-day.—*Youth's Companion.*

### A Sign of Mental Activity.

"Talking to one's self is generally considered a sign of a weak brain," said a doctor, yesterday, "but nothing could be a greater mistake. It is a sign of an extremely active brain. It may be a strong or a weak intellect, but the activity must be there to cause this peculiarity. If you will observe you will be astonished how many people you will meet on the street who are thinking aloud. The talking is done unconsciously. Often the people addicted to the habit, if you called their attention to it, would aver that they never were guilty of such a thing. Some of the brightest men I have ever known do their thinking aloud without knowing it, and, on the other hand, some of the weakest individuals, mentally, whom I have met in my practice keep up a continuous conversation with themselves. So it would seem that a man who talks to himself must be one of two extremes, a wise man or a fool."—*Pittsburg Dispatch.*

# GRAND LODGE.



## Quarterly Dues Notice.

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., July 1, 1894. }

### To Members of Subordinate Lodges:

SIRS AND BROTHERS:—Pursuant to Section 129 of the Constitution, you are hereby notified that the dues for the quarter ending October 31, 1894 (such an amount as may be determined by the several lodges, provided in no case it shall be less than five (\$5.00) dollars), are now payable, and must be paid to the Collector of your lodge on or before August 1, 1894. This amount will be in full payment of all subordinate dues and beneficiary assessments levied by the Grand Lodge for said quarter, as provided in Section 132 of the Constitution. All beneficiary members now enrolled and all those admitted prior to September 1, 1894, are liable for the full amount of quarterly dues for said quarter. All members initiated during the months of September and October are exempt from payment of quarterly dues for said quarter, as provided in Section 129 of the Constitution. Any member failing to make payment as above provided will be expelled from the order, as per Section 130 of the Constitution, said expulsion taking effect August 2, 1894, and the Secretary is required to make due report thereof to the Grand Lodge.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.

### Notice to Secretaries.

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., July 1, 1894. }

### To Secretaries of Subordinate Lodges:

SIRS AND BROTHERS:—Pursuant to Sections 127 and 128 of the Constitution you are required to report to the Grand Lodge as expelled all members who fail to make payment of their Grand Dues for the year ending July 31st, 1895. The names of said members must be reported to you by the Collector of your lodge not later than August 2d, and by you reported to the Grand Lodge immediately thereafter. Failing to report the names of expelled members as herein provided, the Grand Lodge will hold subordinate lodges liable for their Grand Dues as per Section 53 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.

## Grand Dues Notice.

1894-95, \$2.00.

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., July 1, 1894. }

### To Subordinate Lodges:

SIRS AND BROTHERS:—You are hereby notified that the amount of *Two Dollars* (\$2.00) for Grand Dues for the year ending July 31, 1895, is now due and must be paid on or before August 1, 1894. Any member failing or refusing to make payment of his Grand Dues as above required, will stand expelled, said expulsion taking effect August 2d. Collectors are required to deliver their returns for Grand Dues, together with the proper statements, to the Receivers of their lodges not later than August 5th, and Receivers are required to forward the same so as to reach the Grand Lodge not later than August 10th, as provided in Section 127 (Page 43) of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.

### Notice to Secretaries.

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., July 1, 1894. }

### To Secretaries of Subordinate Lodges:

SIRS AND BROTHERS:—Pursuant to Section 130 of the Constitution, you are required to report to the Grand Lodge as expelled all members who fail to make payment of their quarterly dues for the quarter ending October 31, 1894. The names of said members must be reported to you by the Collector of your lodge not later than August 2d, and by you reported to the Grand Lodge, in the prescribed form, immediately thereafter. Failing to report the names of expelled members as herein provided, the Grand Lodge will hold subordinate lodges liable for their assessments, as per Section 53 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.

### Notice to Receivers.

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., July 1, 1894. }

### To Receivers of Subordinate Lodges:

SIRS AND BROTHERS:—You are hereby notified, as provided in Section 54 of the Constitution, that no beneficiary assessment is required for the month of July, 1894, and that therefore none has been levied for said month.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.

### Special Notice.

No lodge should be without a copy of the latest book of schedules of wages and agreements between Engineers and Firemen and Railway Officials. We have a large supply on hand and will furnish them to subordinate lodges at seventy-five cents per copy. Send your orders at once and they will be promptly filled. All orders must come through the Secretary or Acting Secretary of the lodge.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.

## Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER, )  
TERRE HAUTE, IND., JUNE 1, 1894 )

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement  
of the Beneficiary Fund for the month of May, 1894:

## RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$280	78	\$92	145	\$140	217	\$289	361	\$141
2	42	79	100	146	160	218	274	362	42
3	554	77	184	147	156	219	128	363	164
4	180	76	26	148	114	220	151	364	91
5	138	77	284	149	556	221	100	365	66
6	188	78	150	150	166	222	94	366	58
7	58	79	10	151	84	223	86	367	62
8	216	80	42	152	128	224	74	368	68
9	223	81	102	153	80	225	48	369	94
10	186	82	294	154	100	226	148	370	28
11	188	83	220	155	114	227	124	371	70
12	270	84	218	156	106	228	286	372	74
13	386	85	157	157	40	229	70	373	46
14	310	86	128	158	128	230	102	374	66
15	130	87	104	159	148	231	164	375	82
16	216	88	202	160	128	232	94	376	41
17	108	89	56	161	11	233	70	377	130
18	108	90	146	162	246	234	108	378	200
19	146	91	110	163	120	235	307	379	258
20	90	92	84	164	120	236	130	380	36
21	108	93	98	165	110	237	212	381	40
22	28	94	150	166	11	238	112	382	108
23	80	95	192	167	96	239	100	383	76
24	84	96	78	168	140	240	192	384	100
25	166	97	214	169	310	241	378	385	70
26	166	98	74	170	98	242	210	386	32
27	168	99	224	171	64	243	3	387	60
28	128	100	78	172	116	244	26	388	152
29	66	101	128	173	152	245	11	389	74
30	82	102	166	174	150	246	118	390	100
31	82	103	276	175	158	247	202	391	102
32	72	104	68	176	1	248	164	392	62
33	114	105	96	177	84	249	86	393	58
34	130	106	52	178	160	250	234	394	64
35	50	107	186	179	81	251	304	395	62
36	108	108	76	180	54	252	170	396	100
37	106	109	132	181	56	253	94	397	38
38	116	110	74	182	114	254	164	398	70
39	62	111	158	183	186	255	82	399	36
40	158	112	70	184	112	256	56	400	80
41	54	113	128	185	50	257	130	401	84
42	44	114	54	186	120	258	76	402	52
43	144	115	88	187	76	259	11	403	56
44	152	116	176	188	224	260	102	404	56
45	226	117	106	189	134	261	78	405	144
46	80	118	56	190	42	262	210	406	44
47	206	119	42	191	108	263	126	407	104
48	166	120	120	192	156	264	68	408	98
49	144	121	152	193	86	265	112	409	118
50	160	122	54	194	1	266	140	410	86
51	78	123	136	195	40	267	150	411	28
52	148	124	96	196	100	268	76	412	50
53	84	125	80	197	110	269	120	413	48
54	208	126	84	198	124	270	206	414	70
55	58	127	106	199	52	271	86	415	158
56	30	128	62	200	100	272	52	416	40
57	300	129	187	201	98	273	108	417	66
58	70	130	230	202	128	274	44	418	60
59	104	131	68	203	154	275	76	419	88
60	24	132	112	204	70	276	68	420	78
61	186	133	68	205	102	277	20	421	42
62	150	134	120	206	98	278	34	422	36
63	62	135	92	207	206	279	36	423	90
64	156	136	52	208	86	280	52	424	100
65	124	137	66	209	100	281	114	425	106
66	96	138	110	210	54	282	60	426	100
67	218	139	62	211	228	283	94	427	70
68	86	140	170	212	74	284	292	428	58
69	58	141	272	213	52	285	244	429	46
70	86	142	224	214	98	286	102	430	64
71	170	143	254	215	138	287	110	431	70
72	192	144	112	216	78	288	66	432	114

## RECEIPTS—Continued.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
433	\$76	448	\$116	463	\$94	478	\$80	493	\$48
434	174	449	86	464	38	479	70	494	68
435	50	450	60	465	52	480	36	495	510
436	1	451	26	466	40	481	72	496	44
437	24	452	70	467	58	482	28	497	38
438	44	453	62	468	40	483	48	498	22
439	80	454	116	469	40	484	499	499	38
440	82	455	40	470	70	485	198	500	46
441	456	456	50	471	62	486	501	501	64
442	68	457	44	472	80	487	502	502	56
443	84	458	44	473	70	488	503	503	58
444	126	459	52	474	58	489	504	504	26
445	46	460	80	475	110	490	506	506	40
446	136	461	46	476	44	491	506	506	52
447	48	462	120	477	40	492	507	507	30

Balance on hand May 1, 1894 . . . . . \$28,943 75  
Received during month . . . . . 52,240 00

Total . . . . . \$81,183 75

## DISBURSEMENTS.

By claims 1272, 1273, 1274, 1275, 1276, 1277,  
1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285,  
1286, 1287, 1288, 1289, 1290, 1291, 1292, 1293,  
1294, 1295, 1296, 1297, 1298, 1299 . . . . . \$12,000 00

Balance on hand June 1, 1894 . . . . . \$39,183 75

Respectfully submitted.

F. W. ARNOLD, G. S. and T.

## "LIKE HIS MOTHER USED TO MAKE"

"I was born in Indiany," said a stranger lank and slim.

As us fellers in the restaurant were kind o' gyin' him,  
And Uncle Jake was slidin' him another pun'kin pie,  
And an extra cup of coffee, with a twinkle in his eye—  
"I was born in Indiany—more'n forty years ago.

And I hain't been back in twenty—an' I'm workin'  
back'ards slow;

But I've et in every restaurant 'twixt here and Santa  
Fe.

And I want to state this coffee tastes like gittin' home  
to me.

Pour us out another, daddy," said the feller warmin'  
up.

A-speakin' 'cross a saucerful, as uncle took his cup—  
"When I seed your sign out yonder," he went on to  
Uncle Jake—

"Come in and get some coffee like your mother used  
to make."

I thought of my old mother and the Posy county farm,  
And me a little kid ag'in a hangin' in her arm

As she set her pot a bilin'—broke the eggs and poured  
'em in."

And the feller kind o' halted with a tremble in his  
chin.

And Uncle Jake he fetched the feller's coffee back  
and stood

As solemn for a minute as an undertaker woy'd;  
Then he sort o' turned and tiptoed to rds the kitchen  
door, and next

Here comes his old wife with him, a rubbin' of her  
specs.

And she rushes for the stranger, and she hollers out  
"It's him!"

Thank God, we've met him comin'! Don't you know  
your mother, Jim?"

And the feller as he grabbed her, says: "You bet I  
hain't forgot"

But wipin' of his eyes, says he, "Your coffee's mighty  
hot."

—James Whitcomb Riley.

**"WORTH A GUINEA A BOX."**

## **BEECHAM'S PILLS**

The Favourite of  
**All Railroad Men.**

*A Standard Remedy the World over  
FOR ALL*

## **BILIOUS AND NERVOUS DISORDERS,**

Such as Sick Headache,  
Weak Stomach,  
Impaired Digestion,  
Liver Complaint,  
**Constipation,**  
and all Similar Ailments.

Covered with a Tasteless and Soluble Coating.  
Of all druggists. Price, **25 cents** a box.  
New York Depot, B. F. Allen Co.,  
365 Canal St.

Send postal for our valuable book, "Constipation."

## **MODEL OF LINK VALVE MOTION,**

**Neatly Made  
of Brass.**

**PRICE, \$4.00.**

A great help in the study of Valve Motion. Just what is required for the Lodge-room. Perfect in Design and Works Smoothly in all its parts. A great object lesson. Address

**WM. WEILER,**  
Box 25. Port Morris, N. J.

## **A COOL SKIN,**

**FREE** from Rash, Eczema, Irritation, Scalds, Burns or Cutaneous Troubles, will ensure sleep to the

## **TIRED RAILROAD MAN.**

He will find a comforter and healer in a cleansing and refreshing wash with

## **Glenn's Sulphur Soap.**

It is not a fancy toilet soap—but a plain, every-day remedy for the mechanic, the busy housewife and the children. No household should be without it. Ask your druggist—he keeps it.

N. B.—Beware of vile imitations. Ask for and obtain

**GLENN'S SULPHUR SOAP**

## **An Educator!**

**"Simple Lessons in  
Drawing for the Shop."**

**By ORVILLE R. REYNOLDS.**

*(Chief Draftsman Northern Pacific Ry.)*

**PRICE, 50 CENTS.**

**ADDRESS**

**DEBS PUBLISHING Co.**  
**TERRE HAUTE, IND.**

When addressing our advertisers mention this Magazine.

# Engineers and Firemen!

## STANDARD LITERATURE.

**These Books Will Help You to Master Your Calling  
and Get "On Top."**

**"Locomotive Catechism,"** by ROBERT GRIMSHAW. Nearly 400 pages. Full of cuts and illustrations. Fresh from the press and fully up to the times; **Price, \$2.00.**

**"New Catechism of the Locomotive,"** by M. N. FORNEY. More than 700 pages and more than 500 engravings. Greatest book published. **Price, \$3.50.**

**"Compound Locomotives,"** by ARTHUR T. WOODS. The only book on the subject. Should be in the hands of every student of the locomotive. **Price, \$1.**

**"Air Brake Practice,"** by J. E. PHELAN, of the Northern Pacific R. R. An exhaustive treatise on the Air Brake; explains in simplest language how to operate it under all conditions. **Price, \$1.00.**

**"Progressive Examinations of Locomotive Engineers and Firemen,"** by JOHN A. HILL. A capital little book for new beginners. An excellent pocket companion. **Price, 50 Cents.**

**"Alexander's Ready Reference,"** by S. A. ALEXANDER, for engineers and firemen. This book contains more valuable information in fewer words, and is easier understood by railroad men than any other book now in print. **Price, \$1.50.**

**"Twenty Years with the Indicator,"** by THOS. PRAY, JR., M. E. Copiously illustrated and containing many rules as to the best way to run any steam engine to get the best results. **Price, \$2.50.**

**"Simple Lessons in Drawing,"** by ORVILLE H. REYNOLDS (Chief Draftsman, Northern Pacific Railway). A splendid book. Every student of locomotive engineering and every explorer in the field of mechanics should have it. **Price 50 cents.**

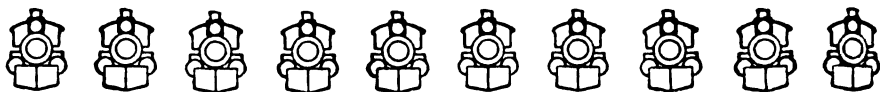
**"Roper's Hand Book of the Locomotive,"** by STEPHEN ROPER. One of the most valuable treatises ever written on the subject. It is fully illustrated, and contains a description of the most approved locomotives in use. **Price, \$2.50.**

**"Locomotive Running Repairs,"** by L. C. HITCHCOCK. A splendid little book for locomotive men. **Price, 50 cents.**

**SEND ORDERS TO**

**DEBS PUBLISHING CO.,**

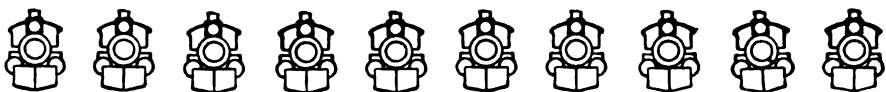
**TERRE HAUTE, INDIANA.**



Do You Want a Picture of the

## FAMOUS "999" LOCOMOTIVE?

We've had hundreds of letters asking for a picture—now we have it. Something better than a photograph. A **transparent**, copper-plate engraving of the famous flyer; you can see everything **outside** and **inside**. Every part is numbered and named. Fit for a gold frame in a palace. Printed on satin gloss paper, 14x28, and mailed in a tube (without folding) for 50 cents (stamps are good, but we would rather have postal notes or money orders). This is an educational device, up to date, unique, beautiful and correct. Once seen, no other picture of this beautiful locomotive will satisfy you at all. Send cash with order. **LOCOMOTIVE ENGINEERING, 5 Beekman St., New York City.**

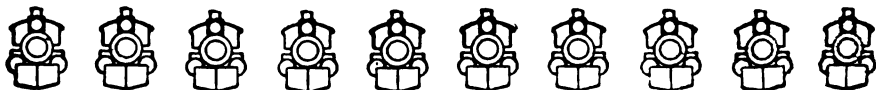


If you are a subscriber, for 1894, to our paper, **Locomotive Engineering**, you get the above picture and our other little school masters, the **Traveling Engineer's Examination Chart** and the **Working Model of the Triple Valve**,

► **FREE.** ◄

The paper has over 40 large pages and is the best illustrated and "**most interesting railroad paper published.**" Practical, instructive, interesting! No engineer, fireman or shop man can afford to be without it. Sent to any address in the world for \$2.00. Angus Sinclair and John A. Hill, Editors. Specimen Copy, free. Address

**LOCOMOTIVE ENGINEERING,**  
256 Broadway, **NEW YORK CITY.**



✂ When addressing our advertisers mention this Magazine. ✂

**JUST PUBLISHED.**

# LOCOMOTIVE CATECHISM

By **ROBERT GRIMSHAW.**

Containing nearly 1300 questions and answers concerning Designing and Constructing, Repairing and Running various kinds of Locomotive Engines.

Intended as examination questions, and to post and remind the engine runner, fireman and learner.

**A STANDARD BOOK FRESH FROM THE PRESS.**

**FULLY UP TO THE TIMES.**

**EVERY TYPE OF LOCOMOTIVE TREATED.**

Nearly 400 pages; filled with Cuts, Diagrams and Illustrations. Tells all about the Locomotive in language any schoolboy can understand. Difficult problems made easy. A popular book for the masses.

**PRICE, \$2.00, PREPAID TO ANY ADDRESS.**

## AGENTS WANTED!

We want an agent at every round house in the country. Liberal commissions and exclusive agency given. Several agents sold more than 50 copies each the first week. **SEND NOW** for copy and full particulars to

**NORMAN W. HENLEY & CO.,**

**PUBLISHERS,**

150 Nassau Street,

**NEW YORK.**

**Endorsed by Fairmount Lodge,**

**No. 333, of the Brotherhood  
of Locomotive Firemen.**

PHILADELPHIA, PA., April 6, 1894.

Mr. H. C. Reagan:

DEAR SIR AND BRO.:—We, as Fairmount Lodge, No. 333, of the Brotherhood of Locomotive Firemen, having carefully gone over the contents of your work on Locomotive Mechanism and Engineering, unanimously resolved—

That we tender our earnest congratulations to you, on this successful undertaking, and, as it fills a long-felt want among our class, we give it the endorsement and recommendation of this lodge.

Attest: H. L. STERLING, Master.

WM. H. ELLIOTT, Secretary.

## Locomotive Mechanism and Engineering.

By H. C. Reagan. Explaining Fully and Clearly the Construction and Action of Simple and Compound Locomotives. Illustrating the principal "break-downs" which happen to a Locomotive, with Complete Directions what should be done when one occurs "on the road." Questions and Answers are so arranged that they can be used by Master Mechanics or Travelling Engineers, or by the Demonstrator in the Lodge Room. 145 illustrations. 300 pages. 12mo, cloth. \$2.00.

**JOHN WILEY & SONS,**

53 East 10th st.,

Agents wanted.

**New York.**

# LOCOMOTIVE CATECHISM

—BY—

**ROBT. GRIMSHAW**

**1300 Questions and Answers  
360 Pages.**

**ALL ABOUT REPAIRING AND RUNNING THE  
VARIOUS KINDS OF LOCOMOTIVES.**

**NEW AND COMPLETE.**

**FULLY - UP - WITH - THE - TIMES.**

**Diagrams and Illustrations Galore.**

**PRICE, \$2.00.**

**Address Orders to**

**DEBS PUBLISHING CO.,**

**TERRE HAUTE, INDIANA.**

## Helpful Books for Ambitious Men.

**Locomotive Engine Running**, by ANGUS SINCLAIR. Price, \$2.00.

**Progressive Examinations for Engineers and Firemen**, by JOHN A. HILL. Price, 50 cents.

**Air Brake Practice**, by J. E. PHELAN. Price, \$1.00.

**Block Signalling**. Explains how the different forms of block signals are worked. Price, \$2.00.

**Catechism of the Locomotive**, by M. N. FORNEY. Price, \$3.50.

**Hand-Book of Instructions for Engineers and Firemen**, by N. HAWKINS, M. E. Illustrated. Price, \$2.50.

**How to become a Successful Engineer**, by B. STUART. Price, 50 cents.

These books are well known stand-bys, and the man who buys one of them, will never regret his investment.

**CATALOGUE FREE.**

## ENGINEERING LITERATURE CO.,

East Orange, New Jersey.

## To all Union Men: - -

Greeting:--

We, the members of Local Union No. 18, United Garment Workers of America, employes of Sweet, Orr & Co., of Newburgh, N. Y., hereby certify that all garments in this Factory are made under strictly Union regulations; a fact which we shall be very glad to have Union men remember when they have occasion to buy an Overall.

MARY F. CAHILL, Rec. Sec.  
L. O. BEDFORD, Treas.

GEORGE GASKING, Pres.  
EVELINE MCGUIRE, Fin. Sec.

## N. B.--EVERY GARMENT WARRANTED.

Pants from \$1.00 to \$4.00.

*Ask your dealer for a pair of yellow ticket pants, price \$1.50*

Newburgh, N. Y.  
Chicago, Ill.  
New York City.

## Sweet, Orr & Co.

When addressing our advertisers mention this Magazine.



# INSTRUCTION BY MAIL

In Architectural Drawing,  
Architecture,  
Plumbing, Heating and Ventilation,  
Bridge Engineering,  
Railroad Engineering,  
Surveying and Mapping,  
Electrical Engineering,  
Mechanical Drawing,  
Mining,  
English Branches and

## MECHANICS.

Diplomas awarded. To begin students need only know how to read and write. Send for FREE Circular of Information stating the subject you think of studying to

**THE CORRESPONDENCE SCHOOL  
OF MECHANICS AND INDUSTRIAL SCIENCES,  
SCRANTON, PA.**

## 4000 STUDENTS

**JAS. I. LYONS**  
78 FIFTH AVE. CHICAGO  
MANUFACTURER OF

ARTIFICIAL  
LIMBS WITH

**ALUMINUM  
PNEUMATIC FEET**

NO DEAD SOUND  
NO STIFF ANKLE  
NO HEAVY JAR

LIFE LIKE IN MOTION NEAREST APPROACH TO NATURE IN ACTION  
DURABLE IN CONSTRUCTION.  
THE ONLY RUBBER FOOT MADE WITHOUT  
A WOOD CORE OR FILLING



**FREE** A fine 14k gold plated watch to every reader of this paper. Cut this out and send it to us with your full name and address, and we will send you one of these elegant, richly jeweled, gold finished watches by express for examination, and if you think it is equal in appearance to any \$25.00 gold watch pay our sample price, \$3.50, and it is yours. We send with the watch our guarantee that you can return it at any time within one year if not satisfactory, and if you sell or cause the sale of six we will give you One Free. Write at once, as we shall send out samples for 60 days only. Address  
**THE NATIONAL MFG & IMPORTING CO.,**  
334 Dearborn St., Chicago, Ill.

## MONEY

Invested **NOW** in good Gold Mining Stocks will return enormous profits in the next one or two years. The Gold Mining Boom of '49 and '50 now being repeated.

Write or call for our list of mining investments sure to return large profits.

**The Consolidated Mining Brokerage Co.**

241 Washington St., Room 11, Boston, Mass.



**\$2.75** Buy our \$9 Natural Finish Baby Carriage complete with plated steel wheels, axle, springs, and one piece steam bent handle. Made of best material, finely finished, reliable, and guaranteed for 3 years. Shipped on 10 days' trial. **FREE** FREIGHT PAID; no money required in advance. 25,000 to use. We are the oldest and best known concern of our kind, reliable and responsible. Reference furnished any time. Make and sell nothing but what we guarantee to be represented, sold at the lowest factory prices. **WHITE TO-DAY** for our large **FREE** illustrated catalogue of latest designs and styles published.  
**OXFORD MFG. CO., 340 Wabash Ave., Chicago, Ill.**



**BUY DIRECT AND SAVE DEALER'S \$12 AND AGENT'S PROFITS.**

Buy our Oxford Boss Bicycle, suitable for either sex, made of best material, strong, substantial, accurately adjusted and fully warranted. Write to-day for our large complete catalogue of bicycles, parts, repairs, etc., free.

**OXFORD MFG. CO.**

338 Wabash Avenue, - CHICAGO, ILL.

## THE BROTHERHOOD SEAT.

IS SENT ON ONE WEEK'S TRIAL.

Patented and Manufactured by

**STANNARD & WHITE,**

APPLETON, WIS.

B. of L. E., No. 88.

B. of L. F., No. 28,

Send stamp for full particulars.



**\$12 to \$35  
Per Week**

Can be made working for us. Parties preferred who can give their whole time to the business. Spare hours, though may be profitably employed. This announcement is of special interest to stirring men who wish to rise in the world. Good openings for town and city work as well as country districts.

**B. F. JOHNSON & CO.,**

No. 3 So. 11th St., Richmond, Va.

**LOOK! A NEW INVENTION LOOK!**

Can light your headlight while running. This patent Lighter is especially adapted to service in stormy weather. Can be used with any headlight without removing the chimney. No oil; no caps nor wicks used. Only a match, easily carried in Pocket. No engineman can afford to be without one. Once used, always used. Price \$1.00 each, by mail. Address **HANS TWETE, Box 38,** Member Div. 69 B. of L. E. Barnesville, Minn.

**JOSEPH LEICESTER ATKINS,  
PATENT LAWYER**

AND

**Solicitor of U. S. and Foreign Patents,  
Atlantic Building, 930 P. St.,  
WASHINGTON, D. C.**

**OF INTEREST TO  
R. R. MEN AND  
THEIR FAMILIES.**

**U. S. CENSUS, 1880. REPORTS**

**35,000 DEATHS  
FROM  
CANCER**

**The IOLA SANITARIUM**

is an institution thoroughly equipped for the treatment of Cancer, Tumors and all malignant growth without the use of the knife, and effects a permanent cure where the circumstances are at all favorable for treatment. References on application.

Address **DR. GEO. DALE, Iola, Wisconsin.**



**ON TRIAL**

For 30 DAYS, a

**"Never-Slip" Truss.**

For Particulars, and Circulars on

**RUPTURE BRUCH**

Address **O. W. F. SNYDER, M. D.,**  
246 McVicker's Theater Building, Chicago.

**MRS. WINSLOW'S SOOTHING  
SYRUP  
- FOR CHILDREN TEETHING -  
For sale by all Druggists. 25 Cents a bottle.**

When addressing our advertisers mention this Magazine.

# SCHRAGE'S RHEUMATIC CURE.

"THE \$1,000,000.00 CURE"

Doesn't cure everything, but does cure Rheumatism, Gout and Neuralgia, every time. We refer to three bank presidents, doctors, lawyers, brokers, farmers, Soldiers, R. R. men and magnates of all kinds; the rich and the poor, priest and potentate.

**SCHRAGE'S RHEUMATIC CURE** has never failed yet. The discovery of the age. Endorsed by 2,700 newspapers. Will not injure the most delicate persons; builds up the system. All vegetable, no poisonous matter. Every bottle numbered. Refuse substitutes and buy direct of owners. Highest endorsements in Milwaukee.

REFERENCES: Morton E. Davis, formerly trainmaster, Ill. Cent. Ry., Mutual Reserve Building, New York City; J. K. Tremaine, ex master mechanic, H. & St. J. Ry., R okery, Chicago, Ill.; H. Pabst, 1427 N. Seventh St., Philadelphia; S. L. Dows, Jr., Cedar Rapids, Iowa; Dr. H. C. Fickes, Glenwood, Wis.

Get free testimonials. \$1.50 per bottle.

**SWANSON RHEUMATIC CURE CO.,**

OWNERS.

167 Dearborn St.,

CHICAGO.



**BABY CARRIAGES** Shipped C. O. D.

Anywhere to anyone at Wholesale Prices without paying one cent in advance. We pay freight. Buy from factory. Save dealers' profits. Large illustrated catalog \$2.00 " " \$5.95. free. Address **Cash Buyers' Union**, 164 West Van Buren Street, St. L. Chicago, Ill.

**NATIONAL HOTEL.**

J. H. BREWER, Proprietor.

(B. of L. E. Div. 182.)

102 Park Avenue, opp. Avenue Hotel.  
**HOT SPRINGS, ARK.**

(Correspondence solicited. Letters of Inquiry promptly answered.)

**FREE!**

**C.O.D. \$2.98**

**An EXTRAORDINARY OFFER!**

**\$10.00 FOR \$2.98**

**CUT THIS ADVERTISEMENT OUT** and send it to us with your name and address and we will send you by express, C. O. D. a box of our Very Finest Cigars, retail price \$5.00, and this beautiful 14 karat Gold Finished Watch for only \$2.98. We send the watch and box of cigars together. You examine them at the express office and if satisfactory, pay the express agent our Special Extraordinary Price, \$2.98, and they are yours. The watch is beautifully engraved and is equal in appearance to a \$25.00 gold filled watch and a perfect time-keeper. We make this extraordinary offer to introduce this special brand of cigars and only one watch and one box of cigars will be sold to each person at this price. Write to-day.

**THE NATIONAL MFG. & IMPORTING CO.,**  
334 Dearborn St., Chicago, Ill.

**COOK REMEDY CO.**

**Blood Poison!**

Primary, Secondary or Tertiary permanently cured in 15 to 35 days. We eliminate all poison from the system, so that there can never be a return of the disease in any form. Parties can be treated at home as well as here, (for the same price and under the same guarantee,) but with those who prefer to come here, we will contract to cure them or refund all money and pay entire expense of coming, railroad fare and hotel bills.

**Our Magic Remedy** Eight Years in Use and Never Failed to cure the most obstinate cases. We challenge the world for a case we can not cure. Since the history of medicine a true specific for **BLOOD POISON** has been sought for but never found until our Magic Cyphillene was discovered. We solicit the most obstinate cases and challenge the world for a case we cannot cure. This disease has always baffled the skill of most eminent physicians.

**\$500,000 CAPITAL** behind our unconditional guarantee. Absolute proofs sent sealed on application. Address,

**COOK REMEDY CO.,**  
Room 307 Masonic Temple, Chicago, Ill.

**COOK REMEDY CO.**

We will send you the **MARVELOUS and UNFAILING** French Preparation,

**MEN BE CALTHOS**

**FREE by MAIL**, and a legally executed guarantee that **CALTHOS** will **RESTORE** your **HEALTH, STRENGTH and VIGOR.**

*Use it & pay if satisfied.*

Von Mohl Co., Importers, Cincinnati, Ohio.

**MY WIFE CANNOT SEE HOW YOU DO IT AND PAY FREIGHT.**

**\$14** Buys our 2 drawer walnut or oak Improved High Arm Singer sewing machine finely finished, adapted to light and heavy work; guaranteed for 10 Years; with Automatic Bobbin Winder, Self-Threading Cylinder Shuttle, Self-Setting Needle and a complete set of Steel Attachments; shipped anywhere on 30 Day's Trial. No money required in advance. 75,000 now in use. World's Fair Medal awarded machine and attachments. Buy from factory and save dealer's and agent's profits.

**FREE** Cut This Out and send to-day for machine or large Free catalogue, testimonials and glimpses of the World's Fair.

**OXFORD MFG. CO. 342 Wabash Ave. CHICAGO, ILL.**

**THE ASTRONOMICAL WONDER,**  
**PLAY OF THE PLANETS,**

Reveals that: **MERCURY** People Have Executive Power and Oratory; **VENUS** People Make Good, True Friends; **MARS** People are Leaders and Rulers; **JUPITER** People Make Money; **SATURN** People are Sickly; **URANUS** People Think, Work and Advance; **NEPTUNE** People are Travelers and Statisticians.

Most people are out of their sphere—where do you belong? Send one dollar for the Play of the Planets and ascertain. Address, **PLANETARY PUB. CO.,** 60 Wabash Avenue, Chicago, Ill.

**Artificial LIMBS**

**BEST LEG—\$50**

Wood or Rubber Foot

**TRUSSES, Elastic Stockings, Crutches, etc.**

Catalogue Free. State particulars.

**GEO. H. FULLER,**  
U. S. Government Mfr. Dept.  
No. A. A. ROCHESTER, N. Y.

# PERFECT RAILROAD WATCHES

HIGHEST GRADE

ROCKFORD

WATCH CO.

15 JEWEL

MOVEMENT.

GUARANTEED

TO PASS

RAILROAD

INSPECTION



**COSTS NOTHING  
TO EXAMINE.**



**Jos. Fahys & Co.'s "Montauk,"** dust proof, open face case, 10k gold filled, screw back and bezel, neatly and artistically engraved, and accompanied by the **manufacturer's signed guarantee to wear for fifteen years.** Fitted with No. 87 Rockford movement as described below,

**\$22.50.**

**American 14k Gold Filled Hunting Case,** elegantly engraved and finely finished, and accompanied by the **manufacturer's own guarantee to wear for twenty years.** Fitted with No. 84 Rockford movement as described below,

**\$25.15.**

The No. 87 Open Face and No. 84 Hunting Movements are the highest grade 15-jeweled movements made by the Rockford Watch Co. They have fifteen finest ruby jewels, in solid gold settings, Breguet hair-spring, patent micrometer regulator, fancy or double sunk dials, and are elegantly damaskeened in gold on solid nickel. They are fully adjusted to heat, cold and positions, will pass railroad inspection, as they comply with the requirements of railway time orders, and are acknowledged the best movements ever offered for the money.

**With each movement is sent a signed and numbered guarantee and our agreement to clean and oil movement once a year for five years from date of purchase.**

For the benefit of those who do not wish to purchase higher priced cases, we will furnish these movements in **Dueber Silverline Cases** at the following prices: No. 87, \$15.95; No. 84, \$16.60, and will allow a credit of 75 cents for the open face and \$1.25 for the hunting case (when returned) on any purchase of a solid gold or gold filled case for the movement made within one year..

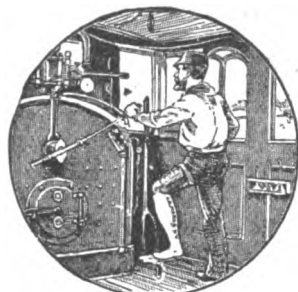
**Samples** of these watches can be seen and purchased for above prices at any Express Office in the United States. If the agent of the express company doing business in your town has not samples on hand, write us, giving his name and name of the company, also stating which watch you wish to examine, and we will at once forward samples for your inspection. If the watch is satisfactory, pay the agent our price and he will deliver it to you, otherwise you do not pay a cent.

**MOORE & EVANS, WHOLESALE JEWELERS,**

**MASONIC TEMPLE, CHICAGO.**

When addressing our advertisers mention this Magazine.

Digitized by Google



# Marks' Patent Artificial Limbs

WITH RUBBER HANDS AND FEET

Are Natural in Action, Noiseless in Motion, and the Most Durable in Construction.

It is not unusual to see an engineer with hand on the throttle, or a conductor, baggage-master, brakeman, fireman, carpenter, farmer, mason, miner, and in fact men of every vocation, wearing one or two artificial legs, with rubber feet of Marks' Patents, performing as much labor as men in possession of all their natural members, earning the same wages; in fact, experiencing little or no inconvenience.



Over 15,000 in use, scattered in all parts of the world. Eminent surgeons and competent judges commend the Rubber Foot and Hand for their many advantages. At every industrial exhibition where exhibited they have received the highest awards. They are endorsed and purchased by the U. S. and foreign governments. A treatise, containing 430 pages, with 260 illustrations, sent FREE; also a formula for taking measurements by which limbs can be made and sent to all parts of the world with fit guaranteed.

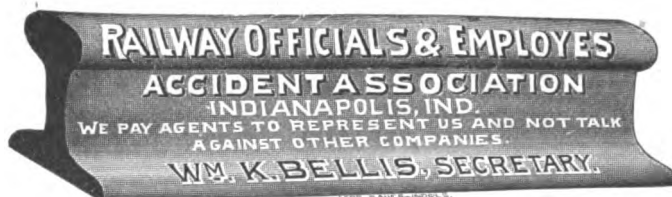
Address,

**A. A. MARKS,**

Established  
Forty-one Years.

701 Broadway, New York City.

Received the Highest Award at World's Columbian Exposition.



Some of the  
Claims Paid  
to Firemen:

## Death Claims--Firemen.

Wm. Whitzig, Wis. C. Ry.	\$1,500	E. Skillman, Ill. C. Ry.	\$1,000
Frank Strub, N. P. Ry.	1,500	S. McInnes, Big Four Ry.	1,000
C. W. Ryan, Ill. C. Ry.	1,000	Geo. E. Wells, C. R. I. & P. Ry.	2,000
C. Z. Boynton, Ill. C. Ry.	1,500	E. B. Good, C. B. & N. Ry.	1,500
Hugh Gilmer, St. L. & S. F.	1,500	Ira L. Owens, U. P. Ry.	1,500
Jno. C. Moore, C. P. Ry.	1,000	P. F. Leyha, Ft. W. & D. C.	1,000
Wm. B. Doane, C. B. & N. Ry.	2,000	James Bowen, L. N. A. & C.	1,000
John Hunter, Ill. C. Ry.	1,500	Frank Nichols, St. L. S. W. Ry.	1,000
Evans Jones, St. L. S. & N. W.	1,000	Orlia Fowler, M. L. S. & W. Ry.	1,000
N. J. Chauncey, E. T. V. & G. Ry.	2,000	John Werkhoff, L. N. A. & C. Ry.	1,000
H. P. Shriner, B. & M. Ry.	1,000	Samuel Horne, L. N. O. & T. Ry.	2,000
Thomas McGee, Ill. C. Ry.	2,000	O. W. Bean, B. & M. R. Ry.	1,000
B. B. Arthur, R. & D. Ry.	1,500	Jno. McJohnson, St. L. & S. F. Ry.	2,000
H. W. Clements, C. & O. Ry.	2,000	C. D. Hasenier, B. & M. R. Ry.	1,000
W. J. Wheeler, St. L. S. W. Ry.	1,500	C. H. Crosby, Soo Line.	2,000
Joe Hartley, U. P. Ry.	2,000	J. T. Stewart, N. N. & M. V. Ry.	2,000
T. R. Wallace, M. P. Ry.	3,000	A. P. Baer, D. & R. G. Ry.	2,000
George Knuckles, E. T. V. & G. Ry.	2,000	Andrew Conn, D. & R. G. Ry.	1,000
B. W. Needham, N. P. Ry.	1,000	Chas. L. Myers, M. P. Ry.	2,000
Chas. A. King, St. L. I. M. & S.	1,000		

## Disability Claims--Firemen.

H. N. Hancock, C. B. & Q. R. hand	\$750	Elmer E. Barbee, C. & O. Ry., arm	\$1,000
F. T. Wilson, C. B. & Q. Ry., arm	1,000	W. C. King, C. B. & N. Ry., arm	1,000
W. H. Smith, St. L. & S. F. Ry., hand	750	Charles Brown, C. U. Ry., arm	1,000
J. E. Kennedy, Big Four Ry., foot	500	John Long, C. & O. Ry., arm	500

ADDRESS **W. K. BELLIS**, Secretary and General Manager, Lock Box 93, Indianapolis, Ind.

When addressing our advertisers mention this Magazine.

# S. N. CLARKSON & CO., The Railroad Jewelers

The Clarkson Perfection Electric Alarm Clock rings until stopped. Price, \$4.50.

## PRICES OF LEADING AMERICAN MOVEMENTS.

Howard No. 7	58 00
Howard No. 5	42 00
Clarkson's Special Railroad, 17 Jewel	31 00
Clarkson's Railroad	27 00
Clarkson's Railroad Queen	22 00
Raymond Nickel	17 00
Raymond Gilt	15 00
Hampden's Special Railway, 17 Jewel	35 00
Hampden's New Railway, 17 Jewel	28 00
Hampden's Nameless Railway, 17 Jewel	18 00
John D. Dueber, 17 Jewel	14 00

## WALTHAM MOVEMENTS.

Crescent Street, Nickel	\$23 00
Appleton Tracy, Nickel	18 00
Appleton Tracy, Gilt	16 00

The above movements will stand inspection on any of the roads in the United States.

Goods of any description sent C. O. D. on approval.

Agents wanted. Our illustrated catalogue sent free to any address in the United States.

ESTABLISHED  
1884.



126  
State St.,  
CHICAGO,  
ILL.

## ARTIFICIAL LEGS AND ARMS.

For Railroad Service a Specialty.

Unparalleled List of Awards.

Free Illustrated Catalogue.

HON. WADE HAMPTON (Ex-Senator from Virginia), writes: "Wore leg 6 years. I commend your workmanship cordially."

FRANCIS FESSENDEN, Brig. and Bvt. Maj. Gen'l U. S. Army. "I wore your leg with entire satisfaction, and have lately procured a third."

JOHN CONNERY, Conductor B. N. F. & W. Ry. "For the past year have run a passenger train. Best have ever seen."

J. W. HAIGHT, Conductor N. Y. L. E. & W. Ry. "I would not part with artificial limb for five times its cost."

Send description of your case.



**C. A. FREES,**

781 Broadway, New York,

Branch Office, 106 Fifth Ave., cor. Washington St., Chicago, Ill.

Established 26 Years.



**FIRE UP!**

**FIREMEN!**



You have a furnace in front, cool drafts about you, and mishaps all the time.

**ST. JACOBS OIL**

**CURES BURNS, SPRAINS, BRUISES, CUTS, WOUNDS, SORENESS,  
STIFFNESS, SWELLINGS, BACKACHE, NEURALGIA,  
SCIATICA AND RHEUMATISM.**

## "PULL YOUR LEG"

Is less to fear with Railroad men than to Lose Your Leg. In the latter case you surely want to replace it with a **Patent A-justable Slip Socket**. Warranted *not to Chafe the Stump*. Received the Gold Medal and the Diploma at the World's Fair.

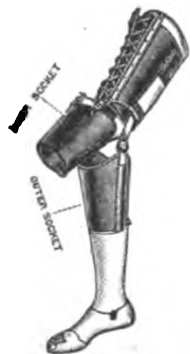
**LARGEST FIRM IN THE UNITED STATES.**

The Inner Socket, seen outside the limb in cut, is made over a plaster cast of the stump, giving an exact fit, being held permanently upon the stump by elastic fastened to lacer above, and in act of walking moves up and down in the Outer Socket, bringing all the friction between the two sockets, instead of between the stump and the socket as is the case of all wooden socket limbs. With our **SLIP SOCKET** the most tender, sensitive stump can be fitted and limb worn with perfect ease and comfort. Endorsed and purchased by United States Government. Send for our New Catalogue with illustrations

**THE WINKLEY ARTIFICIAL LIMB CO.**

323 Nicollet Ave., Minneapolis, Minn.

BRANCH OFFICES: 84 Adams St., Dexter Building, Chicago. California Mid-Winter Exposition, East Gallery Liberal Arts Building, San Francisco.



When addressing our advertisers mention this Magazine.



—ELY'S CREAM BALM—Cleanses the Nasal Passages, Allays Pain and Inflammation, Heals the Sores, Restores Taste and Smell, and Cures

# CATARRH

—Gives Relief at once for Cold in Head.  
Apply into the Nostrils. —It is Quickly Absorbed.  
50c. Druggists or by mail. ELY BROS., 66 Warren St., N. Y.




**FREE Examination**  
**FOR 60 DAYS.**

**WATCH AND BOX OF 50 CIGARS C.O.D. \$2.75**



AN EXTRAORDINARY OFFER! NO MONEY REQUIRED IN ADVANCE.  
BOX OF 50 CIGARS AND WATCH FOR \$2.75. 100,000 TESTIMONIALS RECEIVED.  
CUT THIS OUT and send it to us with your name and address, (no money required in advance) and we will send to you by express, same day we receive your order, one box containing 50 of Our Celebrated 5c. Cigars, and in the same package a genuine Solid Nickel Plated Watch, stem winder and setter, enamel dial, oil tempered, unbreakable mainspring, finely finished train, jeweled balance, dust proof, finely polished case, a splendid timekeeper. A written guarantee for 5 Years sent with every watch. You examine the goods at the express office and, if satisfactory, pay the express agent \$2.75 and express charges, and the box of 50 Cigars, Watch, Chain and Charm are yours. As this offer is made solely to introduce our famous 5c. Cigars, to protect ourselves against dealers and speculators ordering in large quantities, we will not sell more than 3 boxes and watches to any one person. Write to-day. **THE CHICAGO WATCH CO., 281 Wabash Ave., Chicago, Ill.**

ALL GENUINE  
INGOTS & MANUFACTURES  
BEAR OUR  
REG. TRADE MARKS.



"Phosphor-Bronze."

## PHOSPHOR-BRONZE

INGOTS, CASTINGS, WIRE, SHEET &C.  
**THE PHOSPHOR BRONZE SMELTING CO. LIMITED**  
2200 WASHINGTON AVE. PHILADELPHIA, PA.  
ORIGINAL MANUFACTURERS OF PHOSPHOR-BRONZE IN THE UNITED STATES AND SOLE  
MAKERS OF "ELEPHANT BRAND" PHOSPHOR-BRONZE.



## BURNISHINE

The Most Marvelous Metal Polish in the World  
Will Produce a Most Brilliant Lustre to Brass, Copper, Zinc, Steel, Etc.

Especially Adapted to Hot Metals.

SPECIAL PRICES TO FIREMEN:

One pound boxes, \$2.00 per dozen; one-half pound, \$1.25 per dozen; five pound pails, \$7.50 per dozen.

Send cash with each order. Money will be refunded if Polish is not satisfactory.

On receipt of 10 cents in postage stamps, we will send 1/4 lb. pound box prepaid.

**J. C. PAUL & Co.**

121 Lake St. Chicago, Ill.

**A. V. CHASE & Co.**

Somerset, Mass. Sole Eastern Agents.



## "THE DETROIT"

Lubricators No. 2 and 3 for Cylinders and Air Pumps of Locomotives are THE BEST.

No Variation of Feed; Oil Cannot Syphon Out.

Sight Feed Glasses not WORN AWAY by STEAM or WATER.

Always Sure and Reliable. Buy the "DETROIT."

ADDRESS **DETROIT LUBRICATOR CO.,**  
**DETROIT, MICHIGAN.**

No. 2 Improved Cylinder Lubricator.

# CASTNER & CURRAN,

General Tide Water  
COAL AGENTS.

CELEBRATED

## POCAHONTAS Semi-Bituminous Coal.

1 Broadway, New York. 308 Walnut St., Philadelphia  
70 Kilby St., Boston. 36 Main St., Norfolk, Va.  
1 Fenchurch Ave., London, England.

The Pocahontas Coal is acknowledged by all railroads that have used it to be the best American coal for Locomotive use. It generates steam with great rapidity, and at the same time holds the fire an unusually long time. The merits of the coal are shown by the unprecedented growth of the mines, which were not opened until 1883. Since that time the out-puts have increased over 1,300 per cent. beyond all precedent, amounting during 1892 to 3,000,000 tons. During the present year it will be at least 2,000,000 tons. We are therefore prepared to fill all orders with prompt dispatch.

## BERWIND-WHITE COAL MINING CO.

Miners and Shippers of the  
EUREKA  
BITUMINOUS COAL.

55 Broadway, New York.  
Bullitt Building, 139 South Fourth St., Philadelphia.  
19 Congress St., Boston, Mass.

An Unexcelled Fuel for Locomotives and Steam Ships.

Shipments Last Year, 3,500,000 Tons.

SHIPPING WHARVES:  
PHILADELPHIA, Greenwich Point.  
NEW YORK, Eureka Pier, Harsimus (foot Sixth St.)  
Jersey City, N. J.  
BALTIMORE, Canton Piers.

# CAST STEEL WORKS

—OF—

FRIED. KRUPP.

ESSEN, GERMANY.

American office, 15 Gold St., New York  
Represented by THOMAS PROSSER & SON  
P. O. Box 2878.

Locomotive Tires,  
Crank Pins,  
Piston Rods,  
Spring Steel,  
Steel Tired Wheels.

After a test of over twenty-five years the "KRUPP TIRE" has proved itself the best in the market.

If a reliable article is wanted which will give satisfaction, get KRUPP'S.

Important to  
Railroad Managers and  
Master Mechanics.

## Sibley's Perfection Valve Oil.

More perfect lubrication insured, and guaranteed entire freedom from corrosion, honey-combing of cylinders and destruction of joints of steam chest by fatty acids.

In exclusive use upon eighty-two railroads.

References furnished upon application.

Make exclusive specialty of Valve and Signal Oil for railroad use. BEWARE OF IMITATIONS.

SIGNAL OIL WORKS,  
LIMITED.

J. C. SIBLEY, President.

- - - FRANKLIN, PA.

When addressing our advertisers mention this Magazine.



HIGHEST AWARD AND MEDAL, WORLD'S COLUMBIAN EXPOSITION

## THE OLD RELIABLE STANDARD METAL POLISH FOR ENGINE WORK

Firemen Should be Careful and Avoid Imitations.  
PRICES REDUCED FOR 1894.

For this year prices to firemen (as agents) will be: One pound boxes, per dozen, \$2. Three pound pails, per doz. \$5. Five pound pails, \$7.50 per dozen.

Cash must always come with orders to avoid delay.

Bed Rock prices are here given to firemen as agents and they cannot and must not expect to buy from dealers at these prices. Samples sent free on application. Address,

**THE MATCHLESS METAL POLISH CO.,**

69 Frankfort St. New York.

88 Market St. Chicago.

## WHAT THEY SAY ABOUT OUR

ELDON, I.A., Dec. 18, 1893.

DEAR SIR:—Please send me one of your seats for locomotive use. I find that they are the best seat for engine use that I have seen yet. I want it 24 inches long and 20 inches wide. Weight, 170 pounds. Send it C. O. D.

Yours respectfully,  
(Signed) W. T. Brown,  
Engineer C. R. I. & P. R. R.

We refer by permission to the following users: D. J. Crowley, Engineer S. F. & W. Ry., 16 Jones st., Savannah, Ga.; Jno. Horton, Engineer Grand Junction, Colo.; Wm. Malloch, Engineer G. T. Ry., Belleville, Ont.

## ALL STEEL CAB SEAT.



ROUGH RIDING MADE EASY. Just put this seat in the box and lay your cushion on it. Made only of finest tempered steel spiral springs, heavy band steel bottom frame, and tempered woven wire fabric. Any size or shape desired. Usual size, 18x24. Price for seat not over 24 inches long, \$2.00. Terms, C. O. D. or cash with order. Please give your weight

MANUFACTURED ONLY BY

**SMITH & HAGGARD CO., Dept. B.**

Cor. Sacramento and Carroll Aves.,

CHICAGO, ILL.



CHAS. MILLER, President

# Galena Oil Works, Limited. FRANKLIN, PA.

## SAFETY, SPEED, ECONOMY

Are the results of the use of Galena Oils. Scientific and practical tests of the past twenty years have demonstrated the fact that Galena Oils are superior to any other oils in the market.

Galena Oils in winter stand a cold test of from ten to fifteen degrees below zero, and will not freeze in the coldest weather.

The superiority of Galena Oil is demonstrated by their exclusive use upon a large majority of the railways of this country. They are in use upon three continuous lines of railways from Boston and New York to the Pacific coast and on one to the City of Mexico, thus demonstrating their adaptability to all climates and all temperatures.

We also supply our patrons with Sibley's Perfection Valve Oil, which is in exclusive use upon a large majority of the leading railroads of the country.

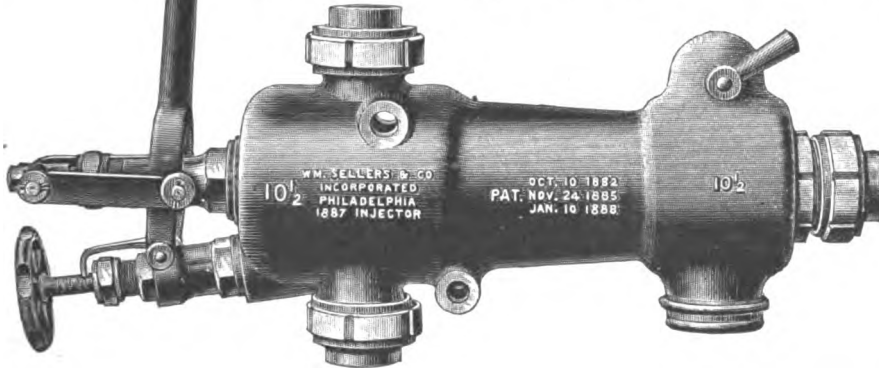
When addressing our advertisers mention this Magazine.



WILLIAM SELLERS & CO., Incorp., Philadelphia, Pa.

Sole Patentees and Makers of

# Self-Acting Injector of 1887.



**NOTE**—There are many injectors which will work well when the conditions are favorable. This injector is designed to work well under all conditions and is, therefore the most reliable.

**IT WILL RE-START ITSELF.**

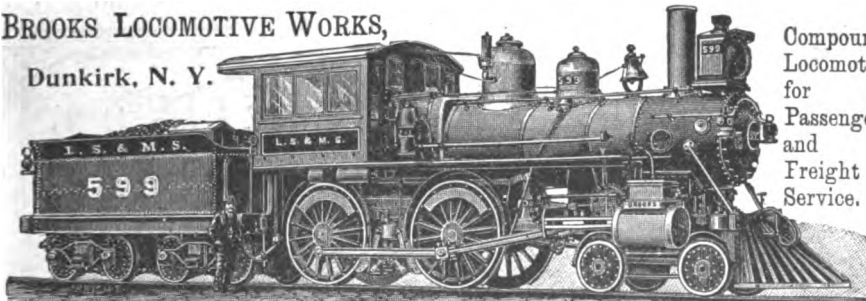
**IT WILL ADJUST ITSELF.**

**IT WILL LIFT HOT OR COLD WATER.**

Its range of capacity is over 60 per cent. and it can be regulated, therefore, to work continuously for light or heavy trains. It is operated by a simple lever motion which readily starts and stops its action.

## BROOKS LOCOMOTIVE WORKS,

Dunkirk, N. Y.



Compound Locomotives for Passenger and Freight Service.

Builders of Locomotive Engines for any required service from our own designs or those of purchasers. Perfect interchangeability and all work fully guaranteed.

M. L. HINMAN, Pres't and Treas.

R. J. GROSS, Vice Pres't.

D. RUSSELL, Superintendent.

F. H. STEVENS, Ass't to the President.

T. M. HEQUEMBOURG, Sec'y.

H. TANDY, Ass't Supt.

New York Office,  
45 Broadway.

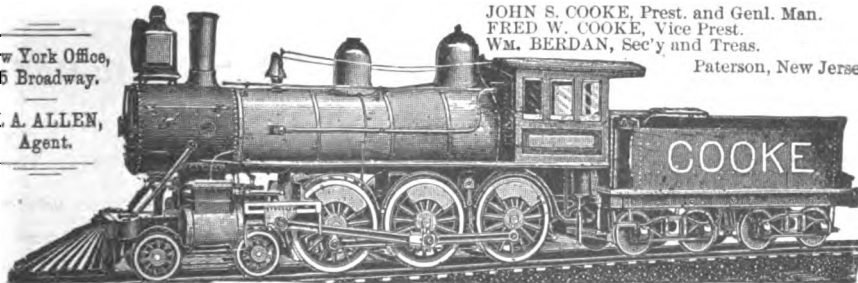
H. A. ALLEN,  
Agent.

JOHN S. COOKE, Pres't. and Genl. Man.

FRED W. COOKE, Vice Pres't.

WM. BERDAN, Sec'y and Treas.

Paterson, New Jersey.



**COOKE LOCOMOTIVE AND MACHINE CO.** (Formerly Danforth Locomotive and Machine Co.)

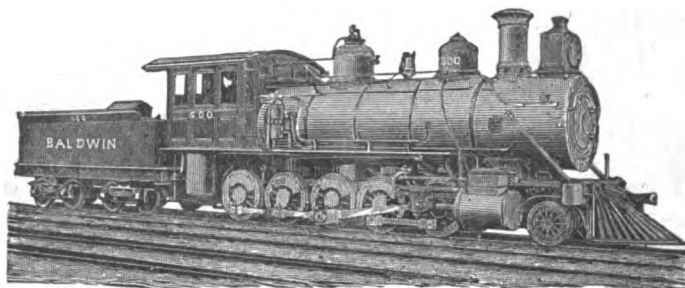
**PATERSON, NEW JERSEY.**

☛ When addressing our advertisers mention this Magazine. ☛

ESTABLISHED 1831

# Baldwin Locomotive Works.

ANNUAL CAPACITY, 1,000.



## *Locomotive Engines*

Adapted to every variety of service, and built accurately to standard gauges and templates. Like all parts of different engines of same class, perfectly interchangeable. Broad and Narrow Gauge Locomotives; Mine Locomotives by Steam or Compressed Air; Plantation Locomotives; Noiseless Motors for Street Railways, Furnaces, etc. **Compound Locomotives.**

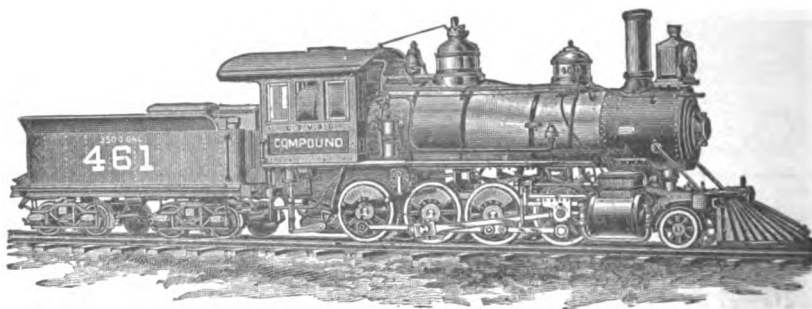
**Burnham, Williams & Co., Proprietors,**  
**Philadelphia, Pa.**

**EDWARD ELLIS, President.**  
**WM. D. ELLIS, Vice-President and Treasurer.**

**A. J. PITKIN, Superintendent.**  
**A. P. STRONG, Secretary.**

## Schenectady Locomotive Works,

SCHENECTADY, NEW YORK.



Locomotives of Standard Design for all Classes of Service, or from  
Designs Furnished by Railroad Companies.

### **COMPOUND - LOCOMOTIVES,**

Showing an Economy of 15 to 25 Per Cent. in Fuel and Water.

ANNUAL CAPACITY, 400

When addressing our advertisers mention this Magazine.

# LOCOMOTIVE FIREMEN'S MAGAZINE.

AUGUST, 1894.

## THE TOOLS TO THE TOILERS.

BY JOSÉ GROS.

For the last three years '91, '92 and '93, this MAGAZINE has published about 120 anti-socialistic articles, and about 50 from socialistic writers. Not a single assertion, in the latter, has been left unanswered, from different points of view, while none of the fundamental principles in the 120 articles have been disproved by socialists. They have simply overlooked them, or misrepresented them, or made fun of them. The latter always proves that the writer is at the end of the rope, in a ditch from which he cannot get out.

All the above can be verified by any of our readers who may see fit to overhaul the articles in question, even if they, the readers, fail yet to be convinced in any given direction.

Towards the end of '92, and for about 12 consecutive months, the writer tried to expand the subject of social growth, in order not to tire out our readers if we kept always hammering on the same hobby or side in social phenomena. We had to return to the only spot in which the fight was going on, and thus combat the same old fallacies forever reproduced by the open or hidden enemies of progress.

During the first four months of the present year we all have tried to diversify our subjects. For two or three months the tendency is again towards concentrating the fight in a single battle field. We have never taken the trouble of fussing any where around the baggages, in the march of civilization. The churches and the plutocrats are enough for that job. We must then pitch into the old battle field again, boots and all. We hope our readers will be indulgent with us. We shall not imitate that friend of ours, the socialist who is trying to feed us again with the same identical facts, and language, fully answered, and with which he did treat us for about eight months in the year of grace 1893. We don't object to a plate of hash now and then ; but

dislike it when cooked over. We shall then approach the battle field through different roads, fighting with improved guns and tactics, to the best of our ability.

We like the socialistic motto of " the tools to the toilers ; " but we don't consider that quite sufficient. We want the toilers to have, not only the tools, but the wealth, and all of it, since it is all produced by them. Hence we want the toilers to have all the land values too. And we want the toilers to control everything through the simplest process of universal *ethics* and *freedom*, not through the complicated devices of officialism which have always tended to despotism. There is the open issue between us and socialists.

Already over twenty years ago we were often raising the dust among our plutocratic friends by telling them that all land belongs to the toilers, in the order of nature, and hence in the order of God. Their line of defense was always as follows : Land can be had very cheap, if the workers want to have it. And that is just the direct or indirect argument with which socialists combat the very reform which would constitute an enormous step towards the socialistic ideal, if humanity can ever be coaxed into it, or if it is at all possible. The blindness of the theologians of the past and the present is no where compared with that of socialists.

To speak of cheap land under monopoly rule, under taxation on all that labor is to produce and consume ; under restrictions in production and commerce ; under patents and franchises with which we give to some the power to tax, to rob, the rest ; under public debts ; under the political monopolies we call freedom, and with which we convert the ballot into a farce ! It is no doubt pitiful to hear reformers talking like the enemies of humanity in all historical periods, using the same arguments, parrot-like. ! According to such reformers the taxing of monopoly instead of labor will produce the same identical results that we have to-day when we tax labor and let monopoly rule supreme. It is just like saying that if

the sun should take the place of the moon, by night, darkness would still prevail on the side of the planet flooded by the sunlight.

Gentlemen of all schools or of no school at all, land has never been cheap and can never be cheap, to the toilers, until we give it to them, all of it, free, with the land values they create, to be determined by themselves, and until we suppress all our infernal class legislation.

The trouble with our socialists is that most of them are either professional men, with no business grasp, or men who have always lived under bosses. The latter condition, depending on a boss for a living, kills, in many cases, our analytical faculty, and all power to digest thought. Then, let the mind become entangled into schemes loaded with minute details, as it is the case with the socialistic ideal, and the mind is then petrified into a crude mechanism, divorced from all natural law and all natural rights. No wonder that such men implicitly believe themselves to be wiser than God, or wiser than the clay and unconscious forces from which they come. Our friends can choose between the two sides of the dilemma. No trouble about that, and they don't need to grumble if we refuse to worship the idols they have built up, by which-ever iems on this side of Hades they may be known.

We tried to show, in the *Twentieth Century* for March 15th of this year, that taxation on land values could be established under plutocratic principles, as well as under democratic ones, for the benefit of monopolies as well as for that of the workers of nations. All in life is a question of classification. No science is possible without that. Yet, socialists want to deal with the greatest of all sciences without the use of classification. Never any desire to discriminate between the working and the loafing capitalist, between interest from loans and that increased product that labor should receive when working with better tools, belonging to the capitalistic worker, because the loafing one is the product of monopoly in natural resources or class legislation, and would rapidly vanish without all that. Never any wish to differentiate between competition under monopoly rule, and that under conditions of real freedom in all production and commerce, because of freedom in all natural resources, and no privileges to any body in any form whatever, just the opposite of what has been the case under all social compacts!

That reluctance to all classification, on the part of socialists, for fear that that will kill their pet schemes, that alone makes such schemes stand self condemned in the eyes of those who have time, patience and sufficient impartiality to review their whole plan of social re-organization. As such a plan

rests on officialism, bossism, on a delegated plutocracy instead of the self appointed one of all times, of course that socialists cannot very well take cognizance of taxation in land values codified by the people for their benefit. Don't you see that they don't conceive how real freedom can be made to work correctly? Don't you see that they have not confidence enough in the average intelligence of the individual man? Don't you notice that their whole social scheme is based on the authority of the few regulating all production and commerce, fixing the hours of labor and the earnings of every son of Adam right and left?

Our present social combinations are bad enough. They consist of a self appointed industrial oligarchy in close alliance with a delegated political oligarchy. Socialism would give us a delegated oligarchy with both political and industrial power to handle humanity as a pack of sheep, to which we had given the right to vote what the few proposed according to their views of life: just what has taken place so far under our political system of delegated political oligarchies. You would simply have the same process extended to all industrial ramifications.

We can hardly escape from the above alternative until men see fit to grasp the most self evident fact in the whole range of economic thought. It is as follows:

You cannot control the waters of a stream without controlling the channel. Hence you cannot control any labor products, in the long run, without controlling the natural elements from which such products are to come, and on which they are to move, and rest, with the men who are to use them. Not until you fully grasp that self evident fact can you see the strict righteousness that would preside over a social compact resting on taxation in land values and franchises, as we have often specified. Now for the socialists again:

You can fry a lot of eggs, for instance, by simply holding the handle of the frying pan upon the fire, or you could hold the planets in their orbits by simple controlling the sun.

According to the logic of socialists neither of these two processes would do, they are too simple. In the case of the sun you should pin each planet in its orbit, stick it through, besides holding the solar disk, lest all planets fly off into infinite space. In the case of the frying pan, you should hold the pan itself with the eggs and the fat, besides the handle of the pan, lest the whole concern sinks down into the fire.

Welly joking aside, we fully endorse that good socialistic motto, "The Tools to the Toilers" only that is not enough. We want all the wealth, and the land, and the land values, controlled and possessed by the toilers, each one to control his share, himself alone, or in free association with other

men, without the least interference from any public boss. And hence we want all the above to rest on free competition among workers, and on free co-operation with all natural laws and ethical principles, without any monopoly whatsoever, political or economic.

Monopoly is but organized human selfishness, ingrained in human laws concocted by tyrants or plutocracies, self appointed or delegated. There is no special difference between the two, if history does not lie on the subject.

And that free competition among men, with their free co operation in connection with ethical and natural law is just what your socialists fail to conceive or cannot stand. They hate all law that has not been born in the socialistic mind, some any how, as Satan hates holy water. So they say. We don't know anything about it, because we never came across any other Satan but that of human selfishness. Selfishness itself is nothing but the human will saying: "I want to make my own laws." That applies to the individual and to the collective human group, to organized society.

Let us then place that society, and so the individual, in peace with natural law, the divine will follow if you don't get excited about it, and we shall develop all individuals as veritable kings and gods, just as it was decreed by a wise Creator, as soon as men should see fit to co-operate with Him for that purpose. That may necessitate the suppression of all delegated legislative bodies. Let the people, in annual or biennial elections, fix the simplest and most specific processes by which all fundamental law, ethical and natural, shall be allowed "free play."

### THE MUNICIPIAL PROBLEM.

BY WILFRED P. BORLAND.

Speaking of our cities, Bryce, in his excellent work, "The American Commonwealth," says: "There is no denying that the government of cities is the one conspicuous failure of the United States. The faults of the state governments are insignificant compared with the extravagance, corruption and mismanagement which mark the administrations of most of the great cities."

The growth of cities in the United States within the last fifty years has been something wonderful; nothing like it was ever before known in any part of the world. At the time of Washington's inauguration to the presidency there were no large cities. Philadelphia was the largest city in the Union, with a population of 42,000. New York came next, with a population of 33,000; and Boston, which came next in size, with 18,000, was not yet a city, nor did Boston become a city until 1822, at which time her

population was about 40,000. In 1800 there were but six towns in the United States that might be ranked as cities from their size. By 1810 the number had risen from six to eleven; by 1820 the number had reached thirteen; by 1830 it had become twenty-six, and in 1840 there were forty-four cities altogether. Thus, in the forty years following the beginning of the century, the number of cities increased by thirty-eight, and the urban population increased from 210,873 in 1800 to 1,453,994 in 1840. But in the next forty years, between 1840 and 1880, the number of new cities which came into existence was 242, and the urban population increased to 11,318,547. Take the city of Chicago as a remarkable illustration of this tendency to urban growth. That city has grown from 4,000 inhabitants in 1840 to more than 1,000,000 in 1890, a 250-fold increase in the space of fifty years. In 1790 but 120,000 of our 4,000,000 inhabitants resided in urban communities; in 1890 more than 10,000,000 of our 65,000,000 inhabitants resided in cities of over 100,000. This rapid growth has entailed some important consequences; it has raised up problems in government that could not have been taken account of when our general theory of government was originally worked out, and, as in all probability our cities are destined to increase both in number and size, it is certainly the part of wisdom to consider those problems with reference to their practical solution, rather than with reference to their relation with any particular theory of government. If democracy is incompetent to solve the municipal problem, so much the worse for democracy; but democracy must, at least, be given a fair trial before it is condemned as incompetent. Pointing to the serious evils of municipal government in this country, and calling attention to the undeniable superiority of municipal administrations in European cities, a certain class of publicists have given expression to extremely pessimistic views concerning the future of democratic institutions. They see nothing but evil for the future; they see the decadence and dissolution of the nation, all proceeding from influences generated in those "foul sinks of corruption"—the cities; and they sigh for some despotic power, some strongly centralized and arbitrary government, to deliver them from the consequences that have been conjured up by their own imagination, and what they are pleased to term "the evils of democracy." That there is such a sentiment as this abroad in this republic is undeniable; and that the sentiment has been generated by the scandalous corruption and mismanagement of our city governments is in many cases also beyond question. The municipal problem, therefore, assumes proportions of much more than a local or transient character; it has

become a national problem, and upon its proper solution depends the perpetuity of republican institutions in this country. The municipal problem is one of the most fundamental questions in American politics to-day, and for that reason workingmen should prepare themselves to understand it and see that it receives consistent and intelligent treatment. Democracy is something more than a name; it is a force that is capable of being used either for good or evil. It is not necessary, nor would it be correct, to admit that democracy has been used to produce evil in our cities; but the admission might be made without in any way weakening the proposition that the same force may be used so as to produce good. Necessarily, there are two sorts of democracy—direct and indirect—equally efficient if properly used and understood. I say "necessarily," because no way has yet been discovered whereby a considerable community of persons may secure the proper administration of their collective affairs except indirectly, or through representatives. The first sort finds its expression in our township government, as exemplified in New England and the northwestern states which have adopted it, and is a pure democracy. The other finds its expression in our county government, primarily, which is composed of representatives elected by the people and having delegated powers to make laws which shall be binding on all within its jurisdiction, within certain constitutional limits; it is representative democracy. Pure democracy has one signal advantage over all other kinds of government. It tends to make every man feel that the business of government is part of his own business, and keeps alive a spirit of direct responsibility for the proper conduct of public affairs which no citizen, however humble, can lose without endangering the liberties of all. Representative democracy, on the other hand, tends to weaken this feeling of individual responsibility in governmental affairs. All energies in this world are weakened from want of exercise, and when people have once got into the habit of leaving their local governmental affairs to be managed by representatives their political energy is apt to deteriorate. When some fit subject of complaint is brought up, the individual is apt to feel that it is none of his business, as long as there are proper officers elected to look after it. He casts his vote on election day, and thinks his duty ends with that assertion of his right of citizenship. That is a lesson that has to be learned yet: that the citizen of a democratic state has something else to do besides vote. This weakening of political energy seems to be inherent, and inevitable, in the representative system; nevertheless, pure democracy seems impossible of application to a wider sphere than the town-meeting. It may be

that the introduction of the initiative and referendum will have the effect to restore political energy and impart the feeling of responsibility generated by participation in town-meeting, and the measure is for this reason alone, if for no other, worthy of trial; but even this does not contemplate, in full measure, the elimination of representative democracy. Let it now be observed that representative government is necessary for cities. In counties, representative government is necessitated by the extent of territory covered; in cities it is necessitated by the large population. This is illustrated by the experience of Boston. In 1820, with a population of 40,000, Boston had 7,000 voters qualified to attend town-meetings, and "when a town-meeting was held on any exciting subject in Faneuil Hall, those only who obtained places near the moderator could even hear the discussion. A few busy or interested individuals easily obtained the management of the most important affairs in an assembly in which the greater number could have neither voice nor hearing. When the subject was not generally exciting, town-meetings were usually composed of the selectmen, the town officers, and thirty or forty inhabitants. Those who thus came were for the most part drawn to it from some official duty or private interest, which, when performed or attained, they generally troubled themselves but little, or not at all, about the other business of the meeting."—Quincy's *Municipal History of Boston*, p. 28.

"Under these circumstances it was found necessary, in 1822, to drop the town-meeting altogether and devise a new form of government for Boston. After various plans had been suggested and discussed, it was decided that the new government should be vested in a mayor; a select council of eight persons to be called the board of aldermen; and a common council of forty-eight persons, four from each of twelve wards into which the city was to be divided. All these officials were to be elected by the people."—Fiske's *Civil Government in the United States*, p. 162.

Being necessarily representative, the efficiency of municipal government may be said to depend on two primary conditions, viz.: the character of the representatives, and the constitutional limitations under which they labor. Under the first is, of course, included the assumption that the representatives shall possess proper and adequate knowledge of the requirements of municipal government; and under the second is included the assumption that the power delegated to the representatives shall be such as to permit them to go to the full length of their constitutional limitations whenever necessary. Neither of these primary conditions have been observed, except in a spasmodic and helpless sort of

fashion that amounted to nothing. Municipal government has been placed in charge of representatives whose character was such as to render it quite a matter of certainty that they would not do any good if they could; and then they have been hedged about with constitutional limitations such as to render it quite certain that they could not do any good if they would. National and state government is limited to work of general supervision; it is concerned with the establishment and enforcement of certain general principles. Municipal government, on the other hand, is a matter of details—and very intricate details at that. The administrators of municipal government are continually called upon to deal with problems which no general theory of government will fit, and which must be settled, if settled right, independent of any political considerations whatever. The theory of cities which has prevailed with us up to now, which regards a city as a little republic, a state in miniature, is not adequate. A rational view of cities is that which regards them as large corporations for the carrying on of a large business having many branches, most of which require administrators having special aptitude and training, and that they should be governed accordingly. What is the specific character of municipal government, what duties are its administrators called upon to perform? They are required to furnish large communities with necessary pavements, sewers, water, light, fire and police protection, transit facilities, etc., in the cheapest manner consistent with permanent and first-class work; and the necessities of the case are such that the administrators must be invested with the proper authority to carry out the purposes of their administration, just as the superintendent of a railroad must be invested with the proper authority to enforce discipline and institute proper methods of management for the conduct of the business in his charge. It is, perhaps, unnecessary to say that up to the present time municipal government in this country has not been generally viewed in a rational manner. The American people have become so inoculated with the terrible virus of partisan politics that it seems out of the question for them to view any governmental question in a rational manner. The multiplicity of details connected with city government, and the special knowledge required to grapple with them properly, renders it impossible that the great mass of citizens should be able to watch its operations closely. Much work must go on which cannot be intelligently criticized by the average voter, because it requires special knowledge which the average voter does not possess. Difficult and intricate problems in sanitation, and in engineering, for example, are continually presenting them-

selves for solution, which problems require to be dealt with by men possessing technical and scientific knowledge of the very highest order, and who must be in a position to feel that they owe allegiance to the inhabitants of the municipality alone and are answerable to them only for the proper performance of their duties. And when competent men are found to deal with these problems, they must be allowed *carte blanche* to deal with them in their own way, within the prescribed constitutional limitations, and must be made to feel that their tenure of office depends on their faithful and efficient performance of duties towards the municipality which employs them, and on that alone. This is the only way to secure clean and efficient administration of municipal government. It does not imply an abandonment of democratic principles, but it does imply the application of those principles in a special manner, and it further implies the entire divorcement of municipal from national and state politics. Once in a while it becomes necessary to teach party organizations to know their place, and there should be no delay in giving them to understand that, however serviceable they may be in national affairs, they have no place whatever in municipal politics. The object of a municipal election is simply to secure an upright and efficient municipal government, and to elect a man to a municipal office because he happens to be a democrat or a republican, a protectionist or a free-trader, a prohibitionist or a populist, is about as sensible a proceeding as to elect him because his father was an Irishman, or because his mother was a member of the Methodist church.

"It is worthy of note that the degradation of so many English boroughs and cities during the Tudor and Stuart periods was chiefly due to the encroachment of national politics upon municipal politics. Because the borough returned members to the house of commons, it became worth while for the crown to intrigue with the municipal government, with the ultimate object of influencing parliamentary elections. The melancholy history of the consequent dickering and dealing, jobbery and robbery, down to 1835, when the great municipal corporations act swept it all away, may be read with profit by all Americans."—Fiske's Civil Government in the United States, p. 135.

"At present the disposition to run and vote for candidates according to party is practically universal, although the duty of party loyalty is deemed less binding than in state or federal elections. When both the great parties put forward questionable men, a non-partisan list, or so-called 'citizens' ticket,' may be run by a combination of respectable men of both parties. Sometimes this attempt succeeds. However, though the tenets of republicans and demo-

crats have absolutely nothing to do with the conduct of city affairs, though the sole object of the election—say of a city comptroller or auditor—may be to find an honest man of good business habits, four-fifths of the electors in nearly all cities give little thought to the personal qualifications of the candidates, and vote the 'straight out ticket.'—Bryce's *American Commonwealth*, Vol. I, p. 598.

The divorcement of municipal from general politics is something that must be accomplished before municipal officers of the proper character can be secured, and the first step towards this end must be a constitutional one granting cities complete local autonomy. Cities derive their corporate life from the state legislature; the charter of a city, under which it does business, comes from the legislature and is entirely within the control of the legislature. The powers committed to a city are strictly limited to those defined by the charter or granted by special act of the legislature. It is not to be expected that these charters as originally granted can cover, or provide for, all the requirements of cities as they may arise. The charter which would answer all the requirements of a city of ten or fifteen thousand inhabitants might not do at all for a city of four or five times that size, or even larger. Consequently, as cities increase in size, problems and wants unforeseen at the time the charter was granted, are continually presenting themselves to the administrators of city government, and when they attempt to deal with them they find they have no power to do so; their hands are tied by inconsistent charter provisions, and, strange anomaly in our democratic theory, the people wholly concerned in the matter have no power to remove such inconsistencies, but must apply to the state legislature for relief. From this condition of affairs has sprung the consequence that the bulk of legislation in most of our states has come to be nothing more than petty and inconsequential tinkering with city charters—a legislative function which is entirely outside the line of state duties. For instance, the New York commissioners of 1876, appointed to devise a plan for the government of cities in that state, reported that the legislature of 1870 passed 212 acts relating to cities and villages, which acts constituted more than three-fourths of the entire volume of legislation at that session. 808 acts, which, when printed, filled 2,000 octavo pages, were passed altogether, and of these 2,000 pages the 212 acts filled more than 1,500. It need hardly be said that the greater part of this legislation was worse than useless. This state control of city charters, besides hampering the cities by compelling them to work under defective charters for indefinite periods, or until the state legislature can be induced to change

them, tends to beget political corruption in various forms. When a city wants a new charter, or an amendment to an old one, it must maintain an expensive lobby at the state capitol for the purpose of obtaining the requisite support to carry the measure through; and the local representatives of the city must engage in log rolling, or political trading, with members from other parts of the state in order to obtain the necessary number of votes to have the city's wants enacted into law. It is not to be expected that a member from one of the rural districts of a state shall properly understand the merits of a measure relating to a rapid transit problem in a great city where he has no interests whatever, and his support for such a measure can likely only be obtained by the city's representative agreeing to support some measure in which the rural member is directly interested, of the merits of which the city member likewise knows nothing. The outcome of this political jobbery is, too often, political robbery. Schemes which involve the rankest kind of robbery of the people are foisted on the legislature by dishonest law makers and rushed through, not on their merits, but by this process of political trading. Useless offices are created and bestowed on vile creatures, solely as a reward for disreputable party service, and the people foot the bills. It is not only to secure laws from the state permitting them to act, that the cities are put to useless trouble and expense, but they must be continually on their guard to prevent the legislature from passing laws for them which they do not want at all, and which would be injurious to their welfare. The knowledge that the control of municipal affairs is vested in it has created a certain habit in most legislatures. They must show their authority every little while just to bring home to the inhabitants of cities the knowledge of the fact that the legislature has the power to control their political destiny.—God only knows for what other reason, if there is another, the greater part of legislative tinkering with city affairs by the state is undertaken—and when business gets a trifle slack they resort to charter tinkering on their own hook. In his chapter on municipal government, in Bryce's *American Commonwealth*, Mr. Seth Low speaks of his experience with this tendency while acting as mayor of Brooklyn, as follows:

"In every year of his term, the writer was compelled to oppose at Albany, the seat of the state legislature, legislation seeking to make an increase in the pay of policemen and firemen, without any reference to the financial ability of the city, or the other demands upon the city for the expenditure of money. Efforts were made, also, at one time, to legislate out of office some of the officials who had been appointed in con-



formity to the charter. New and useless offices were sought to be created, and the mayor found that not the least important of his duties, as mayor, was to protect the city from unwise and adverse legislation on the part of the state."

The length of session of our state legislatures has increased to such an extent of late years as to cause much uneasiness, and the bulk of absolutely useless legislation has reached amazing proportions. Many plans have been proposed to remedy this state of affairs. The easiest, simplest, and most rational plan would be to grant absolute home rule to cities, thus relieving the state legislatures from a great mass of business in a field where they do more harm than good, and, at the same time, the area in which political jobbery becomes effective would be much circumscribed. It used to be held that state control of city affairs was necessary to prevent corruption within the cities themselves. This was a manifest departure from the American theory of local self-government, and experience has proved it thoroughly untenable. Speaking of this theory, the New York commissioners before mentioned said that: "The notion that legislative control was the proper remedy (for local corruption) was a serious mistake. The corrupt cliques and rings thus sought to be baffled were quick to perceive that in the business of procuring special laws concerning local affairs they could easily outmatch the fitful and clumsy labors of disinterested citizens. The transfer of the control of the municipal resources from the localities to the capitol had no other effect than to cause a like transfer of the methods and arts of corruption, and to make the fortunes of our principal cities the traffic of the lobbies. Municipal corruption, previously confined within territorial limits, thenceforth escaped all bounds and spread to every quarter of the state. Cities were compelled by legislation to buy lands for parks and places because the owners wished to sell them; compelled to grade, pave, and sewer streets without inhabitants, and for no other purpose than to award corrupt contracts for the work. Cities were compelled to purchase, at the public expense, and at extravagant prices, the property necessary for streets and avenues, useless for any other purpose than to make a market for the adjoining property thus improved. Laws were enacted abolishing one office and creating another with the same duties in order to transfer official emoluments from one man to another, and laws to change the functions of officers with a view only to a new distribution of patronage, and to lengthen the terms of offices for no other purpose than to retain in place officers who could not otherwise be elected or appointed."

The arguments in favor of making cities autonomous bodies are numerous and

weighty: those against it are not numerous, and are mostly inadequate and beside the question entirely. Necessarily, it is impossible to present the municipal problem in its various aspects, within the restricted compass of an article of this character. The workmen of the state of New York are now laboring in the constitutional convention, now in session, to secure an amendment to the state constitution granting cities the right of home rule. The amendment provides that one-tenth of the qualified electors of any city may initiate the movement for a new charter. This deprives the city government of the power to block such reforms as are likely to correct their abuses and restrain their thieving propensities, and is an important provision. The amendment also provides for local option in taxation, which is a power that may be used so as to correct many municipal abuses. The home rule sentiment is fast growing and we may expect to see it put in practice quite generally throughout the country in the near future. Thirteen states have no constitutional restrictions affecting the charters of cities. Thirty states guarantee more or less of home rule to cities. The constitution of Missouri provides that any city of more than 100,000 inhabitants may elect a board of thirteen freeholders, which, within ninety days, shall return a proposed charter, which by a ratification of a four-sevenths vote at a general or special election, shall supersede all existing charters or laws. Amendments may be ratified by a three-fifths vote, and alternative articles may be voted upon. The city of St. Louis has been working under a charter formed in accordance with this provision since 1876, and it has given fair satisfaction. In the new state of Washington cities with a population of 20,000 may form their own charters independent of the legislature. There are problems to be worked out in cities of much more than local importance; they affect the very life process of the nation itself, and the first practical step towards their solution is to make our cities autonomous bodies.

## LESSON TAUGHT BY THE COAL MINERS' STRIKE.

BY MARIE LOUISE.

The strike of the coal miners, which today (June 22) is apparently disrupted—it can not be said to be settled—is replete with useful lessons and important warnings. It appeared above the industrial horizon like a thunder cloud, dark and dense. It raised and spread and cast its gloomy, foreboding, leaden bulk over more than fifteen of our mountain states. The storm broke loose and raged during two months, and, at times reached gigantic proportions. A contrary current suddenly paralyzed its course, and at present, comparative still-

ness prevails in the disturbed districts. The storm did not wear itself out, it was smothered by reactionary influence. The sky is still overcast, the atmosphere still oppressive and the spirit of man is sad.

In a special to the *New York World*, yesterday, President McBride is reported to have said that at the time he made a compromise with the operators at Columbus, "the miners were making great preparations for lawless acts. In one place fourteen cannon were secretly trained on a mine by them."

This statement shows that President McBride, in the Columbus conference, acted in accordance with his own view of the situation, and not conformably to the wishes of the miners whom he represented. To demonstrate that he lacked in thoroughness and fidelity, would be a waste of time. His conduct, which doubtless finds approbation at the hands of capitalists and lukewarm friends of labor, presents to us a lesson of great import, and ought to be the means of arriving at the solution of a problem which, in itself, is to be life or death to modern organizations of wage workers.

On the 14th of May the expressions of Mr. McBride as reported in the press of that day, were to the effect that no compromise would meet the approval of the miners. In his own words: "The old scale and no compromise." \* \* \* "We are simply fighting for living wages and there is no place for an agreement short of full justice to the men who work in the mines." The situation was clearly defined; it admitted of no equivocation. The old scale was to be won back by means of a strike.

Now what is a strike? Mr. McBride as well as all those familiar with labor organizations, knows that a strike is a war; a war whose temper oscillates between passiveness and violence as the difficulties it meets are either hard or easy to overcome.

Is a strike an act recognized as legal by our statute laws? Yes and no. Technically, it is legalized; practically, it is not. The position that a strike occupies is identical with that of all things defined and regulated by statute laws, the more you try to see through it the thicker it grows; you are looking through a bottle of ink. In an affair at law nothing is distinguishable save the clattering of lawyers' tongues and the damnable jargon they use. Laws are never meant to be understood by the people. They are meant to be a black art, to be interpreted by black robed magicians; they are meant to be a tangled enigma for the purpose of keeping people in a constant dread of having some time or other trod on one of the threads of the obscure and close woven fabric. Yes, a strike is recognized by law as a legal act, providing it sheds off all of its war features and assumes a suave

attitude of passiveness; providing its essentials be as technical as the law which recognizes it, and retains nothing of a strike but the name.

It is to be regretted that legislators have wasted any part of their valuable time to legislate into legality an act which could not possibly be illegal. The right of a worker not bound by contract, to stop working, leave his place to others and silently retire to his home, can not be disputed, and to render such act legal is like declaring with statutory pompousness that twelve o'clock has been legalized to take place in the middle of the day.

President McBride, it seems, has been able to grasp the whole extent of that which is legal in strikes. For having done that much of mental effort some laboring men believe themselves entitled to be the honored leaders of organized labor.

On the 3d of this month (June) Mr. McBride was both astonished and wrathful on receiving the news that striking miners held trains loaded with coal and sometimes used violence to accomplish this; that they made a business to persuade scabs to quit work, and did it with arguments more or less forcible; that at the approach of law officers, deputy sheriffs armed with Winchester rifles to shoot them down, they did not always run away and "get the shots in the back" as was the case with the cokers at Uniontown, Pa., on May 24. The great labor leader uttered his displeasure of the lawless acts in the following manifesto, issued on June 4th:

"There is no break in our ranks and there need be none if you keep the peace and recognize the law. The holding of trains and the obstructing of railroad traffic by large bodies of miners has resulted in not only bringing the militia into action, but in turning the tide of public opinion against us to an extent almost disheartening to us, and we say to you candidly, that regardless of the provocation you may have, such work means defeat to our cause. Hence, you must stop such work."

Below that significant and prophetic manifesto, the daily press reports:

"Mr. McBride to-day received a letter from an Indiana operator offering to make it interesting and profitable to him if he would permit the writer's mines to work, and an operator in the eighteenth Ohio district offered his influence in Mr. McBride's congressional campaign this fall for a similar favor. 'This is the first I knew I was a candidate for congress,' exclaimed the unsophisticated labor leader. He was perhaps not aware of his natural fitness to represent the people in a congress owned by capitalism, but capitalists soon discovered it. Unquestionably he would fill the place of congressman to more advantage to himself and profit to the parties in power than he does in lead-

ing the impoverished wage slaves. Instead of denouncing the miners for acts they were driven into doing, and of fawning on the operators and the ignorant public, why did he not spread all over the country the letter of the Alabama strikers which the *New York World* published on May 31st? In that pitiful, heart-rending appeal of the Alabama miners are shown the causes which made strikers desperate and resolved to get living wages or die in the attempt. Lawlessness, contempt of all justice and morality have been manifested by the operators and inflicted with impunity on their helpless victims, the miners and their families. Listen to a part of the sad story they relate:

For instance, a reduction of 25 per cent. was offered at the Johns mine, where it is all negro labor. The miners refused. Then the superintendent, Llewellyn Johns, sent the bank boss into the mines to call a meeting inside to intimidate the men into accepting. They still refused. The boss went out and fastened up the entrance to the mine, saying that the men would have to come to terms before they got out. The miners knew nothing of this until they came to the top of the mainway at knocking off time, and they were forced to return to their places of work to get tools to break the barricade. About that time the miners' wives had found out what was going on and they collected in force with tools and made an egress for their husbands. The miners never retaliated in any form, but quietly accepted the indignities heaped upon them. The next insult was an individual canvass among the men. In several instances if a man refused he was beaten with a black-snake whip, and if he ran away he was fired at. These things are spoken very lightly of by the press, but we will refer you to the executive board of the United Mine Workers of Alabama at Birmingham for substantiation. The company now have agents scouring the country for colored laborers to take the place of the regular miners. They have over 200 of them and are advertising for 1,000 more. They have some working at the Pratt mines heavily guarded by so-called men with Winchester. The miners had a meeting at Pratt to-day, having their wives and children with them. These guards notified them that they must leave in five minutes or they would fire into the children. Of course they had to go. We have no redress. \* \* \* \*

While we do not object to peace officers in their proper capacity, we certainly do not like the way all the armed force of the state are used for the benefit of the coal operators only, nor the flooding of our mining camps with the scum of the earth, acting as deputy sheriffs—the same class of thugs that Pinkerton took to Homestead—for they break into peoples' houses at all hours of the day

and night to see that the strikers are where they want them."

The simple and sorrowful appeal of which the preceding lines are an extract, was sent by the miners to the *New York World*. That paper published it under the heading: "Threatened to Shoot Children. Alabama Strikers Appeal for Justice Through the *World*." Further than that the great daily makes no comment. Had these atrocities been committed by miners on their employers the press of the county had sounded it with great blast. The violent acts of which the striking miners have been guilty were the result of great provocation; the violent acts committed by the operators were wilful and unprovoked. Yet we do not hear of a score of these wealthy law breakers being in prison cells awaiting trial, whilst hundreds of miners lie in chains and their unfortunate wives and children are thrown on the public road to die of want.

President McBride's feelings and conception of pure justice are tuned to those of the mercenary press of this country. A fight in which the two combatants have the same advantage is expected to be fair and square on all points. But when a child is pitted against a full grown man and fights for his very life, be not surprised, above all be not horrified if the child uses instruments instead of his fists. When Mr. McBride wishes to have strikers sit and wait patiently for the surrender of the operators, he must begin first by removing all surplus laborers and all class privileges. Then, and not till then, shall a fair fight between employers and employes be possible. Mr. McBride may be a great man but he is not a labor leader, let him bear this in mind. For leaders labor must have men of adamant nature, impervious alike to the seduction of gold and the scolding of public opinion; men wedded heart and soul to the disinherited class they champion.

The turn of affairs in the coal miner's strike is a chapter full of valuable lessons. It is time for the American workingman to harken and heed. In the past he complacently reposed on his belief in the individual liberty and social equality as guaranteed by the American constitution; in political rights which politicians held to his eyes as a sparkling jewel. The strikes we have had since 1887, however, give us reason to suspect that the jewel is merely a glittering bauble. The social equality and economic equity which a government of, by and for the people is supposed to realize has ended in establishing a system by which all the wealth, natural and produced, is owned by a few, whilst the toiling millions depend on their will and caprice to obtain the bare necessities of life. Remember the words Mr. Chauncey Depew pronounced, I believe at a banquet: "*To-day, fifty men can meet together and stop every wheel and every*

*wire and paralyze the entire country within the space of twenty-four hours."*

With the help of the powerful machinery which the monopolists have at their command, and with the depression in wages they are enabled to force on the laborers, over production or its equivalent, under consumption, must obtain. The result is a glutted labor market, an army of unemployed, a growing contingent to the army of tramps. How, under such conditions, can a strike confined within the limit prescribed by "law and order" have any chance of success? The American Railway Union won a brilliant victory against the Great Northern system because it controlled nearly all the employees of the 4,000 miles of tied up road. The organization was so thorough and comprehensive that no question of surplus labor paralyzed the movements of the leaders. Added to this was the stern determination of President Debs not to compromise, but to stand firmly by labor's just rights. When Mr. Hill, as a war tactic, mentioned his doubts about the representation of the American Railway Union, he met the objection squarely in the face, and answered: "If the other organizations represent the men let them set your wheels turning. The men will not go back to work. My idea is that in raising the question of representation you have sought to evade the issue. We presented the terms upon which we would return to work. I am authorized to say that we will settle on these terms and on no others." We are not informed that Mr. James J. Hill proposed to Eugene V. Debs to use his influence for his congressional campaign.

This marvelous and sweeping strike owed its great success to a solid combination of all the classes of workers engaged on the Great Northern railway. It was "a long pull, a strong pull, a pull all together." What made the failure of the coal miners' strike was the absence of a general solidification of all those willing and capable of working mines. So general a solidification of coal mine workers is perhaps not possible as is the case of nearly all other trades. This is due to surplus labor. Unless an alliance, offensive and defensive, be entered into by all the producers of the country talks of striking and "keeping within limits recognized by law" are sheer absurdities. None but a maniac would engage in so hopeless an undertaking. Not only is the capitalist, by means of his great wealth, enabled to wait until the wage worker is starved to death and is compelled to accept his terms, but, owing to the plethoric condition in the ranks of wage labor, he can continue to run his mill or his factory without a moment's stoppage. Superabundance of workers is synonymous with poverty of workers. Misery and hunger compel the

poor to work at any price, and to risk even death to do it.

Where, then, is the possibility of a strike carried on within the circumscription of "law and order," as Mr. McBride insisted that his miners should do? It is not a strike the suffering workmen are told to engage in, it is simply an abandonment of their situations in favor of other hungry toilers who rush to take their vacated places. Do you call that a strike? If it be one, pray do not dignify it with even a passing notice.

The instinct of the workingman does not mislead him. He knows to a certainty that he has the right to live by working. To his crude but sound reasoning the idea of combination of workers to defend their rights appears as a means of salvation. What fails his mind is the knowledge that strength, like all other things, exists only by comparison, and the power of their united action is available only when the resistance brought against it is not greatly its superior. You have an obelisk to raise on its base. One man cannot do it, it requires concerted action. But what must the power of the concerted action be, is essential to know. The united effort of three men cannot place the obelisk on its base. How many men, then, does it need? This is the part of reasoning which workmen neglect in their plans of organization. To defeat capitalism a force greater than itself is necessary. Nothing but the weight of all the toilers of the country united in a solid body can batter on the rugged corners of modern capitalism. All else shall fail!

On the occasion of the unsuccessful strike of the street car employees in New York a few years since, the *World* had a most suggestive cartoon. It represented a car and the conductor stepping down the platform. Below this was written "Strike!" Forward, to the front of the car, the conductor was seen lying on the ground, stunned by a monster club labeled "Capital," which a corpulent capitalist had mercilessly brought down on him. Below this was written: "Struck!"

This cartoon was a perfect rendering of the unfortunate strike it referred to, and it would be appropriate to nearly all those which have taken place since labor has taken to the notion of tickling capitalism in the ribs. The coal miners have also been struck, but with this difference for the better that they stood before their foes in an erect attitude and showed a desire to hit capitalism on the face instead of tickling it in the ribs. They have written the first page of American history where an emeute of labor has raised to the dignity of an insurrection, where the blood of the toilers has consecrated the right of labor to be free and honored.

## MECHANICAL.

Contributors will sign their names to their articles and forward copy so as to reach the editor not later than the first day of each month.

### LOSS OF EFFICIENCY IN CONDENSING ENGINES.

The standard of efficiency which has been adopted, is the range of temperature—the absolute temperature and while this has never yet been accomplished in actual work, and probably never will be, it remains a standard by which we may compare any engine, condensing or noncondensing, simple, or compound, or otherwise. The efficiency of the engine may be greater or less, according to the way in which steam is used, or worked, and those conditions are mainly dependent upon the mechanism. It has been found that there is no gain by increasing the ratio of expansion beyond a certain limit, and while this would appear strange it remains a fact, the various reasons exist which prevent any gain when the expansion is carried beyond a certain point. Up to this point the losses of heat by back pressure don't change much in their ratio to the power exerted or steam used, but past this point the misapplication of heat during expansion and a little excess of back pressure both *rapidly increase* as the ratio of expansion *increases*, and we should remember under ordinary circumstances a gain in expansion becomes more than balanced by the increase of loss in the two factors named. Another curious fact in connection with the efficiency of steam from a theoretical standpoint, is, that a condensing engine is not capable of utilizing quite so large a percentage of the theoretical heat as the noncondensing engine under similar conditions, comparing both with a perfect engine and making all allowances for clearance, wire drawing, loss of expansion, etc.

The conditions of practical economy resolve themselves then into several factors, some of which we avoid and some of which are misleading, others are unavoidable, that is to say, with the present mechanism and our knowledge we are not able to avoid certain losses and others we may avoid to a certain extent, so that we have avoidable and unavoidable losses, and it has been found, in many cases where the practical economy is considered, that the usual condensing engine really utilizes more than 40 to 50 per cent. of possible heat, and under many conditions of actual cases really less than that; in the noncondensing engine the apparent efficiency is found greater, because some of the losses in efficiency are less in the condensing engines, so that the relative efficiency as compared with the theoretical, or ideal engine, is greater under

certain conditions and in practical use; as we are discussing the locomotive more than any other engine, it is well to note these facts, for the locomotive is unavoidably noncondensing, and whether simple or compound, it is not necessary to consider. The main point, which we are considering is what underlies the whole structure of steam engineering, viz: That the transfer of heat is unavoidable from the very nature of the process of converting it into work in the engine itself; if we could only combine a refrigerating apparatus with the locomotive then we should have a gain by the transfer of heat—expansion, but as this is an impossibility we must make the unavoidable losses as small as possible in any heat engine, and thereby accomplish as much of the theoretical as possible. If we convert a certain percentage of heat into useful work, that stands to the credit of "for useful work done;" on the other hand we have several losses to charge in the account, and these are practically as follows: *First*, in heating feed water; *second*, the loss during expansion; *third*, the loss of uncompleted expansion; *fourth*, the loss in excess of back pressure; these last four items of loss frequently making up 60 per cent. of the available heat, sometimes more than that; one of the largest terms in such computations is the loss of incomplete expansion, it sometimes rises as high as 30 to 34 per cent, the back pressure is really less than 6 per cent., while the "loss during expansion" frequently rises as high as 5½ to 6 per cent., while under good conditions the heating the feed water is really less than 7 to 7½ per cent., this refers to good condensing engines. In a case of this kind recently cited where the engine was worked with an expansion of about 7 times, using 70 pounds pressure, the condenser rising to 102°F., or with exceedingly little back pressure, the total loss of the available heat was 41.2 per cent. while that realized was 58.8 per cent., and this was considered an exceptionally good showing. The elements to be considered are the temperature at which the engine receives the steam, and the other element is the rejection of the heat. If the heat is rejected at 212°F. or higher, as it frequently is in the locomotive, the percentage of heat realized or work done is considerably diminished, for the higher the temperature of the steam as it is rejected from the engine, the lower the range of temperature between its receipt and rejection, and it does not make any difference what the ratio of expansion is, the accuracy of the cut-off, or the position of the link, or any other usually considered factor. The absolute measure of efficiency is the range of temperature between the steam admitted into the cylinder and that passed out of it as compared with

the absolute temperature. This feature is often lost sight of, and the same thing holds good with reference to any engine, whether condensing or noncondensing. It is true that many other factors enter into the calculation, but that which is given is the point from which all efficiencies of account are finally figured.

If it were possible to send the steam into an engine at its highest pressure, which would consequently be its highest temperature, and to reject it at the very *lowest*, then the range, as compared with the efficiency, would be *high*, but circumstances which we cannot control cut down the temperature of admission, or by reason of valve ports and other controlling devices, which wire-draw the steam, hence we do not realize the highest temperature but some other one. Before expansion commences the steam-valve is partly closed, the pressure is reduced a little, a slight amount of superheating may take place but the real efficiency is not increased, and a loss takes place from misapplication of the heat. If it were possible to introduce heat into the cylinder of the locomotive at 375°F., or 185 pounds, and reject it at 163°F., or 5 pounds, which would be practically a vacuum or 10 pounds per square inch, the efficiency of that engine would be *very largely increased*, but as it is, we really enter the steam at from 350 to 360°F., and more frequently exhaust at 220°F., or about 2.2 pounds above the atmospheric line. This makes a wonderful difference in the efficiency of an engine, provided the steam has been economically made.

In a recent trial of a condensing steam engine with a purpose to get at the absolute facts, it was found that a loss of 40°F. was taking place between the discharge of the condenser and the external air, and this loss upon computation was found to be very nearly one-half the work done by the machine, that is to say, it was found that if the 40°F., which was afterwards done, was entirely put out of the way, and the condenser was delivered at 60°F., which was the temperature of the atmosphere rather than 100°F., which was the fact in the first case, and it required near half a horse power less than before, in other words, the thermal units wasted from each horse power each minute by a lowering in the temperature of the condenser of 40° was a loss of very nearly one-half of each horse power per minute.

One of the most important losses arising from the fact that the fluid does not expand steadily through the whole difference of pressure, thus it might otherwise be said that it does not all do useful work, but the old problem of energy thrown away on what we are not yet able to stop is one of our unwelcome attendants. The extent to

which this is carried in some of the engines is a larger part of the whole than is desirable, and with a link motion, where the valve is moved positively, it becomes a source of more loss than in the automatic, or cut off engine, and it is due to the peculiarities of the slide valve moved by a link that one of the most annoying sources of loss is encountered; the motion is slow in its closing, all the while it is dragging on its way to close, it is "drifting" in steam, this raises the expansion line and reduces the actual expansion as well as increases the condensation and materially changes the computations as to the work of the cylinder as to its effective work, whether alone or in series with others.

All these matters add to the difficulty of overcoming the natural features of the single valve engine, or in a place where one valve is expected to act in a variety of ways, and to accomplish many separate functions, to admit, carry, release, cushion, as well as change its lead by the link, and so shorten or lengthen its admission, and otherwise be in several places at once, so far as accomplishing its work goes.

If someone can perfect a valve that will act on its steam line (admission), so as to carry steam to any part of the stroke, called for by the change of grade or load, using the whole pressure of steam for any length of the stroke, not choking down, we shall have one of the most important of the whole desirable steps toward the final putting the locomotive on the basis of a steam saver, not a steam chews.

Some of the recent literature on the new improvements in the locomotive would seem to have a sinister motive, or to impute ignorance to those who were to read the peculiar and one-sided statements put out, and it needs some of the factors referred to in this article to be considered.

The demand for more economy in all parts of railroad management, aside from the salaries of the head men and the friends of the large stockholders, it may in time arrive at some reward to the man who can discover a way to do more work with less coal, to the extent of allowing him to earn forty dollars a month if he will give to the road the benefit of his invention?

Thos. Pray, Jr.

We are almost daily in receipt of letters intimating that the writers have had an offer to go to Brazil or other South American countries, and asking our advice about going there to run engines. From all we can learn it's a poor place to go to; wages are no better there than here, money of the country depreciated and climate undesirable. We do not believe that any reliable firm are contracting with men to go to those countries.—*Locomotive Engineering.*

## More About Braking.

MR. EDITOR:—In answer to Mr. Droney's questions in the June MAGAZINE, I will say that there is more pressure in the cylinder having the three-inch piston travel than in the one having the seven-inch, because of the smaller space for a given volume of air. There will not be more pressure in brake cylinder than in auxiliary from an emergency application, as the shorter the piston travel the less the space for train line pressure; as there is but three-inch travel the space will be ten by three inches, and this space only gets a per cent. of what is in train line, and being entirely empty to start with, it is the auxiliary pressure that will equalize in brake cylinder, as that which came from train line is of less pressure than the auxiliary. On this same principle Mr. Droney can reduce his piston travel until he gets it down to the thirty-second of an inch, and then ask some one if, in an emergency application, there would not be 85 or 90 pounds brake cylinder pressure from 70 pounds train line and auxiliary. And on the same principle water will run up hill without assistance. Volume and space are the main features in this case.

Mr. Ogden has not given a satisfactory answer to my question in the May MAGAZINE. He has started across the river and fell asleep on a sandbar, and thinks he is safe, but one of these days the water will wake him up, and it will be swift and wide.

BIRMINGHAM, ALA.

J. J. Harrell.

## Questions and Answers.

The following questions and answers have been clipped from *Locomotive Engineering*:

S. G., Fall River, Mass., writes:

What is the answer to questions 14, 21, 23 and 25, Chart No. 1? A.—Question 14 reads: "How would you place piston and valve if disconnecting a mogul or ten-wheeler, where side rod pin would strike cross-head key if it was blocked in center of guides?" This was put in to call attention to an often forgotten point. The answer is obvious. If the front side rod pin struck the key when cross-head was in the center, it would be necessary to block the cross-head forward or back, and if forward move the valve forward, and *vice versa*; the pin might strike the key if it was forward or back; this point should always be observed. Question 23 reads: "What could happen that would cause you to disconnect without covering the ports?" We will answer this by asking another. What good would it do to cover the ports if the steam chest cover was broken? Question 25 reads: "Does it (the piston) stop at each stroke? When?" Yes, the piston stops at each end of the stroke.

S. G., Fall River, Mass., writes:

1. Am running a mogul; drivers are equalized to front truck by usual long equalizer with a hanger coming from back up to a cross lever between the ends of the front driver springs. Should I break this long equalizer or center pin of pony truck, how should I block up? A.—Raise engine in front and block between the cross equalizer and the boiler, or between the long equalizer to truck and the cylinder saddle. 2. If truck wheels are solid cast iron plate wheels, and I break out a piece or a piece of flange how can I block wheel to slide? A.—This is a case for horse sense and judgment. Probably by blocking a piece of wood or a tie between the broken piece and the frame, or some other stationary part of the truck. 3. What kind of a clamp would you recommend for holding disconnected valve stem where metallic packing is used? A.—A strip of iron  $1\frac{1}{2}$  inches wide,  $\frac{1}{4}$  inch thick, with a slot in it for the key, and carried back, bent and punched to go over one or both of the gland studs. It must be the right length to hold the valve in the center of the face of the seat.

M. T., Port Jervis N. Y., writes:

There is a difference of opinion between different parties in this vicinity as to the construction of a deck engine and a foot-board engine. Please advise in your next issue how a foot-board engine is constructed, and also how a deck engine is constructed. A.—We do not that there is an established rule in this matter. In Europe the platform behind the boiler-head (in this country called a "deck") is called a foot-plate. In this country the word "foot-board" was once used to designate the same thing, and some still call the "running-boards" ahead of the cab foot-boards. If we were the court of last resort in this case (which we are not) we should say that an engine having the boiler extending through the cab and where the engineer and fireman stand on an extension of the running-board, which becomes the cab floor, was a "foot-board" engine; and one with a short boiler-head and an open deck between the men and back of the boiler head (like the ordinary soft coal eight-wheeler), a "deck" engine.

J. R., Grand Rapids, Mich., writes;

In running different engines I notice that injectors placed about on a level with top of tank run with less noise, have greater range, start quicker, not so liable to break as those high up on boiler. Now is not the velocity greater when the lift is 1 foot than it is at 25 feet? If velocity, vacuum and steam pressure are the main points in the successful working injector, why place it so high? If it takes all the power to raise water say twenty-five feet, what's left to

force it in boiler? And this climbing up and down every time to start or stop it is not pleasant. A.—A whole chapter might well be written on the outrageously unhandy location of injectors; they ought to be so located that a runner could handle them without even taking his head inside the window let alone getting off his seat. Every inch of extra lift decreases the capacity of any injector, and adds a straw to the load of possible failure, affects the range, and causes the instrument to make more noise.

J. J. Jones, Hanover, Kan., writes:

1. Why can a person skate over ice so thin that it would break almost instantly if the same person were to stand still on it? A.—Thin ice may be crossed quickly because it is supported by the water, which is quite dense, and moves from under the ice and the skater slowly. The ice and water do not have time to get out from under him. 2. How can you get a 75-ton engine over a bridge constructed to carry only a 50-ton engine? A.—Strengthen the bridge. These questions are doubtless raised by one who believes the common fallacy that an engine running very fast over a bridge does not put the pressure upon the structure due to the full weight of the engine. Exact engineering measurements have proved that there is nothing in this theory.

#### Train Signalling on English Railways.

Judging from reports that have recently come through our English exchanges there seem to be on English railways much difficulty and many accidents on account not of defective signalling apparatus but of lack of intelligence or over work on the part of the operators. In two very recent instances accidents have occurred from allowing two trains to enter the same block in direct violation of regulations. In relation to a third accident, however, *Transport* thus details the duties of the signal man at the point where the accident took place:

Here a careful and well-conducted man has charge of a cabin. It contains "forty-seven levers in use, besides block instruments for the up and down 'slow' and up and down 'fast' lines to and from Bodleys, six toll-tale instruments for the lines through the station, six electric route indicators, six electric starting indicators, a telephone, and a speaking telegraph instrument." Add to the curatorship of this museum of apparatus the obligation to see each train entered in the book five several times; add further a dense fog, and the sudden arrival of "three fogmen to have their tickets filled in;" and the wonder is, not that Cleaver "became confused, and did not clearly know what he was doing," but that any one should be expected to keep

his head and do everything according to the proper routine. And really, if the 47 levers and 24 instruments fail, unless worked by archangels, to protect the 402 yards of line between Bridgeman Place and Bodley's cabins, it does seem a pity to spend on them money which comes not from the clouds, nor even out of the pockets of bloated share-holders, but simply out of the pockets of the customers of the railway.—*Railway Age*.

FROM a report to the board of trade it appears that the number of persons killed and injured during the past year on British railways was: Passengers—from accidents to trains, rolling stock, permanent way, etc., killed 17, injured 484; by accidents from other causes, killed 89, injured, 737; servants of companies or contractors, from accidents to trains, rolling stock, permanent way, etc., killed 10, injured 73; by accidents from other causes, killed 450, injured 2,558; persons passing over railways at level crossings, killed 55, injured 30; trespassers (including suicides), killed 360, injured 135; other persons not coming in above classification, killed 30, injured 92. Total killed, 1,011, injured 4,109, showing a decrease on the totals of the year 1892 of killed 119, injured 376.—*American Machinist*.

THE award of a contract for sixty locomotives by the directors of a Brazilian government railway to the Brooks Locomotive Works of Dunkirk, N. Y., is an event of great significance. It is not only highly complimentary to the manufacturers, whose products have long borne a high reputation, but it is encouraging evidence of the ability of American establishments to compete in foreign fields with nations which have hitherto largely monopolized those fields. The event is also another indication that the World's Columbian Exposition is bearing fruit, as the engines are required to be of the design shown in the fine exhibit of the Brooks Locomotive Works at the great fair. It is stated that the order will amount to nearly \$750,000.—*Railway Age*.

ONLY one railway in North Carolina paid a dividend for the last year, and that one is a local road, the Atlantic & North Carolina, less than one hundred miles long. The great systems which do the through business and seek the favor of the public by fast trains, magnificent cars and extensively advertised resorts are all in bankruptcy, while the little "plug" road, removed from the expenses and dangers of competitive traffic by its isolation, and able to charge reasonable rates for its services, makes money for its owners. Meeting the rates and equaling or surpassing the extravagances of competing lines are the principal causes of railway ruin.—*Railway Age*.



HON. L. S. COFFIN, whose "white button" total abstinence movement is doing a great work for railway men, writes to the *Iowa State Register* from Pittsburgh, Pa.:

I doubt if ever in all the history of temperance reform there can be found its equal. It is but two years ago the first white button has been put on and now already over 110,000 have been given out and they are being worn by these men in every state and territory of this union, in Canada and Mexico, where the whistle of the locomotive is heard. There seems to be a determination among them to make the thing unanimous. I have been here now nearly a week speaking every night and two and three times on Sunday. The boys are forming local organizations all around and on the first Sunday and Monday of July there is to be a delegate conference here to complete a National Railroad Temperance association of the white button. I leave here for Trenton, N. J., where between Saturday noon and Tuesday morning next I am advertised to make not less than eight addresses. The following Saturday and Sunday about the same work is laid out for me in Columbia, Pa. The work is spreading wonderfully.—*Railway Age*.

The engineer who is installing the electric power plant for the new Metropolitan Elevated railway in Chicago figures that the use of electricity will save that company \$300,000 a year in operating expenses, compared with the cost of running trains by anthracite-burning locomotives. The saving in fuel alone by using soft coal in stationary boilers instead of hard coal in locomotives is figured at \$200,000, and the difference in salaries if high-priced engineers had to be employed for each train, with other economies which electric power will give, are expected to amount to at least \$100,000 a year more. If experience demonstrates the correctness of these estimates the steam locomotive will have received another serious setback.—*Railway Age*.

The Guion steamship company has decided to sell its ships and go out of business because it does not pay to carry across the Atlantic wheat at a penny a bushel or other freight at twenty cents a ton. There are several railway companies in the United States that would like to go out of business also, for similar reasons, but unlike the steamship owners the bulk of their property is not of a movable character. The ship owners may seek new routes of business, but the railway cannot be moved and it cannot be abandoned except at total loss of the investment. And because railway property is fixed the communities in which it exists should not take advantage of the fact to treat it unjustly.—*Railway Age*.

#### Excursion Ticket for the Corpse.

While an excursion train to Alabama was waiting at the depot a negro appeared at the ticket window and purchased a ticket for himself. Then he said to the ticket agent:

"Boss, I want 'nuder round trip 'scurtion ticket for a corpse."

The agent opened his eyes in astonishment. An excursion ticket for a corpse was something new to him.

The negro explained: "You see, boss, my brudder died yesterday, and I want to take de corpse down to Montgomery and let the family view the 'mains, and den bring 'em back to Birmingham and bury him. Dis will be a heap cheaper den fur de family to come up here."—*Marietta (Ga.) Journal*.

THE Chicago & North Western makes a very good showing for the year ending May 31 last, considering the condition of railway business generally. On the 4,273 miles constituting the North Western proper the earnings were \$31,971,885 against \$32,709,747 last year, a decrease of only \$737,862. The expenses, taxes, interest and sinking fund aggregated \$27,694,157, a reduction of \$1,003,575, and after paying the regular dividends of 7 per cent on preferred and 6 per cent on common stock, aggregating \$3,906,594, there remained a surplus of \$371,133, against \$873,148 last year. Few, indeed, are the railway companies that have stood the storm of financial disaster like this; and few are the companies which have so magnificent and homogeneous a property under so able and tried a management.—*Railway Age*.

#### Great is the City of Manchester.

Manchester's name is well known by reason of the great ship canal which her men of enterprise and nerve built. But that one great work is not all she did or is doing. Here are some of her recent expenditures: Ten million dollars for a water supply, \$3,000,000 for better drainage, \$2,500,000 for improved gas works, \$750,000 for an electric light plant. The result of all this is Manchester's general prosperity. The canal is the crowning work of all, and the results are marvelous.—*Baltimore American*.

SOME of our contemporaries are standing up on their hind legs and howling about the Coxeyites. It seems to us that the Coxeyites are very much like the green bottle fly, not so awful bad in themselves, but indicating the presence of a carrion somewhere—where? That's the question the American people must answer.—*Locomotive Engineering*.

## WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER.

Letters for publication should be directed to Mrs. Ida A. Harper, Stanford University, California.

### BRIEF SKETCH OF STANFORD UNIVERSITY.

The Leland Stanford Jr. University has just celebrated its third commencement with over sixty graduate students, of whom thirteen are women. Any skepticism which might have existed in regard to the success of this great new university, in this comparatively new country, is shown by this time to be unfounded. During the present year one thousand students have been registered. There are only four states which have not sent representatives. A little over one-half of the students are residents of California, but, as comparatively few of these are native born, the student body can by no means be considered typical of this state. The cosmopolitan character may be understood by the fact that there are nearly forty students from New York state and about thirty each from Indiana, Illinois and Iowa; far-off Maine and Massachusetts contribute five students each; Canada sends fourteen, Japan eight, Hawaii seven, Brazil, Germany, Denmark, France, Italy, Russia, Scotland, England, Ireland and Mexico all have creditable representatives. There is one negro student in attendance.

About three hundred of these students are women, and there is, perhaps, no university in the country where their equality is so fully recognized. This is due, in a large measure, to the fact that the president and faculty are all in favor of co-education, and set the example of treating the girls with the highest respect and consideration. In many of the classes women are given the most desirable seats by common consent, and I have frequently seen a professor stop after he had commenced his lecture to see that girls were provided with seats. If there is any discrimination or partiality shown by professors it is in favor of the girls. I have been told repeatedly by different members of the faculty that they got the most careful and conscientious and, in many instances, the best work from the girl students. The ablest paper during the year on constitutional history was prepared by a girl under twenty years of age. The ablest botanical thesis, prepared from original investigation, was written by a lady student. The prize story of the year was written by a girl eighteen years old. The senior farce was written and put on the stage by a girl of twenty. At an important election one of the girl students went in with one hundred and forty proxies and se-

cured the coveted position over the male competitors. The girls have a membership in all the clubs and societies that they care to join, they hold office and they have a vote in all elections and on all matters that come up before the students. These privileges are not due to the much exploited California chivalry, as there are only one or two California men on the faculty, but they are simply the result of the broad, liberal spirit of the university, which expresses itself in every department and in all the various phases of the college work and life.

The situation is unique. Here we have, placed in the center of the largest stock farm in the world a great university, equipped with fine laboratories, libraries and all the modern appliances for the higher education; a faculty selected from the best colleges of this country and Europe; students gathered from all parts of the world, and all of these shut in by mountains, isolated from the rest of mankind and leading the most primitive life imaginable. Great troops of beautiful horses come racing down to the fence and look over as if they would say, "What are these people doing in our domain? They don't look like blooded stock." On this side of the fence we have poor students of fine mental caliber, burning the midnight tallow candle and subsisting on scraps in their struggle to reach a higher life; on the other side of the fence, petted and coddled by a retinue of servants, a piece of horseflesh with a market value of \$150,000. But the poor student is not worrying over this discrepancy. He finds his inspiration in the thought that the president and some of the most distinguished professors in this great university "worked their way through college," and this recollection gives brilliancy to his little candle and savor to his humble food.

Senator Stanford reasoned wisely when he placed his university among the groves and fields. Owning property from one end of the state to the other, he selected what was to him the most cherished location of all, the site of his own home and the tomb of that sole representative of his house, destined to live only in this memorial institution. Stanford University is situated in the heart of the exquisite Santa Clara valley. The foot hills commence their ascent at its very threshold and rise in magnificent oak-crowned terraces until they are lost in the long line of mountains that touch the western horizon. On the east is an arm of San Francisco bay and, rising up from its shores, the rugged coast range, on whose highest peak, as we look toward the south, we see the famous Lick Observatory. On one side of the University is a lovely fresh water lake much enjoyed by the boat clubs, on the other is the famous arboretum, covering many acres and containing trees from

all the countries of the world. At its entrance is the large museum with its fine collection; up one of the long drives is the elegant Stanford mausoleum. In the distance rise the gables of the handsome Stanford home, now occupied by its one solitary owner. In a cluster of magnificent oaks is the home of President Jordan, and now we are on the college campus. Here is the boys' dormitory, said to be the finest in the United States, erected at a cost of a quarter of a million dollars; the girls' dormitory, the professors' houses, a few boarding houses and some very pleasant private residences, a little community of perhaps fifteen hundred souls, living a purely literary life, afar from all the world's distractions, entirely dependent upon each other for social pleasures. There are no factories, no theaters, no saloons, no stores, no stables, no loafers, no tramps. A mile away is Palo Alto, two miles away Menlo Park. Once a day the grocers', butchers' and milkmen's wagons come clattering over with the necessities of life; Chinamen with their heavy paniers of fruit and vegetables go trotting about from door to door; every day in the year carriage loads of tourists bring us a momentary reminder of the far-away outside world, and then pass out of our existence and memory forever.

There is a peculiar charm about this primitive life. It has not the dead monotonous level of ordinary country living. We are in daily contact with the great minds of the past and present. We have scores of lectures every day in the week such as people in cities gladly pay a dollar for and only can have occasionally; we have books by the thousand and time to read them; we have geological and botanical excursions into the mountains and fields; we have ideal Sunday services in the pretty chapel, with the doors wide open and the air full of perfume and the song of birds, and the best ministers that the different cities can send us; we have our own brass band and string band, mandolin clubs and glee clubs. The most important exercises are held in the big gymnasium, which is transformed into a bower by great branches of broom-tall palms, pampas plumes and thousands of roses; and here, also, the young people dance with an enjoyment that is an utter stranger to the crowded and heated city ball room. If this simple, healthy life palls upon us, an hour's ride by rail takes us to San Francisco, where may be had all the best and all the worst afforded by any large city in the country.

It will be seen that the opportunities here for earnest, systematic study are unparalleled, and the statement is often made that there is not such hard and incessant work done at any other university in the country. The elective system, which is

very fully carried out, enables the student to select the branches that he loves, that it is a pleasure to study and that he expects to make practical use of in after life. The credit system gives him an opportunity to make every hour's work count in the necessary amount to secure his degree, and stimulates him to greater effort than where four full years are required, no matter how great the proficiency. The seclusion here and the entire separation from all the distractions of outside life are a most potent factor in enabling the student to give the best of himself to his college work. This also has the additional and even more important effect of securing an exceptionally fine *morale* among the students. The standard in regard to the vices common to college life is far above the average. The greatest incentive to work, however, is found in the fine, stimulating atmosphere and the absolute purity of the air. We are too far north for the tropical heat and languor, and the air blows fresh and untainted from the sea and the mountains, giving one an energy and buoyancy that must be guarded against or they will make him forget the necessity for rest. Possibly this may be one reason for the exceptionally fine record the university has made in athletics.

The architecture of the buildings, which have already cost a million dollars, has been many times described. They are constructed of yellow sandstone, roughly hewn, with pillared porches after the Moorish style, enclosing a quadrangle of between three and four acres. By moonlight the scene is more beautiful than the imagination can conceive, and it is the best loved picture in the memory of the student after he has gone back into the prosaic world.

#### ON THE PACIFIC COAST.

CORONADO BEACH, CAL., June, 1894.

The imagination cannot conceive a fairer picture than lies stretched before me as I write. I wish that I could put it into words, so that our readers might share, in some small degree, at least, the pleasure it affords. Coronado Beach is the name given to a long, narrow, curved peninsula that juts out from the extreme southern end of California, holding in its hollow San Diego Bay. Here are a number of fine residences and pleasant grounds; but the distinctive feature of the place and the one which has given it a world-wide reputation, is the magnificent Hotel del Coronado, located on its very tip, its spacious grounds washed on one side by the bay, on the other by the great billows of the Pacific ocean. I do not know of any place that more strikingly illustrates the wonderful possibilities of California soil and climate. Six years ago this spot was a barren, sandy waste. It was purchased by a party of capitalists, who

planted and watered and cultivated, and now there are groves and hedges and acres of grass plats, lofty palms, fertile gardens and myriads of blooming plants. When I was here two years ago, I said if tourists could see but one spot in California it should be this, and a second visit confirms the opinion.

The fact of the place being so easily accessible makes it especially desirable. One may have an early evening dinner in San Francisco on one day, and a late evening dinner here on the next day. The Southern Pacific railroad carries the traveler through the beautiful and fertile San Joaquin valley, where, for many miles, he looks out on the broad waters of San Francisco Bay. The next day he passes through much picturesque mountain scenery, including the famous "loop" in the heart of the mountains, where the train crosses and recrosses its own track and even goes through a tunnel beneath it, in its effort to climb the steep sides of the mountain. And then, when he is hot and dusty and tired and cross from his ride through the desert, he gets off at Mojave, in the very center of it, and finds a meal which is beyond criticism, and is given plenty of time to eat it. This puts him in a good humor and he is ready to enjoy the few hours spent at Los Angeles. This is the second city in the state, in size, and it is much handsomer than San Francisco. Its business blocks would be a credit to any eastern city. It has sixty miles of cable and electric cars, many miles of paved streets, and its private houses and grounds are beautiful as one would imagine Paradise. As we stood at the entrance of some of them and looked in at the exquisite foliage, the fountains, statuary, flowers, and elegant and stately houses, I said, "It seems as if there could not fail to be perfect happiness amid such beauty." And a wise young girl, who was with me, said, "Well, even I have lived long enough to know that there may be the greatest happiness in very humblest surroundings." I had to admit the truth of this, and, indeed, it is what helps reconcile us to the terrible inequalities of life, as regards material things. If there were no happiness without wealth, we would be ready to follow the example of Job, who was ready to "curse God and die." While it is hardly possible to be happy in the midst of extreme poverty, where the struggle for the necessities of life is bitter and unending, yet observation will show that the largest happiness and contentment lie in the "golden mean," among what are called our middle classes. We find here the greatest sobriety and morality, and it is to this division of society that we must look for the finest type of the men and women of the future.

To come back again to this cool, shaded

veranda, where I write, covered with climbing roses and honey suckle: The large interior court is a great bower of tropical bloom; the fuchsias and heliotrope climb to the second story; rose trees and azaleas are bending with blossoms, the whole is surrounded by a brilliant border of pinks and nasturtiums and geraniums, while near the fountain, in the center, are perched bright plumaged paroquets completing an ideal picture. Across the bay, on a long stretch of sandy hills, lies San Diego. A far off, where the shadowy line of mountains melts into the horizon, is old Mexico. But most beautiful of all, the one thing of which one never tires, is the illimitable ocean. It rolls in to the very steps of the hotel. The large dining room, which seats 1,000 guests, overlooks its sun-kissed waters; the great circular ball room overhangs its rolling billows and the music blends with the roar of the surf. From the beautiful parlors the guest steps out on glass enclosed verandas, where he may view the magnificent spectacle, sheltered from every breath of wind, or he may walk forth on the grassy terraces and, in a rocking chair under the palm trees, watch the distant sails, the sentinel light houses, the blending of sea and sky, or he may stroll down on the long, white beach, where the great, curling billows roll their white foam up to his very feet.

What an idle, useless life one leads in a big hotel. The important work of the world never has been, never will be done by people who abide in hotels. The life is enervating, it destroys activity, it takes away self-reliance. Existence resolves itself into touching the button and letting somebody else do the rest. We get through breakfast at 10 o'clock, read or write letters till 11, go for a salt water swim till 1, dress for luncheon; afterwards lie down and rest (?) awhile, make a careful toilet for dinner, spend an hour at the table; then sit in the moonlight and enjoy the magnificence of the ocean, as its mighty breakers dash upon the shore; then wander into the ball room and listen to the orchestra and watch the dancers; then stroll into the billiard parlors or linger at the whist tables and observe the players, and then, at midnight, go to bed, conscious of having accomplished nothing all day long. Such a life, day after day, cannot but be demoralizing, and yet, for those who are busy every moment of ten or eleven months in the year, it is a welcome relaxation, an enjoyable change, and it will have no injurious results. We go back to work with a relish, and our plain, simple existence takes on a new zest because of the contrast it affords to the butterfly life of fashion and frivolity, which no normal, well-balanced man or woman would wish permanently to adopt.

The Southern California railroad offers

such a wealth of interesting and delightful resorts that it would be almost an impossibility even to touch upon them. Its peculiar "kite-shaped track" includes a greater range and variety of scenery than any road of the same length in the country. It spans the four most beautiful valleys of Southern California and carries one by the sea side, over the mountains, through orange groves, past canyons, and waterfalls and parks and old missions, a bewildering array of interesting places. Before the close of summer we expect to visit a number of these inland and seaside resorts and I hope for the pleasure of recording some of their most attractive features, thinking they may possess an interest for those of our readers who may not have the privilege of visiting them. Strong as was the desire to return to the friends and kindred in "the east," I could not resist the opportunity to travel over this wonderful state, whose resources seem even more remarkable as one learns to know them better.

#### EDITORIAL NOTES.

Oscar Wilde, the apostle of the sunflower, says, "I like to detect intelligence in men; I don't like to find it in women. Their mission in life is to be beautiful—that is all." This is not the first silly thing that Oscar has said, although people who read his writings say they sometimes detect some intelligence in them. The three or four million women in the United States who have to work for a living might be able to support themselves by their beauty, although there is a possibility that the market might be overstocked, but unfortunately the beauty was left out when a large number of them were created. The most of them, therefore, cannot fulfill their mission but must "hustle" to make an honest living, the same as Mr. Wilde does. They say, by the way, that he is the homeliest man in London. Some men seem to have a mission to dodge the foolkiller, and it is wonderful how long some of them succeed in doing it.

A Miss Fleury, M. D., has been made clinical assistant in one of the Dublin hospitals. This is said to be the first public appointment ever given to a woman in Ireland. The Austrian government has appointed two women physicians in the province of Bosnia, both graduates of Zurich, Switzerland. Until now women have been steadfastly refused permission to practice medicine in Austria. In Afghanistan, in the very heart of barbarous Asia, the Ameer has appointed an English woman physician in the palace. Let us hope the time may come when there may be no corner of the earth where a woman may not have a physician of her own sex, if she so desire.

In a recent report Carroll D. Wright states the total number of building and loan associations in this country to be 5,838, with 1,745,725 shareholders and \$450,667,594 net assets. The average age of these associations is six years, the great bulk of the shareholders are wage earners, and the number of homes that have been built through them is 314,755. This offers great encouragement to the thrifty, and disproves some of the arguments that are made to show that it is impossible for the workingman to save enough for a home. It would be interesting to know how much of this stock is owned by women. They are noted for their prudence in small savings, and their names are on the books of all the building and loan associations in the country.

The New York Constitutional Convention has not yet, at this writing, taken up the subject of woman suffrage. Miss Anthony who had gone to Kansas to assist in the campaign there has been recalled to Albany, as the situation there is considered more precarious. Although the movement has received the support of a number of first class papers and many prominent people, it is very doubtful if there is a sufficiently strong public sentiment to secure the desired amendment. The *Review of Reviews* is authority for the statement that nine-tenths of the delegates are opposed. The permanent chairman, Joseph H. Choate, is in favor. The campaign has been one of education and its effects will not be lost.

It is estimated that in the whole of Europe over 600,000 women hold public appointments. Women are very largely employed in the post offices, telegraph and telephone offices, savings banks, and very extensively by the railways as station agent, clerks and even at switching and flag stations. France, which is considered very conservative in many things, is noted for the large number of women employed in public capacities, between five and six thousand in the post office alone. The completed census of the United States, doubtless, will give some startling statistics as to the number of women in business in this country.

The board of health of Orange, N. J., is considering the advisability of issuing a circular suggesting that women wear their skirts sufficiently short to clear the ground, in order to avoid contagion and the spread of disease by sweeping up the filth and disease germs. One would think it might occur to these Solons to sweep and clean their streets, so that it might be safe for a woman's skirts to touch the ground. But the city council of El Paso, Texas, think differ-

ently and they have passed an ordinance that no woman shall walk or ride on the streets of that city wearing what is known as the "divided skirt." It seems as if the women of El Paso would want some official voice themselves in this matter, and would object to having a body of men regulate by law the cut of their skirts. It is almost the universal opinion of physicians that the sidewise position of a woman upon a horse and the heavy and awkward riding habit are positively injurious. Expert bicyclists all agree that, for a woman to ride the wheel with speed and comfort, a divided skirt is almost a necessity. There is a growing sentiment everywhere that women who are obliged to go on the streets in rainy weather should have some sort of a costume that will do away with the wet and dragged skirts which are so detrimental to health and comfort. Just as women are beginning to struggle out of this bondage, the city council of El Paso rises up and proposes to prosecute any woman who runs a seam up through the middle of her dress and divides it into two parts. And when these idiots run for office again, the women of El Paso will all sit at home with folded hands and let them have it.

The cold facts are very apt to freeze out our pet theories. The last census shows that, instead of all those superfluous women we have heard so much about, there are in the United States 1,422,410 more single men than women. It is a real comfort to know that women are not "dreg in the market," and that if every last one was married, there would still be a million and a half men with no one to take them in out of the wet. It is the men who are superfluous, and the women are finding this out every day. The census only confirms officially what they have been thinking privately for sometime.

Miss Olive Schreiner, author of "The Story of an African Farm" and other entertaining stories, has married a man whose ideas are as advanced as her own. Instead of conferring his name upon his wife, he has taken hers, and become Mr. Cronwright Schreiner. It seems as if this is carrying the matter a little too far, and yet, as the world has never heard of Mr. Cronwright and has heard a great deal of Olive Schreiner, perhaps it is all right. Really, when we come to think of it, it is nobody's business but their own.

Congressman Breckenridge, of Kentucky, expressed himself in 1891 as very much opposed to woman suffrage. He feared "it would affect the present relations of husband and wife." We have, since then, had the Colonel's own testimony as to his idea

of the relations which a husband should sustain to a wife, with practical illustrations by the Colonel himself. With the incoming of woman suffrage, such men as Mr. Breckenridge read the handwriting on the wall.

#### *Where Reformation Should Commence.*

"Not long ago one young man was overheard to remark to another that the girls did not care if they (the boys) did drink, they would go with them just the same. There is too much truth in this. Young ladies do too often go with young men who drink. If the fellow is well dressed and pretty good looking they do not question his principles. Our young ladies are not half awake to the real evils of strong drink, or the sorrows that come to those who are the wives of drunkards. Neither are they awake to their own responsibility. Christian young ladies, and even those who are working in temperance organizations where they hear so much about the curse of intemperance, will often marry men who drink occasionally. They flatter themselves that when once married these young men will give up drinking and the companionship of "the boys" and all will be well. She 'marries a man to save him,' but in a few months awakes to the fact that instead of helping him to a better life, he has dragged her down to a lower one. It is time the young ladies give heed to the experiences of the past, and require as many virtues in young men as the young men require in them. We do not see young men of sterling worth marrying girls that drink, smoke or gamble. There is no good reason why young men should not be just as moral as young women, and it is largely the fault of the women that there are different codes in practice in the social world.

"Young women not only owe it to themselves and their own future happiness that what is right for one should be right for the other, but they owe it to the young men also. Many a man has been eternally lost because some woman made light of his faults. If, instead of treating them lightly, she had talked with him faithfully, and then firmly refused his company until he reformed, she could have helped him to a better life. But remember, this must be done *before* instead of *after* marriage."

The above lines were copied from *The Zion Watchman*, and every word is only too true. I send them to you for publication hoping every young lady that reads the MAGAZINE will read and think over them and try to exert a good influence over young men.

McDONALD, TENN.

[We endorse in the strongest manner every word of the above article.—Ed.]

*Eugenia Hawk.*

**THE SONGS THAT RILEY SINGS.**

What music could be sweeter than the rhythm of the rain.

Or the oft repeated measure of the katydid's refrain?  
Or the droning of the pollen-laden bumble-bee that wings

Through the sunny summer hazes of the songs that Riley sings?

Oh, I linger as I loiter through a little rhymeland and street.

Till I know the very pattern of the shadows at my feet.

And my happy heart beats faster with the stimulant of joy.

As I hear the bubbling laughter of a ragged little boy.

Oh, little boy of Riley's with your trousers worn and old.

With your freckled face, and tattered hat, and sunny heart of gold.

I never knew how blue the sky nor clover fields how sweet.

Till I followed in the pathway of your dusty little feet.

Oh, Haly, little Haly! I am mourning with the rest:  
For I love each blade of timothy your little feet have pressed.

Oh, the sadness and the gladness and the breath of many springs.

In the rhyming, chiming melodies the Hoosier poet sings.

—Lee Lloyd, in *Kate Field's Washington*.

**About Cosmetics.**

Without doubt the only permanent aid to beauty is a sound mind in a sound body. As early as the days of Aspasia in Greece and Cleopatra in Egypt artificial means for enhancing the beauty and improving the complexion were in use. The word "cosmetic" does not mean paints and washes for the face, as is generally understood nowadays, says the *New York Commercial Advertiser*. It means adorning, and applies to every part of the toilet, and even to the dress. It is the art of embellishing everything we see, whether face, neck, shoulders, arms, hands, hair, feet or breast.

In medicine it goes even further, but its mission to the world of beauty suffices us for the present. The ancient Jews, Greeks and Romans were the masters of the arts of cosmetics. The bible gives recipes for their use, and we read of Hebrew women passing the greater part of the day in adorning themselves. In Rome the art of increasing the beauty at one time became a popular frenzy. It is told of a patrician Roman lady that she had no less than eighteen women to help her at her toilet; and to each was intrusted only one part of the person.

When a Roman lady arose in the morning, her first act was to plunge into a bath of perfumed oil, and afterward a bath of tepid water, which had been sprinkled with oil of roses. Perfumed soaps that were worth their weight in gold were used in these baths. Gray hairs were always died black, but some women preferred a golden yellow, or even a blue. Roman women preferred to look pale, and consequently powdered their cheeks with prepared chalk. They were acquainted with rouge, which was used

to stain the lips and the nails, but never on the face. They stained their eyebrows and eyelashes by means of smoked pins, and a delicate pink tint was given to the insides of the nostrils with carmine. Manicures and petticores were well known to the Romans, and rich ladies would keep several in their employ.

During the reformation cosmetics went out of favor, but they were soon revived in France. At the present time balms and other forms of cosmetics are so extensively advertised that we must believe they are very generally used. In the day time it is easy to detect the dyed hair or the stained face, and the electric light is a keen detective of such superficial beauty.

After all, sound health and a contented mind are the two greatest beautifiers in the world with the decided advantage in their favor that the beauty they give improves in the sunlight and does not vanish when the gas is turned on.

**Music in His Heels.**

Col. Julian K. Larke, is a journalist and a veteran of the Crimean war. Col. Larke is a gray-haired man full of reminiscences and very fond of music. He often plays the organ for secret societies. Recently a big society gave a swell reception and the colonel furnished the organ music. After the wine had been flowing steadily for an hour and the banquet had disappeared, a veteran amused them all by walking on his hands. The colonel was seated at the organ trying to find the lost chord, but he stopped the search long enough to gaze at the hand-walking feat.

"You can't beat that, colonel," some one said in jest.

"Oh, can't I? You don't know me. I am an athlete," he replied modestly.

Much bandage followed, and finally the colonel said if someone would work the organ pedals for him he would show them a trick he used to do in England.

The pedals were worked and the colonel leaped into the center of the room as agile as a squirrel. Rising nimbly on his hands, his feet in the air, he walked quickly to the organ and to the astonishment of every one played "Home, Sweet Home," with his heels. As an encore he played "Will Never Get Drunk any More." Still standing on his hands he walked to the center of the room and turned a half-dozen handsprings. Considering his advanced age and the fact that his body is filled with leaden bullets it was a most wonderful feat.—*Ex.*

"You have plenty of reading here," said a visitor to the literary editor, pointing to a pile of books on the editorial desk.

"These are not for reading," replied the editor. "They are for reviewing."

## THE MAGAZINE.

Published by the Brotherhood of Locomotive Firemen on the First Day of each Month, at Terre Haute, Indiana.

Manuscripts and Exchanges should be addressed to the editor.

Remittances, Subscriptions, Changes of Addresses, and all correspondence relating to the business department, should be directed to the Manager.

Advertising. Correspondence relating to advertising should be directed to Wm. N. Gates, Agent, 29 Euclid ave., Cleveland, Ohio.

EUGENE V. DEBS,	- - - - -	Editor.
F. W. ARNOLD,	- - - - -	Manager.
W. N. GATES,	- - - - -	Advertising Agent.

AUGUST, 1894.

### THE SITUATION.

On Friday, May 19th, the employes of the Pullman Palace Car Company, at Pullman, struck against a reduction of wages, tyranny and degradation, and the strike has steadily progressed until it has attained continental proportions.

It is not the purpose of this article to recite incidents of the strike, but rather to point out the reasons why of the strike that has led to present conditions, with such reflections as the subject suggests.

Let it be said at the start that the Pullman employes never, at any time, objected to the rapid increase of Mr. Geo. M. Pullman's great wealth, though his multi-millions represented very accurately the amount he had, by financial legerdemain, abstracted from them. What they wanted, and the utmost they demanded, was fair wages and honorable treatment.

The employes of the Pullman Palace Car Company, like the great mass of their fellow toilers, preferred to submit to extortion and injustice as long as the wrongs could be borne rather than interfere with the plans of the company or create any disturbance. The testimony that such is the distinguishing trait of the great body of American workingmen is overwhelming.

There is not a strike on record which, upon investigation, does not disclose the fact that labor had been cruelly wronged, and the wonder has been that American workingmen could be induced to bear the outrages inflicted upon them so long and so patiently.

In writing of the situation it were su-

preme folly to so much as intimate that workingmen have been unmindful of the losses and sacrifices incident to the adoption of extreme measures to maintain their rights. They have comprehended more fully than others the bitterness of the ordeal they would be required to pass in vindicating their manhood and their just demands, and the strikes which have occurred, whether success or defeat attended them, have, in every instance, added indefinitely to the glory of the sturdy manhood of American workingmen.

No one questions the declaration that a strike is quasi war, not necessarily sanguinary, though now and then, blood and carnage have told the terrible penalties labor has paid in its efforts to obtain the privilege of living as becomes American citizens.

For the strike now on, as we write of the situation, Geo. M. Pullman is responsible. It is becoming awfully tragic, and history will declare, when peace is restored, that it had its origin in the venality, despotism and oppression of Geo. M. Pullman. He is the author of the present situation. He began years ago to lay the foundation of his autocracy at the town of Pullman. This fact is vividly shown in an editorial article in the *Chicago Herald*. That paper says:

In advance of the inevitable trial, Mr. Pullman will do well to consider certain facts. He has set up in the town of Pullman a modern satrapy—a survival of medieval feudalism repugnant to the thought and spirit of the nineteenth century. He has endeavored to combine a great industrial establishment with a hodge-podge jumble of Bellamy socialism and Russian autocracy. He has attempted to revive in America an institution that has not been seen since the fifteenth or sixteenth century.

How well the experiment has succeeded he himself can testify. Satisfactory at first, like all things novel, the "model town" has degenerated. The "thousands of happy, contented, well-paid workmen" have been transformed by degrees into sullen, discontented strikers—justified, unhappily, in their sullenness and discontent. The wheels are idle, the chimneys of the mills stand smokeless.

Does Mr. Pullman feel justified in continuing the strike? Granting that he may defeat his striking employes this time, does he care to invite another and another—and yet another—inevitable so long as wrong conditions exist? These are the conditions he should consider carefully, and any true friend—if he has one—will advise him as to their answer.

He should subdivide his town and sell lots to anyone who will buy. He should abolish the system of overseers and inspectors and quasi spies. He should



enfranchise his men and make them free men instead of feudal retainers. He should come down from his dual throne and take his place among Americans as an American. He should become a democrat instead of an autocrat: a benefactor rather than a slave driver. He should be a man.

In the foregoing the reader has a graphic pen picture of Geo. M. Pullman. In his "Russian autocracy," his sub-autocrats and "quasi-spies" we have the origin of the strike and the cause of the present situation, aided by the railroad managers combined to perpetuate the strike regardless of the cost of money and blood.

The policy of Geo. M. Pullman to rob his employes is characteristic of the man. His insatiable thirst for money is not confined to his piracies upon his employes, but extends to the public, and his methods of robbery are so much like those of an outlaw as to make them a subject of congressional investigation. As a consequence, Senator John Sherman, of Ohio, introduced a resolution to investigate Geo. M. Pullman's piracies, and the resolution was adopted by the United States Senate, the purpose of the resolution being to put an end to Pullman's plunderings of the public.

In an interview, published in the *St. Louis Globe-Democrat*, Senator Sherman took special pains to point out the infamies practiced by Geo. M. Pullman, and among other things said:

I regard the Pullman Company and Sugar Trust as the most outrageous monopolies of the day. They make enormous profits and give their patrons little or nothing in return in proportion.

Senator Sherman gives Geo. M. Pullman a certificate of character so infamous that the government proposes to clip his claws and restrain his rapacity. He is, probably, the first plutocrat made rich by plundering employes and the traveling public to be subjected to investigation and punishment for his crimes, and yet this rogue receives the aid of railroad managers, who form an alliance with him that they may perpetuate his piracies and reap a per cent. of the plunder.

This fact brings into view the question of sympathy on the part of labor organizations for the oppressed and robbed Pullman employes.

This sympathetic feeling has had much to do in creating present conditions. This

purpose of workingmen to aid their fellow toilers when in trouble, a trait of human nature worthy of the highest eulogy, is almost universally denounced by the press of the country, while the action of railroad managers is commended. Such exhibitions of high consideration of Pullman and his pals and brutal denunciation of workingmen who have by words and deeds shown sympathy for the Pullman employes, is a feature of the situation which has tended to aggravate conditions. The men who sympathize with their fellow-men in distress are those who are animated by the spirit of Christ, and those who denounce them and malign them for such exhibitions of brotherly feeling, without which the world would be transformed as if by Jehovah's decree into a hell, are the Pharisees, the canting hypocrites, who "devour widow's houses," and for a "pretence, make long prayers," and who, therefore, as Christ said, are entitled to "special damnation." These "whited sepulchers," these plutocrats and their sycophantic parasites—fleas in the hair of the Pullman dog—do not complain of sympathy when one corporation or a dozen corporations combine with the Pullman corporation and express their profound sympathy for Pullman, though they see the 4,000 victims of his rapacity reduced to suffering.

We do not write of the situation to approve or to extenuate violence. We deplore such incidents of strikes. The LOCOMOTIVE FIREMEN'S MAGAZINE has never, since it passed under our control, applauded a wrong. It has been our purpose to enthrone and uphold the right. But there has never been a strike of any notable proportions that deeds of violence, more or less deplorable, have not occurred. Why? Is it because men are depraved? Is it because men are brutified? By no means. Admitting that a strike is war pre-supposes resisting forces—power confronted by power. Strikes are always based upon a principle, exceptions confirm the rule. Labor demands fair wages, it strikes against oppression, poverty, squalor, degradation, and all the numberless woes that oppression, injustice and tyranny inflicts. The enemies of labor, those who oppose the working-

men, are those who rob them and the conscienceless gang of boot-lickers, who hope to profit in some way by their fealty to power. In good old colony times, when the king imposed the tea tax, brave men, disguised, boarded a ship loaded with tea and threw the entire cargo overboard. The king and his Tories protested, and out of such acts of heroic defiance came the revolutionary war, and from out of the war came the American republic. Where labor has triumphed in a strike society has always been benefited, and where the strike was lost society has always been the loser. Why? Because society is profoundly interested in the preservation of the manhood, independence and prosperity of the masses, while plutocrats, governed only by their greed, look only to their own interests, which they hold are promoted by the degradation of labor, because with that degradation wages go down and their piracies become the more profitable.

Under such circumstances it is not only not strange but natural that in the contention for supremacy by the forces of the right and the forces of the wrong deeds of violence should sometimes occur. It is human nature—it is history, and history will repeat itself until the day of darkness comes for our land, when plutocrats are supreme, or think themselves supreme. Before an amazed country, the preliminary acts of a mighty tragedy are being acted, and it were well to let the curtain fall.

The condition of the country is becoming hourly more momentous. The camps are all astir, where drums beat the long roll and the bugles call to arms. The President of the United States, the commander-in-chief of the army and the navy, is concentrating his battalions in various places. When a semi-savage queen had been dethroned in the interest of good government and of civilization, the president became so profoundly stirred that he sent a private commissioner to feel the pulse of the old queen and report to him how matters stood; but when 4,000 Pullman employees were being ground to dust between corporation mill stones the commander-in-chief goes a fishing, and at the call of courts concentrates soldiers of his standing army, a la

czar, at various points with orders to fertilize American soil with the blood of American workingmen. As we write the work of blood-letting has begun and the street gutters of Chicago are running red with blood.

The situation is one of terrible significance. The country is alarmed. More than one-half of the continent is involved and the army of the idle is increasing. Geo. M. Pullman's greed, depravity and despotism aided by the alliance of railroad managers have brought about conditions of peril from the contemplation of which bold men turn away.

As we conclude this article, it must be said that the situation is full of premonitions that the worst has not been reached. There are no encouraging symptoms. The outlook is in all directions disheartening. Around the horizon and overhead naught but storm clouds meets the vision. The vivid flash of the lightnings of anger accompanied by the sullen, deep-toned mutterings of human voices mingled with the explosions of powder, bode only evil. But, regardless of the outcome, it will be written that Geo. M. Pullman and his confederate despoilers of labor were responsible.

#### LEGISLATION.

It will be conceded, we assume that legislation is the means by which governments exist and are perpetuated: legislation, signifying law making, a legislator is a lawmaker, one clothed with legal authority to make laws—hence, absolute rulers are legislators, their decrees are laws. Absolutism in government has not been popular hitherto in the United States. We boast of a government by the people, we talk of the sovereignty of the citizen, and yet, whether a law is made by an autocrat, a congress or a legislature matters little, it has precisely the same end in view and reaches it; by the autocrat, with terrible directness, by a limited monarchy and a democracy, by a more circuitous route, but in at least three objective points, results are the same. All the autocrat can do, or the extreme of his power, is to take: (1) life, (2) liberty and (3) property, and the mildest government on the face of the earth, regardless of name, can do and does the

same things. We are not discussing processes, but results. In the instances cited, autocracy and democracy do precisely the same things. The case admits of neither sophism, technicality, nor special pleading: the facts are as stated, and in both cases the claim set up, is the supremacy of law. In the United States, the people discuss legislation. Here we have a free press and free speech; here, the people, excepting always office-holders, parasites, lickspittles and all the fawning crew of boot-lickers, are not afraid of officials, from a coroner who sits on a corpse to a president; the people have a fad that these officials are simply servants, not masters, and yet these servants (?) in congress and legislatures enact laws as infamous as ever disgraced an autocracy. The machinery constructed by the government by the people, crushes and grinds and kills and robs, just the same as a government by a czar, sultan or shah, as we have remarked, with a little more circumlocution, but ultimately reaching the same result.

Let it be understood, that we are not defending autocracy, nor aristocracy, nor any other ocracy, except democracy, the supreme will of the people, but it is, nevertheless, true, that when legislation crushes an individual, it does not matter to him or her, whether he or she is the victim of the decree of an autocrat or of a law enacted by a body chosen by the people. If the life of a man is taken, what matters it to the victim who ordered his death? After the halter, the ax, or the bullet has done their work, subsequent proceedings no longer interest the victim, but between sentence and execution the condemned may if he regards his sentence unjust engage in very serious reflections however unprofitable they may be. If the subject of an autocrat, having no voice in the government, he will not accuse himself of having had any agency whatever in bringing about his doom, and the same would be true if the despot had deprived him of his liberty or his property, having had no voice in shaping the laws under which he suffers, he could not reproach himself for any dereliction of duty, he simply had to submit in silence to death, slavery and poverty as his master

might choose. But in a government like ours, if by the operation of law calamities overtook and overwhelmed him, he could not submit without realizing that in some measure he had been the author of the misfortunes of which he complained. He had lived in a land where the people were the sovereigns, in a land where ballots determined everything, and if he voted for vicious men and continued to vote for them, he would be regarded in a measure, and a very large measure, the author of the calamities he bewailed and would be entitled to precious little sympathy.

To this it has come. Legislation is largely accountable for the national ills which are now of such a formidable character as to excite universal alarm, and the people who have been choosing vicious representatives are primarily responsible for every vicious law upon the statute books; blinded by partisan fealty, the people have for years pursued a course which has at last produced a crop of bitter fruits, and the end is not yet to be seen. Men see the frowning cloud and the vivid flash of the lightning, and they hear the deep toned mutterings of the thunder, and when any suggestion is made by workmen that a different class of representatives are required to enact wise and just laws, and to repeal vicious and odious statutes, a subsidized press, and bribe cursed and debauched men cry out "politics, politics," as if there was some other way out of the darkness into the light, some other way from peril to safety other than politics, something superior to the ballot wielded by honest, conscientious men. But there is no other method of relief that comports with our system of government. If our liberties are to be maintained, if our institutions are to be perpetuated, it must be done by a free, untrammelled ballot, and men must be in politics if they vote at all, and when men can be persuaded to vote for honest men pledged to honest measures, plutocrats will cease to rob, will cease to have at their beck and call the armies of the states and of the nation to aid them in their piracies upon labor, and they will have a judiciary which, under ermined robes will cease to hide an untold amount of infamy.

## A MILITARY ERA.

Away back, some six or seven hundred years before the dawn of the Christian era, Isaiah, the prophet, with a prophet's vision saw, or thought he saw, a time when the nations would "beat their swords into plowshares, and their spears into pruning hooks," when "nation would not lift up sword against nation," and when they would "learn war no more," and some six hundred years after Isaiah's prophetic words Christ was born, and the angels filled the world with rapture when they sang, "Glory to God in the highest, and on earth peace, good will toward men." It would scarcely be becoming to so much as intimate that Isaiah was the victim of hallucination, but so far, though twenty-four centuries have come and gone since he saw the disappearance of swords and spears, the nations are still learning war, and if here and there swords have been transformed into plowshares and spears into pruning hooks, it has been because more effective death-dealing weapons have been available, and instead of "on earth peace," as the angels proclaimed, the war spirit has dominated the world, and never more completely than at present. Indeed, the present may very properly be regarded as a military era.

We have no desire to write of the military establishments of European nations—all Christians except a handful of Turks, and all trusting to guns instead of gospel, to powder rather than to prayer to carry forward our Christian civilization. We are particularly interested in the military affairs of the United States. True, as a nation, in our infancy we were rocked in a war cradle, and the music of the nursery was supplied by fife and drum, the scream of bullets and the bursting of bombs. There were blood and carnage all the way from Boston to Charleston. There was a Continental army with Washington at its head, and yet when the war was over and England retired from the fray, the Continental army disappeared as if by enchantment. There was no war spirit in time of peace, because peace hath her victories as renowned as war, indeed, far more renowned. Again, in 1812-15, when troops were required, the people, who are the gov-

ernment, supplied them, and when peace was declared everything bearing the appearance of war vanished. Again, in 1860-65, the people responded, saved the union, and this done, soldiers became citizens. Standing armies are a menace to liberty, hence, as a nation, we do not want one, and will not tolerate such a machine to aid the schemes of heartless, ambitious men. But at this particular juncture ceaseless efforts are made to infuse the American people with what is called a "war spirit." True, there is no war, nor a probability of war, but there are thousands, soft-shelled lads, dudes and donkeys, who are persuaded by men of small caliber who are ambitious to wear swords and parade for the delectation of hoodlums, to enlist in what they call the "home guard," the "state legion." This would be innocent enough were it not for the fact that these military nincompoops are the creatures of designing men, corporation plutocrats and mine owners who, by the aid of high state officials, can use the troops to perpetuate such outrages as their greed may require.

The press, as is usual, comes to the rescue and advocates more troops, better equipments, better guns with longer range, that death may be more certain. They say the times demand greater military power, but a military power is autocratic, it is despotic, cruel, heartless, murderous, bloody, and the only power which can reduce freemen to slaves. Why is there such a clamor for the establishment of such a power in the United States of America? Where are the enemies of our "God favored country"? Who are these enemies? What is their character? What are their implements of warfare? These are pertinent questions. They go to the marrow of conditions. They sink down into the soul of the nation like lead in still waters. What answers are made to these interrogatories? They come from every direction, north and south, east and west, from center to circumference. The enemies to be killed by the military power are the workingmen of the country. They are found in our mines. They dig coal, iron, lead, zinc, quicksilver, copper, silver and gold. The enemies of the country are found at the blazing, roaring forge.

They are in all the factories where wheels move by steam power or water power; they are along all of the 500,000 miles of land and water transportation; peaceful, patient, industrious, they constitute the power that moves the world. Their implements of warfare are the pick, the hammer, the engine, the ten thousand and one tools with which workingmen build all the monuments that mark the country's progress and glorify our civilization. To subjugate such enemies is the high ambition of the plutocrats who clamor for troops. Steadily by degrees these enemies are being subjugated by the standing armies of states and of the nation. The dance of death and degradation goes merrily on. The sublime purpose of the war spirit now sought to be aroused is the reduction of the wages of workingmen and working women. To reduce wages builds up fortunes on the one hand, and on the other hand scoops out a deeper degradation for the wretched victims of the military power. The work is going bravely on. Every year the law forges fresh manacles for labor, and now the suggestion is that additional power shall be given the military arm; that it shall be larger and have a more devilish grasp; that it shall be stronger that it may strike a more death-dealing blow. To increase the military power, to whom do the plutocrats and their fawning, lickspittle press propose to appeal? To workingmen—and "tell it not in Gath, publish it not in the streets of Askelons," these plutocrats and their aiders and abettors expect to recruit their armies from the ranks of workingmen. Since time begun such an insult was never offered free men. And now the question arises, how do workingmen treat the unspeakable insolence and indignity? To hear the reply is enough to make all the pagan gods retire from the business, enough to make a brass dog tuck its tail between its legs and howl, for it is a fact that workingmen, black, white and yellow fall into line in this military force and go forth to shoot workingmen whose crime is that they resist degradation.

The theory that ours is a "government of the people, by the people and for the people," was once well founded. A change has come. We cling to the shadow but the

substance is disappearing. We have the shell but a military serpent has aboutsucked its last remaining liberty-sustaining principle. The government is rapidly becoming a military despotism. Laws are made to enrich the few and enslave the many, and the military arm, already powerful, is to be made more potent to trample upon justice, crown and enthrone the wrong, bludgeon truth to silence and exile right.

The crisis is here. It is possible for workingmen to aid their enemies by joining the military, or they may by their ballots make for themselves a destiny of freedom.

#### PROBABILITIES AND POSSIBILITIES.

There was never a period in the history of labor, when probabilities and possibilities were so entangled in men's minds as at present. The most astute are unable to map out a pathway to any goal, near or afar, and the problems which confront the most thoughtful are becoming every day more complex and stubborn.

Men write and reason only to increase confusion. Facts are so repellent, that probabilities degenerate to possibilities and suddenly become improbabilities, if not impossibilities, when it is found necessary to change front, choose some new road and pursue it until again confronted with obstacles which will not yield, and then things proceed while affairs grow worse by degrees, and rapidly assume conditions which are admittedly full of peril.

What are the probabilities for the future of labor? Are they of a character warranting the conclusion that its condition will improve, or that it will be less prosperous than at present—in a word, become worse? Scanning the situation as a mariner surveys the skies, what probabilities are discovered? Are not all probabilities merged into possibilities? Do men say this or that is probable, or that it is possible? Take, for instance, the question of wages. What is probable? Is it likely that present rates of wages will be maintained? Is it presumed that wages will decline? Is it to be expected that wages will advance? In discussing such propositions, if probabilities are about equal, then they are contradictory and dis-

appear to give place to possibilities or to chance and everything is at sea—deep sea, where there are no soundings, or navigators of the labor ships are sailing amidst treacherous currents and perilous surroundings.

Discussing probabilities, we mention arbitration, sometimes thought to be a panacea for labor troubles, a desideratum, the one thing needful to take wrong from the throne and place it upon the scaffold. Arbitration is as old as the eternal hills. It is primal, has been in vogue since prehistoric men disagreed about flints and furs. Arbitration fills the bill sometimes. To arbitrate presupposes that one of the parties demands more than simple justice requires, and that concessions must be made by one party or both. There are advocates of arbitration, who are so much in love with the theory that they would eliminate the voluntary feature and introduce compulsory, arbitrary arbitration, according to statute, which is not arbitration in fact, or as the term is generally understood, but rather a court to hear and decide arbitrarily, with penalties attached to enforce decisions. It goes for little, or for nothing at all, to contend that such arbitration settles the disputed points. To say that a settlement thus arrived at is better for labor, is to intimate that labor needs a guardian created by law to take charge of its interests and determine what is best for it. And here the question arises, is it probable that working men will submit to such an arrangement and surrender their right to determine for themselves what methods shall be adopted to protect their interests? We think the probabilities are not in the direction of compulsory arbitration, though there is a possibility of such a thing. It would doubtless happen that a corporation would cut down wages to an extent that organized labor would revolt. In such a case the compulsory arbitration law would doubtless compel the aggrieved organized workingmen to submit to the reduction of wages or appeal to the arbitration law for redress. Suppose the rate of wages was \$1.25 per day, and the corporation cut it down to \$1.00? Organized labor would seek to show that \$1.00 a day was insufficient wages, but if the corporation would come in

and show it could have all the men it wanted at that price, what would the arbitrators be likely to decide? Would they say the corporation should pay \$1.25 a day, when the proof was that they could hire men to do their work for \$1.00 a day? True, organized labor might show that the men offering to work for convict prices were scabs, but the corporation would insist they were men, capable to perform the labor required, in which case the arbitrators would be in a dilemma, and their decision, if it had any effect at all, would be the creation of a wage scale. Is it probable, or even possible that workingmen will, by their votes, encourage such a scheme? That non-union men may favor such an arrangement, it is both possible and probable, but it ought not to be either probable nor possible for union workmen to place in the hands of any set of men the determination of wages, upon which their lives, their liberties and their happiness depend. The probable ought to be that workingmen will not build scaffolds for their own immolation. Why should it be possible for a body of organized workingmen to place in the hands of one man the power to annul the will of a majority of their number when authoratively expressed? Such a thing beggars all ideas of the probable and enthrones the wrong in human affairs, and places the right on the scaffold, which makes the most hopeful doubt, begets distrust where there should be confidence and the most courageous halt in their advance. This thing of conferring autocratic power and surrendering in advance, ought to stand in the catalogue of possibilities. It ought to be classed with the impossibilities.

Federation of labor organizations has been for years the battle cry, and a federation that would proclaim labor invincible when contending against its foes is a possibility, just as it is possible for a time to come when the lion and the ox will eat straw together from the same stack, when the ox will forget that it has horns and the lion will cease using its paws, but to class such things as probabilities, or even possibilities smacks of hallucination. Why? Because in the present condition of what is called "human nature," the class rises su-

perior to the cause, and each for all and all for each, does not exercise sufficient sway to create a probability, nor even a possibility that any sort of a federation is at hand which will make an iron worker, for instance, the champion of the rights of a cigar maker, and thus on through the entire list of trades. These are glowing theories *ad infinitum* and *ad nauseum*, but when an emergency arises, men survey a desert where not even a cactus, nor a sprig of sage grass of the practical appears. Worse, still, perhaps, federation is used just as the devil quotes scripture, to beguile its votaries and make conditions worse. Federation is possible. We have it now, and have had it for years past and gone, and men who are at all thoughtful, in surveying the field and contemplating results are reminded of the "barren fig tree" with an abundance of foliage and no fruit. Is it probable that this sort of federation is to go on forever? Certainly, it is possible. Men now, as in the past, are wedded to idols, and the difference between worshipping a stock or a stone, and a form of federation that is inefficient, is scarcely apparent.

Is it probable that something better will come? Is it possible for workmen to suggest an improvement upon federation? We do not doubt it. We suggest consolidation of trades and callings. We mean one government, one constitution, one supreme law, one flag, one shibboleth—"labor omnia vincet." With this consolidation labor organizations become invincible. Are there any precedents calculated to encourage and inspire confidence? Assuredly. On every page of authentic history there are examples of the conquering power of the consolidation of forces, and a government becomes contemptible in the eyes of all nations, where it is either incapable or neglects to protect its humblest citizen against outrages perpetrated by any other sovereignty. Is it probable that labor will consolidate its forces, and thus make it possible to protect, even one of its members against outrage?

The verdict of the world, long since rendered, is that a nation never expands to greater or sublimer proportions than when with its consolidated power it redresses the wrongs inflicted upon one of its citizens, and

an example or two furnished by the United States of America illustrates our idea. Some years ago a subject of the emperor of Austria came to the United States and simply declared his intention to become an American citizen. Soon after he visited his native land, and was arrested, his American citizenship was ignored, and he was required to do military duty for a government he had renounced. An American battleship was in an Austrian port, and its commander having learned that Martin Costa, the American citizen referred to, was in that city, demanded his release and that he should promptly be sent on board of his ship and be placed under the protection of the American flag. The authorities hesitating to obey the order, the battleship was brought broadside to the city and her decks cleared for action. Her guns were shotted, and then came the order, "Send Martin Costa, the American citizen, on board my ship or I'll bombard your city." It was enough. The American citizen was rescued. The name of an obscure man was given to history. The right was vindicated. American citizenship was made to mean something, and American power and prestige was something more than sounding brass.

Again, an utterly unknown American citizen was wrongfully imprisoned by the authorities of Mexico. His liberation was demanded by the American government. Mexico hesitated. Then came an exhibition of power on the Mexican border, and the peremptory order to release the American citizen. It sufficed, and the prison doors swung open, and the prisoner was free. The incidents related were premonitions of war in the event the humble and obscure American citizens had not been surrendered. These were exhibitions of consolidated power to resist wrong and oppression, and the world applauded. In labor affairs, consolidated power on the part of organizations would achieve the same results, by different methods. There would be no military display, no bugle calls to sanguinary strife, but the power exerted would not be less potential in securing beneficent results. When a corporation oppressed a wiper, a trackman, or a shopman, his case would at once concen-

trate upon it the consolidated power of the organizations. If it were a railroad the demand would be made to remove the burden from the humble worker, and a refusal would hush to Pompeian silence the industry. True, there would be inconvenience, but justice would demand the sacrifice, the wrong would be taken from the throne and placed upon the scaffold, and he would be a degenerate American who would not rejoice over such a victory.

It is possible to consolidate. It is possible to enthrone the right. It is possible to be true and brave and honest. What are the probabilities? We think they are cheering. We believe the outlook is hopeful. We fancy we see the dawning of a better day for labor in every field of toil. Men are learning to analyze errors and to eliminate them, and possibilities are becoming probabilities. Entrenched errors are hard to dislodge, but with consolidation of the forces of labor such notable victories would be won for the right, that men would wonder as they contemplate the dreary road labor has traveled to reach, at last, the goal of success.

#### CARNOT.

The president of the French republic was believed to be a great and a good man. Under any circumstances, the civilized world would have lamented his death. But President Carnot did not *die*. He was *killed*—murdered—by an Italian mad dog, a human wild beast, an anarchist. This makes the taking off of the distinguished Frenchman a horror. When a heartless despot who murders, tortures and exiles the victims of his power, is killed, free men show signs of neither grief nor sympathy. Such autocrats are simply monsters, and the great mass of mankind breathe freer when they are dead. President Carnot was not a despot. He ruled France to the extent of the power conferred upon him by the people, and some consolation is derived from the fact that his murderer was not a Frenchman, indication of the fact that, as president, Carnot was acceptable to France.

An effort is made to show that the assassination of the French president has no political significance, because all the crowned heads of Europe make haste to send slob-

bering messages of regret and condolence, as if they had been deprived of a personal friend—a royal game of Machiavelianism, duplicity and cunning, which Frenchmen, at least, understand. France stands forth as a ceaseless menace to royalty, and all the shams and infamies perpetrated under the dogma of a divine right to rule, and it matters nothing what King Humbert or Emperor William may say; they and all the rest of the crowned heads would be delighted to see France again in the grasp of a revolution the result of which might be, France once more a monarchy.

It is doubtless quite true that in the work of exterminating anarchists all European nations are in alliance, because anarchists profess that it is their mission to kill them when opportunities offer, but, beyond this, there is in Europe no friendship for France. As for anarchists, they are the same, regardless of nationality, opposed to all law; they are insane enough to believe that by assassinating chief rulers and by throwing bombs they can destroy law and government and upon the ruins inaugurate chaos. They are making little headway, though they do create unrest and consternation. Anarchists have no respect for law. They are the defiant enemies of law and order, and it is here that a grave question arises. Are governments doing that which has a tendency to create a disrespect for law? What are the facts in the United States? The press of the country is ceaselessly pointing out vicious laws, denouncing their authors, and holding them up to universal scorn and contempt. It does not help matters in the least to say—as is said, "Such things are done and said for partisan purposes." Indeed, the fact only makes the situation worse—unspeakably worse. Not a legislature in our forty states can assemble without being accused of bribery and debauchery. Scarcely a law is passed that is believed to be free from the taint of corruption. What is the result? It is to create a universal distrust, a deep, all pervading belief that law-makers are debased, unfaithful, and that the laws they make are vicious. In this we have the basis of anarchism. We state the case mildly. Proof is at hand, and it is overwhelming. The U. S. senate, once held to



be the most august law-making body in the world, is to day the synonym of all that is infamous. Two great trusts, that of sugar and that of whiskey, it is charged, dominate legislation, and certain senators are named as traitors to principle. What is the result? The nation is to have a tariff law covered all over with infamy, blotched with bribery, and universally condemned. Anarchists despise law—all law, good and bad, and, blinded by hate of bad laws, they are unable to discover the good in any statute, and condemn the entire code. It could scarcely be expected that anything better could result when the press of the country, secular and religious, independent and partisan, is ceaselessly condemning law and the administration of law.

Recently, in the state of Indiana, a national bank was wrecked, and hundreds of depositors were reduced to poverty. The president, a representative Christian in a great church with two steeples, confessed his guilt. He had robbed his depositors of at least \$800,000. He lived in clover a foot high. His home was palatial. He had stolen it from confiding men and women. The law fixed his penalty at from two to ten years in the penitentiary, and the judge who sentenced him to six years almost choked with sympathy when sentencing the old scoundrel. When he arrived at the prison there was another exhibition of profound sympathy, in which the warden made a consummate ass of himself. And, mind you, the palatial home of the hoary old thief had been transferred to Mrs. Bankwrecker, while widows and orphans, in their rage, in silence and sorrow, witness the game of law in which a rich and religious thief wins the pot. Men look on, and noticing how differently a poor devil who has stolen a coat or a side of bacon is treated, silently and sometimes vociferously curse such exhibitions of administration of the law. And prudent men say, "Such things are well calculated to make anarchists."

In connection with this case of bank-wrecking were two prominent business scoundrels who aided the president of the bank to wreck it and get away with \$325,000. They were, like the president of the bank, pillars in a fashionable church.

They were found guilty. The trial developed that they were a brace of polished, cultured, intellectual, religious scoundrels. They gave liberally of their swag to aid in building up Christ's kingdom on the earth, they owned aristocratic pews in the sanctuary, they contributed liberally to pay the priest's fat salary. Two more rascally religious disciples never paid tithes, or made long prayers, but they were found guilty. One was sentenced to ten, and the other to six years imprisonment. Over these two miscreants the divine who practiced theology for their benefit broke down and went all to pieces. He followed the convicts into court, into jail and into the penitentiary, and sobbed like a water plug all along the line. But the religious rascals had to go to the penitentiary, had to have their heads shaved, had to be measured, numbered, weighed and photographed, wear stripes, dine at the *table d'hôte* and sleep in a cell; but here again the prison officials exhibited their asinine qualities of head and heart, and expressed regret that they could not be treated in a way more becoming their social status. Men looked on in wonder and disgust. They saw that, even in a penitentiary crime did not level down; that an educated, cultured, religious scamp, creature saturated with villainy, had a better show than a poor devil, who, instead of stealing \$325,000, had stolen only \$3.25. Such things bring law, and the administration of law, into contempt, and are well calculated to produce anarchists. But this is not all of the shameful business. The two religious rascals, having lots of money saved out of the \$325,000 stolen from the bank, could employ high priced attorneys and at once a scheme was set on foot to get the rascals out of prison. They had been fairly tried before an honest judge and by an honest jury, had received their sentence and were incarcerated. But that amounted to nothing. There was a higher court, and after a few days of consultation the scamps came out of prison, gave bonds and are as free as other rascals who have served full time. Here again the common people denounce such laws and such court proceedings—their indignation is righteous. They say

"such things make anarchists," and they tell the truth. If it is desirable to arrest the growth of anarchism it would be well to put a stop to practices sanctioned by law which create anarchists.

#### A MONEY POWER.

If we are to believe the half we hear and read about the money power, of its ceaseless grindings, like the mills of the gods, we would scarcely believe that the American people by their votes have created and still maintain one of the most colossal money powers known to the civilized nations of the earth. Such is the fact, nevertheless, and the national banks of the United States constitute that money power which workingmen endorse by their votes.

We have before us, as we write, the report of James H. Eckels, comptroller of the currency, brought down to December 4th, 1893, and the figures we give may be regarded as authentic, and it must be said they ought to set men to thinking who in a general, haphazard way discuss the "money power."

On the 31st of October there were in the country 4,930 national banks; of this number 1,134 were in process of liquidation, leaving at that date 3,796 in operation. These banks are banded together in what is called a national association. Their interests are identical, touch one and you touch them all. The national bank scheme was one of the happiest ever devised for making money easily, continuously, and in sums to suit the most rapacious ambition.

These 3,796 national banks have capital stock amounting to \$695,558,120, represented by 7,450,000 shares and held by 300,000 shareholders. Putting the best possible face on this money power, 300,000 persons dictate the financial policy of 65,000,000 of people; that is to say, less than five persons in every 1,000 impose any burdens they please on the other 995 persons, and this privilege is conferred upon this select few by the aid of the votes of workingmen.

These 3,796 national banks have \$224,327,350 invested in U. S. bonds, upon which they draw interest at the rate of 6, 2 and 4 per cent, yielding annually \$8,660,237. Deducting the investment in bonds, \$224,327,350 to secure circulation, and govern-

ment deposits, on which the government pays interest, and they have of their capital stock remaining \$471,230,770 to loan out at rates of interest ranging from 6 to 10 per cent, the rate averaging, probably, 7 per cent.

Of the \$224,327,350 U. S. bonds deposited with the government, \$209,416,350 is to secure their notes issued to them by the government, amounting September 30th, 1893, to \$209,214,166. It will be well to remember just here that the government pays the banks interest on the bonds deposited to secure the notes issued, that is to redeem them when called upon to do so, and the banks receiving the notes loan them out at rates of interest, as has been stated, of from 6 to 10 per cent., averaging 7 per cent. By this it is seen that the national banks by investing \$695,558,120 in capital stock, they have \$904,560,280 bearing interest as follows: Bonds, \$209,214,350; notes to loan, \$209,214,166, and the balance of their capital stock after purchasing bonds to secure circulation, of \$486,131,770, of which the notes, \$209,214,160, is absolutely a gift of the government.

But this is not all. On the 31st of October, 1893, these banks held \$1,451,124,330 of individual deposits, and government deposits amounting to \$14,322,573, or a total of deposits amounting to \$1,465,446,903. If to this amount is added surplus capital after purchasing bonds to secure circulation and the bills issued by the government upon these bonds, we have a grand sum total of money controlled by these 3,796 banks of \$2,160,842,839. More than the entire sum of money of all descriptions in circulation in the United States, and if 33 1/3 per cent. is kept on hand as a reserve to pay individual depositors, the remainder amounts to the enormous sum of \$1,440,561,892, upon which the people pay an average of 7 per cent., or an annual interest tribute of \$100,839,332. This is what may be styled a money power, created, fostered, protected, and perpetuated by law, and workingmen who rightfully complain of the degrading power of combined capital, have been for years voting to maintain this money power. This money power has controlled both national and state legislatures.

It has corrupted cabinets, congressmen and senators. It has corrupted state legislatures and courts. Its crushing power has been felt by all classes, but upon none has it fallen with such disastrous consequences as upon laboring men, as is seen at present from the center to the circumference of the country.

The national banks, as is seen by the sum total of the money they control, can make money scarce or plentiful as it may suit their purpose. To use common phrases, they can make money "tight" or "easy;" they can create a panic; they can topple over commercial or industrial enterprises as the whim may take them. Their managers constitute the plutocratic class, and they have been known to threaten the government if their demands were unheeded, and still in numerous ways too devious to be traced, the national banks, always with more than a billion of cash under their control, are doing things which, could they be laid bare to the naked eye, would create universal dismay, and the wonder would be, why such money machines for creating wealth and poverty were ever created, and still greater amazement that they are permitted to exist.

It is often said by those who advocate the national bank scheme, that they give the people a sound and stable currency, intending to be understood that, but for the national banks, a sound and stable currency could not be had. Nothing more fallacious and false could be stated. A national bank bill is good simply because the government is behind, and the same is true of the "greenback," the silver and the gold certificate, all of which are as sound as the national bank bill. The bank confers upon its bills no value whatever, it is the government. But it is held that because national banks are creatures of federal law they are entitled to special favor and consideration. Such a claim is utterly valueless. The records show that some of the most stupendous frauds and villainies the country has known have been perpetrated by national banks, and the fact that the federal examiners of national banks for the purpose of keeping them straight, have at last come to be regarded as a danger rather

than protection, since from collusion or ignorance, examinations and reports of examiners in numerous instances have aided rascals to perpetrate astounding frauds.

But aside from such reflections, the point we make is, that the national banks constitute a colossal money power, a consolidated, resistless power which ought not to exist, but which does exist by virtue of law. To get rid of this consolidated power votes must be cast for men who are opposed to the power, and it is just here that the question arises, will workmen continue to vote to perpetuate this organized, consolidated and invincible power? If they conclude that such a power is a menace to liberty and to their own welfare, they will be required to go into politics and vote for men who will advocate measures to dethrone this money power. Will they do it? The question is up for debate.

#### THE CRY FOR STATE HELP.

In the *May Forum*, we find two articles (1) captioned "Necessity of State Aid to the Unemployed" by Dr. Stanton Coit, (2) "The Dangerous Absurdity of State Aid" for the unemployed, D. Mc. G. Means.

In these two articles, reasoning and conclusions differ widely. Every observation seems to have been made from stand points which were so remote from each other, that, what one saw, or thought he saw distinctly, was totally obscured from the other's vision. It is a case in which both cannot be right but in which both may be wrong. Dr. Coit advocates state, or municipal, aid because "hunger undermines and destroys the will power and intelligence of a man more rapidly than support by charity;" hence, "men are wrong who prefer starvation, as they do to begging," and Dr. Coit further remarks that "we must not forget that to feed the able bodied and to clothe them still allows next to the worst of all calamities to fall upon them and crush out their manhood." Here is a dilemma. "Men are wrong" says Dr. Coit "who prefer starvation to begging." and men who beg lose their manhood, or it is "crushed out of them." What is best for the idle man—starve, or have his "manhood crushed out of him?" It were far better to starve than to lose one's manhood. The Dr. further says, "The moment idle-

ness, though at first enforced, becomes by habit agreeable, that moment a deterioration, a decay, of a man's character sets in at the very root," and, according to Dr. Coit, it requires only eighteen weeks to reduce an idle man from respectability to "loaferdom, drunkenness, vagrancy and crime." Therefore, says Dr. Coit, "it is evident that there is only one wise method of bringing relief to the able bodied unemployed," and that is "giving wages in return for work." That solves the problem. But, unfortunately, not more than one out of every hundred can find the work and the wages, for he says, referring to conditions in New York City, where an effort was made to supply "relief work" to the unemployed, "it has been heart-rending to have to turn ninety-nine away for every one man to whom we could give relief work, yet this was the ratio at which employment was found for the idle by the New York relief committees." Hence the conclusion that ninety-nine out of every one hundred were forced into "loaferdom, drunkenness, vagrancy and crime."

As relief committees could not find work for the idle, and as private individuals had no work, or not sufficient work for the idle, it became a fierce, a terrible necessity for the municipality (the state) to come to the rescue, and find work for the idle. If this is not done, then the state or the municipality must face conditions armed with teeth and claws, to do what imperatively requires an immensely increased armed force of police, deputy sheriffs, deputy marshals and soldiers, all to be paid by the state out of funds obtained by taxation. To kill the idle reduces the number to be fed and clothed; as many as are killed are out of the way; "subsequent proceedings interest them no more." It costs something to bury them even if they are buried like dogs, but the wounded must be cared for; our Christian civilization of bullets instead of ballots, is still sufficiently vigorous to saw off legs, set splintered bones and bandage the wounds of the idle as they by degrees sink to "loaferdom, drunkenness, vagrancy and crime." To arrest them, try them, convict them and send them to prison, is also expensive, and after all the poor devils have to be fed and clothed by the state. True,

they can be set to work in prisons, whereby a gang of contractors get rich, and prison made goods are forced upon the markets at prices which create idleness and supply more candidates for "loaferdom, drunkenness, vagrancy and crime." Hence, as a mere economic proposition, would it not be better for the state, for cities, to find work for the idle, though money had to be borrowed to pay the wages?"

Mr. D. Mc. G. Means takes no stock in such a theory as Dr. Coit advances. It is not required, in referring to the *Forum* articles, to do more than tersely state the main points of the positions: Dr. Coit advocates state aid to give the idle work and wages. Mr. Means asserts that to invoke state aid to give the idle work and wages, is both dangerous and absurd.

It may be well to say just here, that just in proportion as the number of the idle increases danger increases, and if the number of idle men have reached a sum total so great that opportunities for work and wages are not sufficient to meet requirements, then in such a contingency any effort on the part of the state or municipality to meet the deficiency, is both wise and prudent, rather than absurd, unreasonable or ridiculous—indeed, the danger and the absurdity attaches to a policy which denies work and wages to idle men.

Mr. Means indulges in sweeping assertions, designed to belittle the startling facts which confront Americans on every hand, relating to the vast number of the unemployed. We do not hesitate to admit that there is a large number of men out of employment voluntarily, who could, if they would, immediately resume work, provided they would accept wages, which, though perhaps sufficient to keep protesting and agonized souls in famished bodies, are nevertheless the wages of slaves and not of free men. We shall not attempt an argument to disprove that labor organizations are animated by the spirit of true and patriotic Americans in striving to maintain wages at a point that will furnish them simply a respectable living, and therefore refuse to work for wages that brings upon them degradation and makes labor a hissing and a by-word in the mouths of men like Mr. Means. We willingly admit there are such

American workmen out of employment, and American liberties and American institutions have no firmer guarantee of perpetuity than is found in this resistance to wide spread national degradation.

Mr. Means boastingly points to the fact that the consumption of coal, so necessary to the country's prosperity, is in active demand, and points to the fact as a standard by which to measure industrial prosperity, but he fails to ask the pertinent question: Why should, say 400,000 miners, be degraded to pariahs, to peons, to helots, that those who use the coal may riot in luxury? If coal is so essential, why not pay those who dig it at the peril of life and limb, a fair price for their work? We do not overlook what Mr. Means says of the building trades, the members of which in the city of New York champion rates of wages that rescue them from lairs, and their lives from a perpetual horror. But aside from such cases, there are a vast multitude of men, who are idle, made so by no fault of their own, by circumstances and conditions they had no hand in creating, but who, on the contrary, are the victims of circumstances and conditions *created by the state, by the government state, federal and municipal.* These victims of usury were at work in factory, shop, forge and mine—in enterprises of transportation by sea and by land—when, suddenly and without warning, by the effect of vicious legislation, multiplied thousands of workmen were forced into idleness. The state, by which we mean legislation, was responsible for the calamities. The rich controlled the state. The state was bribed and debauched, and for the ills which now afflict vast numbers of workmen, the state is chiefly responsible. This being true, what is the duty of the state? If the United States, or any of its great cities, like Canton and Hong Kong were in the grasp of the "black death" plague, and hundreds were dying daily, the state would promptly furnish aid. The state has set the example already when some great calamity has befallen communities, though the visitation was caused by what is technically termed, the "act of God," by furnishing aid, and now, when multiplied thousands are idle, and are rapidly descending, as Dr. Coit says, to "loafing, drunkenness, vagrancy and crime,"

the obligation of the state to come to the rescue is demanded by every consideration of right, justice and humanity. The danger lies in refusing, not in granting the aid. Just how states or cities could provide the necessary work, it is not required that we should point out, ways to do it are numerous. The proposition is not impractical, and where there is a will there is a way, and that way is far preferable to calling out the military, both an expensive and a murderous way.

The first step should be taken by the general government, because there is the highest authority for saying, that the general government, the supreme state, is chiefly responsible for the devastating causes of idleness with which the country is afflicted. This state aid, let it be understood, is not advocated as a fixed policy to be continued indefinitely, but to meet an emergency to rescue citizens, who have been forced into idleness, from lives of vagabondage—something worse than death.

#### WHAT MINERS SAY.

Some weeks since, three men, representing the coal miners at Streator, Ill., sent to Gov. Altgeld a communication deprecating the power and the piracies of corporations. They said:

"They (the corporations) oppress and wrong the people, and the state clothes them with the power by which they do these things. They anticipate demands and take possession of opportunities, and there seems to be nothing left for the people but to do their bidding. The state having made them powerful for the creating and the gathering of wealth away from the many towards the few more fitted and crafty, can not the state devise a way by which they can be used to serve honorably and profitably the less fortunate many, upon whose patriotism the state needs must depend? We find ourselves unable to cope with our surroundings, and we view with regret our growing dissatisfaction and rebellious spirit. We are practically denied the right of contract, and we daily witness the departure of our personal independence and consequent decline of our ambition and manhood."

Our literature, from the farmer's almanac, to volumes of political economy, by authors great and small, is filled with dissertations on money and morals, riches and rascality, land and larceny, poverty and progress, plutocrats and penitentiaries, and yet, we fail of remembering in any publication, in any lecture or address, in any speech in congress or elsewhere, or in

any message of president or governor, anything better calculated to arouse reflection than the foregoing extract from a communication to Governor Altgeld, written by Joseph Morgan, Robert Billsbury and L. Lewis, three Streator coal diggers chosen by coal diggers to present their case to the Governor of Illinois.

The statement that corporations oppress the people, will not be contradicted anywhere—the fact is known and read and believed, and no class of people have been so outraged by corporations as coal miners. And the state creates these corporations and clothes them with power to oppress the people. The state and the corporations are in alliance. The state sees its citizens robbed, crushed, impoverished and degraded, and makes no effort to remedy the wrong—until, finally, the conclusion is that the corporation is the state, and uses its money power to corrupt and debauch legislatures, as the sugar trust uses its power to debauch the United States Senate till that august body stinks in the nostrils of the nation. The miners say they are unable to cope with their surroundings; that is to say, they must go down to degradation with a wail in their throats—their high ambition thwarted and their manhood destroyed. What then? Vagabonds and slaves. The picture is repulsive—it is full of terror—but it is true to fact and to life and the lines are growing darker every day contemplating such conditions, the corporation grinding like the mills of the gods and defying the state, or more properly, in partnership with the state, what more natural than that crime should increase? To show the ratio of the increase of crime in the United States, it may be well to reproduce the remarks of President Brinkerhoff of the National Prison Congress which was recently in session at St. Paul. The figures are startling. President Brinkerhoff said:

"That crime is on the increase out of proportion to population is indicated in many ways, but for the country as a whole the United States census is the most reliable guide. Let us look at it by decades:

Year.	Prisoners.	Ratio of population.
1850 . . . . .	6,737	1 out of 3,442
1860 . . . . .	19,086	1 out of 1,647
1870 . . . . .	32,901	1 out of 1,171
1880 . . . . .	58,609	1 out of 855
1890 . . . . .	82,329	1 out of 757

This rate of increase, in a few states, we are glad to note, has not been maintained, and in one or two for the higher crimes, has even decreased a trifle, but upon the whole the swell has been continuous like a tide that has no ebb. When the waters of the Mississippi in a flood mount up to the danger mark every one knows that unless they halt disaster is inevitable. So with the floods of crime, we are past the danger line and there is no ebb. If this increase is to be continued the decades can be counted upon the fingers of a single hand when *Mene, Mene, Tekel, Upharsin*, will be written upon the banquet hall of the republic."

There is nothing more natural than that crime should increase, and when the figures are presented, showing the increase from 1880 to 1900, the nations will stand aghast. The corporation curse, worse than the black death in China, is upon the country—and the state creates the curse. Well said President Brinkerhoff, if this curse proceeds for another forty years, as it did from 1850 to 1890, "*Mene, Mene, Tekel, Upharsin* will be written upon the banquet hall of the republic," and what is the meaning of the terrible words? "*God hath numbered thy kingdom and finished it.*" "*Thou art weighed in the balance and found wanting.*" "*Thy kingdom is divided and given to the Medes and Persians.*" President Brinkerhoff is of the opinion that unless there is an *ebb* in the flood of crime, the country is doomed. Poverty is the parent of crime. Corporations, say the Streator miners, "oppress and wrong the people." They tell the truth. The state creates the corporations, but does not restrain them. Oppression and wrong breed criminals. Who can stay the skeleton hand like that which wrote upon the plaster, Belshazzar's doom and the doom of his kingdom? The corporation is banqueting in gilded palaces, and the wealth which purchases their vice and their luxuries is wrung by "oppression and wrong" from their employees. We need a change of rulers—honest men in office, men who will extract the fangs of corporations and blunt their claws and restrain their rapacity. Can we have the change? Yes. How? By wielding in the interest of right and justice the all conquering weapon, the ballot. Will workmen use the ballot for that purpose? If they are wise they will.

### The Heart of the Labor Problem.

MR. EDITOR:—The MAGAZINE for May contains an editorial captioned, "The Labor Problem," from which is to be understood, as a general principle, that labor cannot expect to gain any advancement of its own interests by a study of political economy or the science of government, or by taking an active part in politics; and that all its power should be used to solidify, unify, and federate, so as to secure honest, fair wages. No member of labor's ranks can offer any objection to unifying, solidifying, and federating, as labor organizations, so as to secure honest, fair wages; but the man who thinks that this alone will solve the labor problem is sadly mistaken.

There are more laboring men and women in this country to day, by millions, than there are jobs for, and, consequently, men are roving over the country like a band of vagabond, masterless dogs, existing by charity or theft, some of them on the way to the national capital in the form of a "petition in boots," to beg or demand employment of the government—something it cannot give them, unless it robs somebody else to do so. Nevertheless, it may do this, for it is a good hand at the robbing business: How can these unemployed, homeless, penniless outcasts unify, solidify, or federate so as to compel anybody to give them employment at any wages, to say nothing of honest, fair wages? And how can those who are lucky enough to have employment unify, solidify, and federate as close as they may, compel capitalists or others to open up industries for their employment, or maintain honest, fair wages for themselves in the face of so many idle men who are eager to work for merely enough to keep soul and body together? They must, however, in such a situation, do one of two things, either of which will reduce their wages. They must support the idle men by contributions, or accept the wages for, which the idle men would go to work.

The latest news from Cripple Creek, this state, where a hot fight has been going on between the miner's union and the mine owners for honest, fair wages, with deputy sheriffs to assist the mine owners and the militia to preserve order, is to the effect that the strike is settled on these terms: The miners are to get three dollars a day for eight hours' work, and the mine owners have the right to hire non union men.

It requires no very brilliant mind to see that that is a practical defeat for the union. And so it must ever be as long as men have to remain in enforced idleness: and there will be men in enforced idleness so long as our present political and economic system is allowed to stand.

"We hold," says the MAGAZINE, "that, primarily and fundamentally, the labor

problem involves wages, and that when wages are adjusted upon a basis of justice, the labor problem is practically solved." No, not "practically," but absolutely solved, Mr. Editor, for when justice is done, all is done that can be done by man or nature. But what is a basis of justice? Can justice be based upon anything but the law of equal freedom? And can the law of equal freedom exist, or be practiced, under such laws and institutions as we have to-day? Surely not. How, then, can we, under these conditions, secure fair, honest wages? How can we tell what they are? We can never ascertain what they are by any artificial standard of measurement. Nature has furnished the true standard by which alone wages can be measured, and whenever man interferes with that standard injustice results and disorder and misery follow. Fair, honest wages is all that a man can or will produce under conditions of equal freedom, in which he has free access to the natural elements from which all wages, and everything else, is produced, which he can retain for himself, and not be compelled to part with any portion of it to support plutocracy or monopoly. Evidently, then, honest, fair wages can never be obtained except by free access to nature's resources and the enjoyment of the right to freely trade the products of one's labor with all others who may wish to trade with him.

The MAGAZINE says: "The day a workingman receives what he believes to be just wages, with him the labor problem is solved; and it never will be solved until just wages is secured. If this is true, and we challenge denial, why waste time and breath over minor questions? Why clamor for the single tax? Why run mad over nationalism, another term for paternalism? Why resolve to go pell mell into some new fangled political party? Why get hoarse over the initiative and referendum?" It often happens that we believe things that are not true, and our believing them will not make them true, for no amount of belief will alter the nature of fact; so that no matter how strong a workingman may believe that he is getting fair wages it will not make him to be getting it, any more than a belief on the part of a slave that the institution of slavery was right made it so, nor will such a belief solve the labor problem for him who holds it, nor for anybody else, because it is error, and error can never perform the functions of truth. We clamor for the single tax because it is right and simply just, and the only thing that will ever solve the labor problem; for it is the law of equal freedom, is scientific, and, therefore, absolutely correct. We clamor for it because it will procure for every man the entire product of his labor, which is his

"honest, fair wages," and we know that nothing else will do it; and because it will prevent the millionaires escaping taxation on all but five per cent. of their property, thereby throwing the burden of support of government upon the poor man who is taxed upon ninety-five per cent. of his property, as is shown by the *Chicago Times* and editor Stead, in his book, "If Christ Came to Chicago," to be the case in that city, and every intelligent man knows that it is only a type of all other cities. We grow hoarse over the referendum because it also is right, and because we who grow hoarse over it hate this slave-breeding government which is neither more nor less than the tool of plutocratic thieves and robbers that they use in their nefarious operations of beating down labor to the earth and taking from it that which it has produced, and which belongs to it only. We hate it with that intense hatred which all liberty-loving persons, who know what freedom is and what it means, must feel for all forms of oppression, tyranny and slavery. We grow hoarse over it because we want, in fact as well as in theory, a government of the people, for the people, and by the people, instead of a government by monopoly, plutocracy and thieves; and because we want to vote directly for our laws and know what they are; so that we can live up to them and thereby avoid litigation of all sorts, and the support of hordes of thieving lawyers and prostitute judges, which are merely so many clubs in the hands of our soul, body and freedom murdering masters.

I quote again: "Why should labor writers and speakers be constantly repeating the stale platitude that 'capital has rights as well as labor'?" Because they are ignorant of the truth, or else too cowardly to speak it. They are mere bread and butter speakers and writers, and are, therefore, false guides for men who are seeking the truth, and are sure to lead them to their destruction. And such leaders and speakers must soon step aside and give way to the genuine article. The blind have followed the blind, or hypocritical, who have led them in a circle within the corral fence of slavery long enough to their own injury. The demand is now for leaders, speakers, and writers of principle—men of loftier minds, nobler sentiments and a higher order of intelligence, having clear knowledge of the truth, who will break down the slave pen fence and lead us out into the middle of the road to freedom, and keep us marching therein until we reach our proper goal—liberty. Such men will have millions for principle, but not a cent for policy, and all intelligent men will fall in line behind them. There is no scab in this country today whose conduct is more injurious to the rights and interests of labor and labor

unions than the workingman who cannot or will not study the science of political economy and government. I make no exceptions.

P. W. Monahan.

GRAND JUNCTION, COLO.

### THE CHARITY BALL.

Have you ever attended a charity ball. Where a parvenu crowd ruled the roost in some hall. 'Mid the blare of the music and sound of the gong. Tripping lightly the gayly fantastic along? If you haven't then list, and in second hand style I will angle about for the edge of a smile. As I sing you some sights that were witnessed by all. On the memorable night of our charity ball. They were panicky times, and the lowly and poor Needed clothing and food. How was best to secure A sufficiency worried the brains of us all. Till by vote some agreed on a charity ball. There was deafening applause. Antediluvian toes Soon were limbered for whacking the floor with their blows. Then the price of admission was fixed, and the night Of the ball they were full of the greatest delight. When the strains of the orchestra floated along. Oh, they ravished our souls like voluptuous song; And the grand march was started by Reginald Revere. And his wife in the lead—they are venders of beer—Close behind them came Andy McNulty and Jane. People say in their spite: "She is touched in the brain." Jennie Skinner and shop-lifting Judy of yore. Floated by with their feet scarcely touching the floor. Jerry Ferguson marched with the widow Lerone. In their footsteps came Tommy and Bella Malone. Billy Edwards, the butcher, and "Foxy the hog." With their wives came along at a bog trotter's jog. Phillip Fraser, the artist, and Nettie McGee Passed unapologetically by, praising this our first spree. Charley Maxwell and Jennie next strode on the floor. So conceited, forgetful of when they were poor. To and fro, here and there floated couples about. Every nabob we had in the parish was out. Hattie Flatfoot, Kit Down, Jule Somers and Nell And their partners—their names I'm unable to tell. They were queens—in their minds—and they mimicked the style Of the fashion plate pages. Each one when she'd smile Thought the sun had just risen, so rank was her gall. On that night of all nights at our charity ball. When the frolicking ceased and the eating begun. Holy Moses, 'twas then we had elegant fun: Some had napkins tucked under their chins and some more Dropped them off from their plates 'neath their feet on the floor: Some would slaughter the victuals and eat with their knives. And some husbands, the idiots, would spoon feed their wives. Some with forks picked their teeth, and the most of the crowd Would make Hottentots say they were vulgar and loud. They let etiquette go to the devil, and I Didn't care any more on their actions to spy. They again took the floor, and they belted away In the waltz and quadrille till the dawning of day Ere they parted they gathered around in a ring. And by vote they decreed every year they would bring out their forces again in response to the call Of the friends of the poor for a charity ball. Dress-parading themselves was their chiefest desire. Little cared they if victuals or raiment or fire The receipts of the blow-out would largely procure. For the least of their thoughts were bestowed on the poor. But who wore the best silks and the costliest lace And the richest of sables with stateliest grace. Was a matter which filled them with envy and scorn. Going home full of gossip and hate in the morn.

Shirley Morgan



### Just a Few People.

The census bureau took from every family in 22 states and territories answers to the questions whether it owned or hired the farm or home occupied, and the extent of the incumbrance on owned farms and homes, if any, with the value of the property. The results are believed by the *Springfield Republican* to be fairly representative of the whole country. Assuming this to be so, 32 per cent. of the farm families and 63 per cent. of the home families in the country are tenants. Among farm-owning families 30 per cent. carry mortgage debts averaging \$1,130 on farms whose average value is \$3,190; among home-owning families 29 per cent. carry incumbrances averaging \$1,139 on homes valued on the average of \$3,254. The census will show the number of farms to be about 4,500,000, leaving 8,196,152 families occupying homes that are not farms. Mr. Holmes confines his wealth estimates here to properties valued at less than \$5,000. Such farms encumbered constitute 80 per cent. in number and 52 per cent. in value of all encumbered farms, and such encumbered homes constitute 82 per cent. in number and 46 per cent. in value of all encumbered homes. The census did not take the values of unencumbered farms and homes, and the percentage in the other case are adopted here as probably the truth.

According to the estimates tabulated by Mr. Holmes, 91 per cent. of the families of the country own no more than about 29 per cent. of the wealth and 9 per cent. own 71 per cent. of the wealth. And Mr. Holmes believes his estimates do not overstate the case against the poor. These conclusions are about as dubious as any which have been reached in the study of this question. Proceeding to divide the richer 9 per cent. of the families as between the rich and moderately well off. Mr. Holmes takes the *New York Tribune's* list of millionaires (4,047), and gives them an average of about \$3,000,000—this estimate being also partly based upon the results of Thomas G. Sherman's claims in the same line. This gives to the 4,047 very rich families or three hundredths of 1 per cent. of all the families, about \$12,000,000,000 or 20 per cent. of the nation's wealth, and leaves the remaining property of the nation (51 per cent.) to 9 per cent. of the families, including the comparatively few millionaires. The result seems incredible to Mr. Holmes. That 4,047 families should possess nearly as much wealth—seven tenths as much at least—as 11,593,887 families is, indeed, rather startling. But it is probable, he contends, that the statement is approximately correct. Excluding the millionaires, the wealth of the 1,092,218 families lying between them and

the great mass of people holding property valued at less than \$5,000 becomes an average of \$28,000 a family, which seems large for so many, but which, Mr. Holmes goes on to demonstrate, must be about the case. —*Detroit News*.

### An Innocent Crook.

A few days ago two men were arrested for smuggling opium, says the *Chicago Herald*. Similar business has been of frequent occurrence, and the almond-eyed celestial is quite often the beneficiary thereby, since he is able to buy the article when it is in the hands of the government much cheaper than he would under any other circumstances. The two men in question, it seems, had been run to cover through information given by the celestial. After the case had been made against the brace, one of them said to an officer:

"Well, it serves me bloody well right for goin' into such a t'ing. See? I was roped in and I took to it and give up a good, legitimate business that I was in, and here I am, bloomin' idiot that I was."

The fellow's manner indicated a sincerity which interested the custom house inspector and he asked the man:

"What was the legitimate business you were in before you made this false step?"

"Liftin' pocketbooks, sir."

When the time came to hand them over to the lockup the inspector said to the same fellow: "This is a pretty good valise you had that opium in, and as I am shy a valise I guess I'll take it, as you will have no use for it for a while."

The man looked at the inspector and said in a pleading way: "Say, don't do it. Don't take me trunk. I has reasons for keepin' it. When I git out of this scrape I'll pinch you one that'll suit you as well."

### A Heavy Strain.

Wife—Is my husband's condition serious?

Doctor—Rest will cure him. He is suffering from brain strain.

"There! I told him he ought to hire a real estate agent to do it."

"Do what?"

"We concluded to let our country house for the summer, and my husband insisted on writing the advertisement himself." —*New York Weekly*.

### Caution Necessary.

Grateful Customer—I am glad to see you keep your hands as well as your razor scrupulously neat and clean.

Tonsorial Artist.—Yes, sir. We're obliged to. A barber never can tell when he's in danger of catching the measles or something of that kind from a customer. Sham-poo, sir?—*Chicago Tribune*.

**OLD JONES, PLOWMAN.**

Across the cornfield marched old Jones,  
And as the plough cut through the furrow,  
He sang a hymn in dulcet tones  
That sent the chipmunk to his burrow:

"U-l-las 'n did my Sa-vyer blec—  
Dand 'id my suv-ren di-ee,  
Woe de devote that sacred h—  
nation!"

The solemn crow flew o'er the field.  
Nor paused to hear the language spoken;  
But glad sunlight the cause revealed—  
'T'pon a root the plough had broken.

Another point is set in place,  
And once again sweet hope is springing—  
Old deacon Jones, the soul of grace,  
The solemn stave once more is singing:  
"Wah zit fur crimes tha ti have done  
He groaned upon that tree-ee?  
U-n-ma zing pit-tee gra sun none,  
An dove beyond—!"

The bluejay screams his wild delight,  
The blacksnake hides amid the brambles.  
By the fierce language put to flight,  
The gray squirrel up the chestnut scrambles:

For sin is lurking in the path,  
As roots beneath the furrow hiding,  
E'er ready to distort with wrath  
A faith the firmest, most abiding.

So sang old Jones—and so may we  
Go singing down life's yielding meadows,  
Our faith turn skyward, just as he—  
Nor fear the touch of sinful shadows.

But when the trial comes, ah, then  
We fall, like Jones, and raise a ruction;  
And rave, and roar, like other men,  
Whene'er life's plough meet an obstruction.

—Cleveland Plain Dealer.

**Black Snakes are Fond of Wild Cats.**

"If it hadn't been that there was a bounty of \$2 a head on wild cats then," said Uncle Joe Vondersmith, of York county, Pennsylvania, "it wouldn't have cost me a cent to learn that blacksnakes were fond of wild cats. As it was, it cost me \$20. But I s'pose the knowledge I got was worth the price.

"I used to peddle through the lower counties and down through Maryland. Those are great districts for snakes, especially blacksnakes and copperheads. It's fun to see folks doing their haying down through there, especially when they're loading it after it is cut and cured. A man will take up a forkful of dried grass, but he won't pitch it on the wagon right away. He gives it three or four peculiar shakes to rattle the snakes out of it. If four or five copperheads don't tumble out the man ain't satisfied, and gives the hay another shake. It's worth going a long journey to see 'em load hay down there.

"They never speak about big blacksnakes in that country. There's no use of it, because there ain't any little blacksnakes. At least you never see one, unless you call one nine feet long a little one. They don't run much finer than that. If one is killed smaller than that it is toted around as a

curiosity. It was in that stretch of territory that I learned to talk intelligently about the partiality of blacksnakes for wild cats. I was driving along one day through a scrubby piece of woods near the York county border, and hearing a peculiar noise at the side of the road I got out of my wagon to investigate. In a hollow stump I found nine wild cat kittens almost as big as full grown house cats.

"Ha! ha!" I says. 'Here's \$18 for me, sure enough!"

"While I was busy appropriating the scrambling and scratching young cats, out of the woods came the mother of the litter, and made right for me. I put two or three pistol balls into her, and that was all there was of the fight.

"Have to call it \$20, now," I says, and I tumbled the old cat's carcass into the wagon, and put the nine kittens in by her. They snuggled down meek as mice, and I started on, feeling good.

"I had gone a mile or so when I happened to look back along the road and saw a big black streak coming toward me like a hurricane. I knew what it was in a second. It was one of the famous blacksnakes of that district. I put whip to my horse, thinking I might get away from my pursuer, but I didn't know the qualities of those snakes. This one closed up the space so fast that he was almost at the hind wheels of my wagon before I had run five rods. I thought, of course, that the snake wanted me, and I quickly turned over in my mind what was best to be done to save myself. Having often read of travelers pursued by wolves tossing dogs and other things from their sleds as sops to the wolves, thus gaining time and distance, a happy thought struck me and I grabbed a wild cat kitten and tossed it out to this snake to see how it would work. It worked first rate. The snake stopped. I whipped up my horse. Looking back I saw the snake getting ready to envelop the kitten, and I thought I was saved. But just then out of the woods at one side of the road whizzed another blacksnake as big as the first and went to climbing right up into my wagon. I grabbed another kitten and chucked it out, and had to groan a little, for it was another \$2 contribution to snakes.

"Then away I went again, hoping to save the rest of the prize money. By and by I looked back to see how the land lay. It wasn't laying at all. It was all torn up by four more immense blacksnakes, which were putting in their best licks to catch me, not more than one hundred yards in the rear. I threw another kitten out supposing the four snakes would stop and have a squabble for it. But they didn't. One got it, and the other three came right on. And more snakes came out of the woods and

joined in the chase. I saw it was no use, and so I stood up, my horse going at full jump, and fed them snakes wildcat kittens until the whole nine were gone, and I was \$18 out.

"I was pretty near out of the woods by this time. I could see the clearing right ahead.

"I'll save the old dead cat, by gum!" I says, "and clear up \$2 out of this, anyhow!"

"But I was overhauled by a tremendous big blacksnake before I got to the end of the woods, and I knew by the hump on him that he had at least two of the kittens inside of himself already. I had to give up the old cat, and went out of those woods into the clearing a humming. I looked back and saw the whole caboodle of snakes having a grand old rough-and-tumble over the body of the mother wildcat, but I didn't stay to see how it came out. So I found out by personal observation that blacksnakes are fond of wildcats, but it cost me \$20."

#### Something of a Flat Spot.

General Superintendent Bradley, of the West Shore, tells an amusing story of his early railroad life.

It was out in western New York, and in the days of iron tire.

Old Judd Morrell was running an old pelter that had been shimmed and flattened until she rode like a tin peddler's wagon on a corduroy road. The superintendent, who is now vice president of the C. & E. I., got on the engine one day and sat down on the cushionless seat for a ride.

When they got to going pretty lively the engineer stood on tip-toe to lessen the jar, the fireman went out in the tank and the superintendent's hat danced around on his head like a green boy on a trotting horse; finally, he leaned over toward old Judd and said:

"Judson, isn't this track pretty rough, or has she got a flat spot in her tire? Don't seem as if her wheels was round?"

"Round!" yelled Morrell, "Why, sir, her wheels ain't no nearer round than the state of New Hampshire!"—*Locomotive Engineering*.

#### Wanted it Long.

Farmer Wayback—"I promised my boys I'd buy 'em a few bicycles ef they don't cost too much."

Dealer—"Well, here is a fine one at \$95."

"Wha?"—"The one next to it is \$80, the next to that \$75, and so on. The farther we go along the row the cheaper they get."

"Say mister, how long is the row?"

"The length of the store."

"Waal, ef your store is 'bout half a mile long I'll walk on with yeh."—*Good News*.

#### Was all Fixed.

The gander-legged young man in a sky blue necktie came hurriedly into the squire's office and laid a legal document before that potentate.

"Is that paper negotiable in this market?" he inquired anxiously.

The squire looked over it long enough to determine in his own mind that it was a marriage license.

"I suppose it is," said the squire, "but it cannot be validated, so to speak, unless the party of the second part is present."

"You mean the gal?" asked the negotiator, more nervous than before.

"I do."

"She's all right; she's outside in the wagon holdin' the hosses."

"You don't expect me to go out there to perform the ceremony, do you?" asked the squire, haughtily.

"Have you got the power to fix the business?" inquired the young man, apparently of the belief that the squire had to call in the police or a preacher or some other functionary.

"Certainly; I've got all the paraphernalia right here, handy; all I need is the girl."

"And the whole caboodle wouldn't amount to shucks without her, would it?" asked the youth, with a smile as happy as it was sheepish.

"Hardly."

"Shake, old man," exclaimed the Romeo, extending his hand. "Shake once for luck. I'll go right out and hitch the hosses and fetch in the gal, and you can hitch us. Here's 50 cents to show you I mean business," and he hustled out to hitch the horses preparatory to the other hitching.—*Detroit Free Press*.

#### Getting at the Facts.

Attorney—"You are the president of the Dazzling Sun Gas Co., are you not?"

Witness—"I am sir."

"Now, sir, for the purpose of getting at the exact facts in this case, I am compelled to ask you what it costs the company per 1,000 feet to manufacture gas?"

"That, sir, is a matter of no concern to you, and has nothing to do with this case."

"I insist upon knowing."

"I prefer not to answer."

(To the court)—"Your honor, it is absolutely necessary to get the figures."

The court—"The witness will answer the question."

"Now, then, I will ask you again, sir, How much does the manufacture of gas cost the company by the 1,000 feet?"

"I haven't any idea. I have nothing to do with the business affairs of the company, sir, except to draw my regular quarterly dividend of 5 per cent."—*Chicago Tribune*.

**AT THE TURN OF THE ROAD.**

Where the rough road turns, and the valley sweet  
Smiles bright with the balm of bloom,  
We'll forget the thorns that have pierced our feet  
And the nights with their grief and gloom;  
And the sky will smile, and the stars will beam,  
And we'll lay us down in the light to dream.

We shall lay us down in the bloom and light

With a prayer and a tear for rest,  
As tired children who creep at night  
To the love of a mother's breast;  
And for all the grief of the stormy past,  
Rest shall be sweeter, at last—at last!

Sweeter because of the weary way

And the lonesome night and long,  
While the darkness drifts to the perfect day

With its splendor of light and song—  
The light that shall bless us, and kiss us, and love us,  
And sprinkle the roses of heaven above us!

—F. L. Stanton in *Washington Post*..

**The Real Buffalo Bill.**

There lives at Wichita, Kan., the man who is rightfully entitled to whatever fame and honor belongs to the name of "Buffalo Bill." William Matthewson carried that title through twenty-five years' active service on our western plains and mountains, before the country west of the Mississippi was settled by the whites.

Mr. Matthewson is a hale and hearty veteran of 60, a quiet, unassuming man, who since his residence in Wichita in 1868 has been one of its most public spirited and influential citizens. In appearance he is not unlike the pictures of the typical "Uncle Sam." With the exception of a pair of eyes of eagle keenness, he is very unlike the popular impression of the western scout, Indian trader, and buffalo hunter. He is not at all given to talk of his exploits, but careful and interested questioning will thaw him out, and the listener will be rewarded by reminiscences enough to fill a book.

In answer to the inquiry of a writer for the *Great Divide*, Mr. Matthewson said:

"No, I have never written a word of my life for the public, although there have been one or two short sketches in the western newspapers. But, as to writing the history of my life, why, I should hardly know where to begin. And why should I? The trials and hardships which I endured in the early days were a part of the necessities of pioneer times, which I shared in common with the first settlers. If it has been my fortune to risk my life, it has always been in the endeavor to save human life and property. If I had thought of gaining any renown for the few good deeds I was fortunate to do, perhaps I might not have accomplished them. But the frontier man in those days was not thinking of making material for history or dime novels. He lived face to face with actual peril, and was too busy with the emergencies of the present to care for the curiosity of the future. I did, however, for fifteen years,

keep a diary of my daily life, as I lived in connection with Kit Carson and his party—the two Maxwells, James and John Baker, and Charles and John Atterby. I had the record of all our adventures through the Rocky mountains and country where Denver now stands, of our getting the Indians together to prevent them raiding into Mexico, of my life with Col. St. Vrain and Col. Bent, of all the years that I acted as Indian trader at the great bend in the Arkansas river, at Cow creek, and at the post on the Little Aankansas on the old Santa Fe trail. I had several memorandum books that would be priceless to me now burned when my ranch on Cow creek was burned in '64."

"Did the Indians give me the name of 'Buffalo Bill?' Oh, no, the white settlers gave me that title; not simply because I was a great buffalo hunter, but because they were grateful to me for saving their lives during a period of great scarcity. It was this way: In 1860 there was a terrible drought in Kansas, the crops having failed entirely. I suppose the people would have suffered some if I hadn't been a hunter.

"There were plenty of buffalo roaming the plains, but the Indians were thick and hostile and the settlers unused to Indian warfare. I took a wagon train and some men and set out for the buffalo grounds, and from September until February we killed buffalo and sent train after train to the famine-stricken people of western Kansas."

"How did William Cody happen to call himself Buffalo Bill?"

"Well, you see Cody worked for me when he was a young fellow—he is only about 45 now. I reckon he had begun to read Indian stories and see how much was to be made by that kind of a reputation, and he was always fond of talk and show. I never was any hand to wear my hair long and go swaggering about the country blowing about what I had done. I've had my hair get pretty long at times, but was glad to get it cut, when I could get back to a place where I could.

"Cody knows he has no real right to the name, but if he wants to show off as a dime novel hero I have no objections. I reckon seeing so many of those Indian lies has sort of disgusted me with talking about my adventures, though I've had about as many and thrilling escapes as any of 'em can tell."

Mr. Matthewson chuckled with the recollection of an amusing incident.

"After Wichita began to settle up with people coming in from everywhere—tourists sometimes—I have often had parties come out to my house to look at me, as if I were a natural curiosity. Once a lot of folks, some of them ladies, came out after I was in bed, and begged me to come out and talk to them. One of the ladies said:

'Is that Buffalo Bill? Why, he doesn't look like a dangerous man.'

"My God, madam," I said, 'I didn't know anybody thought I was.'

"I reckon she was disappointed that I didn't have buffalo horns growing out of my head."

The following incident is taken from the history of Sedgwick county:

"In the summer of 1864, on the 20th, 21st, and 22d of July, at Cow creek ranch, Mr. Matthewson and five of his men had one of the hardest and most unequal fights for three days that the annals of Indian warfare recount. At the end of three days of perilous hardship and desperate fighting 600 Indian warriors, well armed and mounted, were repulsed and forced to retire. After they were driven off they turned their attention to a large train composed of 135 wagons and 155 boys and men, who had formed a corral and gone into camp about three miles from Matthewson's ranch.

"The wagons were loaded with government supplies for the soldiers of Arizona and New Mexico. Their contents, however, were disguised. In the train were several wagon loads of the most improved arms, including Sharp's rifles and Colt's navy revolvers, but the teamsters and wagon-masters were ignorant of this. The owners of the train, Peck, Durfee & Co., of Leavenworth, had informed Mr. Matthewson of its contents, and this knowledge enabled him to save the train from complete disaster.

"In the fight at the ranch, after the Indians had been repulsed with great loss, they formed Indian fashion and made for the wagon train, which they surrounded, and began firing on the unarmed teamsters, gradually drawing in their lines. From the top of the stockade building, by the aid of a field glass, Mr. Matthewson studied the situation, and it only required a few minutes for his practiced eye to discover the peril of the train and to determine that unless immediate help was given the whole outfit must be massacred. He decided at once to go to the rescue.

"Taking his Sharp's rifle and six revolvers in his belt, and mounted on his celebrated mare Bess, he picked his way carefully through the tall grass and down a ravine until within 200 yards of the corral.

"The Indians were circling around fighting on horseback, and as all their attention was directed to the train they failed to observe him until he had passed through their line and in a moment gained the corral. With one leap the gallant Bess cleared the inclosure of the corral. Matthewson threw himself from the back of the noble animal and called for an ax, and in less time than it takes to tell of the affair he had mounted

one of the wagons and began splitting open the box and handing out rifles and ammunition to the men.

"Many of them knew him, and all had heard of his daring deeds. Cheer after cheer went up as they recognized their rescuer, and it was but a few moments until a well directed fire was turned on the now astonished and routed Indians.

"After continuing the fight for a short time and having many of their number killed and wounded, the Indians hastily beat a retreat. In the spring of 1866 the owners of the train, at a banquet given in honor of Mr. Matthewson, presented him with a handsome pair of revolvers, mounted with silver and inlaid with gold, as a token of their appreciation of his bravery."

Mr. Matthewson is one of the best Indian scouts employed by the government. He has been instrumental in managing several important treaties with the Indians. In 1855 he was sent by the government to gather together for a council the Kiowa, Comanche, Apache, Arapahoe and Cheyenne Indians. A treaty of peace was concluded in October, 1863. He entered into a private treaty with the chiefs of the different tribes, in which they agreed to allow him to come and go and trade among them, and he agreeing never to take up arms against them again. This treaty was never broken, although Mr. Matthewson has several times acted as mediator between the government and the Indians. In 1865 he pre-empted the quarter section of land on which his handsome residence now stands and built on it one of the first houses in the town—a log house, which stands yet on the banks of Chisholm creek, an object of interest to visitors who like to hear of the famous "Buffalo Bill."

Mr. Matthewson is wealthy and lives in a beautiful residence on Central avenue. He is a Mason, a Knight of Pythias, and an Odd Fellow, having been grand master of the state for three years.

He has the confidence and esteem of his fellow townsmen as William Matthewson, and that is more to him than notoriety as "Buffalo Bill."

#### Appropriate.

Sculptor—"I'm getting up a new statue of Franklin, and I want to indicate his discovery of electricity."

Friend—"Why not represent him with one leg, the other having been taken off by a trolley car?"—*New York World*.

#### Knew Him Too Well.

The Suitor (bitterly)—"You reject me? Why, some months ago I consented to wait until you could learn to know me better!"

The Girl—"Yes. That's where you made your mistake."—*Chicago Record*.

**THE BOY AMONG HIS BLOCKS.**

Building a castle fine,  
 With terrace, tower and wall,  
 And turrets that so brightly shine  
 Above the shadows tall;  
 But see! it sways, falls, past all cure,  
 For ah! the base is insecure!

Foundations must be firm  
 For superstructure's need;  
 They will stand the longest term  
 When built on noble deed  
 Such character, my boy, will stand,  
 And grow among life's wrecks, more grand.  
 —Anne E. Thomas, in *Harper's Young People*.

**They are Micawbers.**

On a corner of odd old Ann street, just where historic Theater alley cuts into the narrow and bustling thoroughfare, is a little saloon, old-fashioned as the oldest thing in the street, and one of the most interesting spots in its way in that street full of interesting things.

It is a store that was established away back in the '50s, and withstanding the rage for modern and elaborate fittings in such resorts, it clings to its ancient style of interior arrangements. The bar counter is antique, and along the east walls are arranged old wooden tables with wooden chairs. Liquors, bottled during the war times, are displayed on the back counter, and there are old-fashioned show-cases where other venerable bottles are stored. A sign, swinging outside the narrow entrance, which is built diagonally across the corner of the building, tells of its ancient origin.

Here meet daily, and linger from early morn until midnight, a knot of men who have been severally called the coterie of Has Beens and the happy family of Micawbers. They got these names because they all have been something in the world sometime, but now, like Micawber, buffeted and tired by the battle of life, they are simply existing aimlessly, waiting for something to turn up.

A stranger chancing to come upon the group unexpectedly, would be instantly impressed with the likeness of every one of them to familiar characters in Dickens' stories. He could spend an hour entertainingly studying their whimsicalities, for it would be a study of the eccentricities of brain and talent gone to seed, as it were.

The Has Beens rush in and out during the daylight hours with a tremendous show of pressing business cares. They send notes to one another, and are constantly having whispered confabs together, with looks of importance strangely out of keeping with the worn and rusty clothes that they wear. It is soon discovered, however, that all this bustle and nervous excitement is mere pretense, practiced as a sort of intellectual diversion or to mislead visitors who do not belong to the happy family.

The men really have nothing whatever to do, and are waiting, waiting, waiting for work that never seems to turn up. That they have brains is apparent to any one who stops to listen to their conversation as they sit at the tables. They talk glibly of better days, of their youth at college and of later enterprises. Their discussions usually take on a religious tinge. It is when religion is discussed, by the way, that they consider themselves in luck. For acquaintances who are better off in the world drop in at such times and set their tongues wagging with some degree of eloquence by setting up mixed ale, or some other comforting and cheering beverage for the coterie.

"Here's luck," cry the Has Beens, raising their glasses and tossing off the drink to the acquaintance who plays host.

Then begins the wonderful flow of reminiscence, some of it Munchausen-like in its exuberance of improbability. There appears to be a sort of secret agreement that none of these reminiscences shall be long. Every one of the Has Beens wants a chance of telling his own individual tale. The astonished listener hears that they are all housed in handsome flats up town or boarders at reputable hotels, who love to drop into this ancient hostelry on account of the wealth of old-time associations clustering about it.

Some are heirs, in these tales, to large estates, awaiting remittances from their lawyers, or owners of property tied up in litigation. Investigation will prove that the remittances never come, and that the boasted residence in fashionable flats and hotels of repute is in reality lodging in some cheap lodging house along Park row or the Bowery.

A New Yorker who spent much time recently studying the members of the happy family, discovered that they numbered a lawyer, a physician, an inventor, a patent solicitor and an old commercial traveler. The whole group were traveling as the saying goes, on their uppers, but they wouldn't admit it.

How they manage to exist is a mystery, and probably they would all quickly drift to the workhouse did not the polite notes that some of them send to the friends of their better days produce something substantial in the way of financial assistance. They term these gifts "loans," but the loans are never repaid. As long as the money holds out, they have a jolly, happy-go-lucky time of it at the saloon.

Sometimes one of the Micawbers will pull himself together and disappear for weeks at a time. Such disappearances are a sure sign that something in the way of work has turned up at last. But it is transitory employment, and the Micawber always returns to his old haunt, happy once more in the

eccentric society of his impecunious fellows.

The proprietor of the hostelry said that it cost him nearly \$2,000 a year to feed the coterie. He has got all their whimsicalities down to a fine point and knows all their stories by heart, but he seems to have a compassionate spot in his heart for them, and often when business is dull toward the approach of midnight he will fill up a lot of generous bumpers of hot stuff for them, and after they have tossed it off they will sing a glee for him in rollicking chorus. Sometimes he gets nettled at them, and shuts both them and the resort up abruptly.

It is an odd phase of the varied life of the big metropolis, and it has pathos as well as interest, and the moral that makes it worth studying is one that men of wit and talent who are apt to be too fond of an easy time can take to heart with profit. When you are able to earn money by your talent, lay by some of it for a rainy day, and don't find yourself forced into membership in the coterie of Has Beens, the Micawbers of Gotham.—*New York Sun*.

#### War's New Terrors.

Indications are that when two European armies eventually meet on the field, if the war talk ever resolves itself into actual conflict, a good many men will faint away in terror of their adversaries, says the *New York Sun*. The "inventions" which have been brought out lately in France, Germany and Austria, and which have been purchased by the governments of these countries, are innumerable, and every one of them is designed to slaughter human life at a rate that appals the imagination. The most intense and theatric secrecy is maintained concerning all these inventions and only a few general facts regarding them have been made public. The German army, it is understood, is armed with rifles which will send a bullet through four men, standing one behind the other, at a distance of two and a half miles from the rifle. Austria has a machine gun which shoots several thousand bullets a minute, which is operated by steam and controlled by a single gentleman with a waxed moustache and a monocle in his left eye, who lightly turns the crank. At least this is the condition of things according to the latest illustrated journals at hand. The man with the eyeglass can turn the crank fast enough to sweep thirty or forty thousand men into eternity during the luncheon hour.

Incidentally a German tailor has invented a coat that makes the wearer absolutely indifferent to bullets at any range, and the Italians have a machine for throwing very small and almost invisible torpedos a distance of nearly a quarter of a mile. The

torpedos describe a parabola in the air, drop into the camp of the enemy and explode with force enough to kill a hundred or more soldiers, if they happen to be in the vicinity. Great numbers of them can be thrown at a time, and a pleasing and cheerful feature of it is that there are no disagreeable odors nor any smoke whatever when the explosion occurs.

M. Turpin of France is the latest hero in this direction. He has invented something which is so altogether awful that the taxpayers have requested the government to give M. Turpin a great amount of money so that he will not turn his machine over to the Germans. This machine is operated by electricity, and, according to its inventor, it is of so terrible a nature that it will do away with all fortifications throughout the civilized world. This is merely a detail of the execution which this machine is expected to accomplish. Forts will be of no use, because M. Turpin's machines would rend them into atoms, and at a distance of several miles a man can mow down the enemy at the rate of 20,000 at an engagement. The facts are inspiring, but there is a lack of detail about them which is in accordance with much of the literature which has lately been put forth by the various Munchausens among the war officers of Europe. The Turpin invention so far outstrips everything else, according to the critics of modern warfare, that it will insure universal peace. One machine alone is enough to devastate a country.

#### He Shut Him Up.

"Does this razor cause you any unnecessary pain?" asked the barber.

"No," replied the victim; "by holding my breath and clinching my teeth I think I shall be able to endure it without taking any more gas."

Silence reigned thereafter.—*Arkansas Traveler*.

#### A New Song.

"And this is your birthday gift from your husband?"

"Yes but I have never taken a piano lesson."

"Can't your husband teach you? I heard some one say that he played the races beautifully."—*Chicago Inter-Ocean*.

#### Make the Surroundings Natural.

Dealer—This is the best parrot we have, but I wouldn't sell him without letting you know his one fault—he'll grumble terribly if his food doesn't suit him.

Miss Fitz—I'll take him. It will seem quite like having a man in the house.—*Spare Moments*.

### Knew He Was Color Blind.

He had marks of ancient paint about his garments. There was an anxious, uncertain look on his face as he inquired of the motive power clerk if Mr. Thompson was in. "No," replied the clerk, "but there he is, coming along the hall."

The marked man walked along to meet the superintendent of motive power, and cheerfully exclaimed, "Good morning, Mr. Thompson!"

"Good morning," was the reply, "but you have the advantage of me."

"Why, Mr. Thompson, don't you remember me. I'm Tom Grimshaw. I worked for you ten years ago."

"What do you want now?"

"I want a job painting."

"I don't believe you are capable of mixing paint properly. You would be sure to spoil lots of material."

"Why, Mr. Thompson," answered the son of the brush, "you know I was a good hand when I worked for you before, and never spoiled any material."

"I can't help that; but all the same I know that you are color-blind. Last time I saw you, you told me that I was an old white headed son-of-a-gun, and I had not a white hair in my head at that time."—*Locomotive Engineering*.

### Oure for "Freshness."

We spent a half day in a roundhouse lately and observed a few things. For instance:

One fireman was explaining to another how the injector worked—and a very good explanation it was.

The engineer was packing, and, seeing a stranger with a boiled shirt on interested in the explanation, put in his oar: he first reminded the firemen that he was "runnin' when they was born," and then commenced to explain the injector for our especial benefit—the old vacuum-in-the-feed-pipe explanation.

The whole proceeding was comical in the extreme, and reminded us of the section foreman's rebuke:

"Putt doon that ile can, Jerry Cassaday and kape away from that push-kayr. Go git youre tchuvel, there do be oulder min on the job than youse—phwat the divvel do ye know about matchinnery, anyway?"—*Locomotive Engineering*.

### A Form of Belligerency.

"I never saw such a fellow as Banx," remarked a man about town. "He is always challenging some one to play poker."

"Yes. He goes about, so to speak, with a stack of chips on his shoulder."—*Washington Star*.

### No Time to Aim.

It is a strange fact that the human hand, eye and nerve are so constituted as to act automatically and correctly at the proper moment, almost without conscious effort on the owner's part. The author of "Tales of a Nomad" gives an experience that illustrates this in a most fortunate manner.

"We were passing through grass about two feet in height, with clumps of low scrub here and there. I was leading, and my spoorer, a Kafir named Jacha, was following me. He had only one eye, and that eye was keener to detect game than two pairs of ordinary optics; but on this occasion it overlooked a terrible danger, for the reason that the danger, though within a few yards of us, was invisible.

"There was a rustle in a patch of scrub six or seven yards before me, and suddenly out of it rose a wounded buffalo with bloody mouth and glaring eye, wheeled round facing me in act to charge.

"It all took place quicker than thought. My rifle, which, happily, was at full cock, went up to my shoulder instinctively and I dropped him in his tracks with a ball through the brain.

"So sudden was the whole affair that my heart had not even time to give a great thump. I do not quite remember how I did it. I am sure I did not take a fine sight and I doubt whether I looked at the rib of my rifle at all."

### Black Hosiery is Doomed.

In Paris the cry has gone up: "No more black stockings," and the shops in Paris are eager to please, and, obedient to the voices of their fashionable customers, exhibit now heaps of silk and thread hosiery, all of the same color, but infinitely varied in shades, from the dark gray called steel gray to the palest dove tint. A few white articles are seen in the lot, and far away, in a remote corner, a thousand pairs of black silk stockings, open-worked, as thin as the webs of the most artistic spider, lovely, but disdained and snubbed by their friends of old, are given away almost for nothing.

### Compensation.

The devoted wife seemed not at all disconcerted, although his anguish was plainly poignant.

"Certainly," she answered. "I had just as lief sell my diamonds and wear paste once as not. Of course!"

For the first time a shade of anxiety swept across her face.

"I will still have a detective to follow me about when I wear them."

Yes, indeed; that would be arranged.—*Detroit Tribune*.



## Discover an Elotherium.

Prof. J. B. Hatcher and his party of students from Princeton college, who have just completed a tour through the Bad Lands of South Dakota in search of fossils and petrifications, have met with very great success. The party has been in the Bad Lands between Cheyenne and White river since the first of March. Since completing their task the students have started on an overland trip to Yellowstone park. The collection of fossils has been shipped to Princeton. It weighs 9,000 pounds and consists of rare specimens of extinct animals.

The choicest and most valuable specimen was the elotherium, or extinct pig. The specimen was found protruding from a bank of one of the deep hollows in the Bad Lands. This is the only skeleton ever found of this character in that district, and was perfect, no bones being missing. This carcass is much larger than the modern pig, in fact it is larger than the living rhinoceros. Another specimen was the titanotherium, or extinct rhinoceros, which was twice as large as the modern rhinoceros. He also found several specimens of the rhinoceros family, and the metamyndor, a relative of the rhinoceros. A fine specimen of the poebrotherium, a species of the camel, is among the collection. This animal was very much smaller than the modern camel. Then there are skeletons of numerous small animals. He found a few fish skeletons, the only fish skeletons ever found in these beds. Last year's expedition from Princeton succeeded in obtaining the only crocodile ever found in the Bad Lands. On this trip a good specimen of the amphisbaenoid lizard was unearthed, the only specimen of this reptile, so far as known, ever found in the world. This has no limbs at all and was a very low order of lizard.—*Chicago Record.*

## This Way in El Paso.

A good story illustrating one phase of the silver question was told by Lawyer Solomon Lincoln at the Boston Merchants' club, of which he is a member.

"People living on the border between Mexico and the United States ought to be pretty well satisfied with the present condition of affairs," said he, "with things as they are in the vicinity of El Paso, Tex.

"El Paso is located on the Rio Grande. If you cross the river you are in Mexico. In El Paso an American silver dollar is worth 100 cents, but if you go over into Mexico it is only worth 85 cents.

"A Mexican silver dollar, on the other hand, is subject to a discount of 15 per cent. in El Paso. So that there is retaliation, you see.

"When a citizen of El Paso is thirsty he steps into a barroom in his town and orders

a lemonade or something stronger and planks down an American silver dollar on the counter.

"The drink is placed on the counter.

"After the customer has quenched his thirst he picks up his change.

"This does not consist of 85 American cents. Oh no! The price of the drink was 15 cents, but the change consists of a Mexican silver dollar, worth but 85 cents.

"Later in the day the citizen of El Paso crosses the river and pays a visit to the Mexican town on business or pleasure.

"He becomes thirsty again.

"Entering a Mexican barroom he steps up to the counter and says:

"'Whisky.'

"The drink is placed on the bar and after draining the glass the El Paso man settles. This time he pays for his drinks with a Mexican silver dollar.

"The Mexican bartender smiles deprecatingly as he gives his customer his change—an American silver dollar, worth, of course, but 85 cents.

"Then the American crosses over to El Paso again. He can go home and spend the night with his family or he can buy another drink in his own town and get another Mexican silver dollar.

"He can go back and forth all day, you see, get all he wants to drink and still have a silver dollar in his pocket.

"It may be an American or it may be a Mexican silver dollar, it makes no difference to him.

"Is it any wonder that the people of El Paso are satisfied with the present status of the silver question?"—*New York Advertiser.*

## Good as a Guide Book.

People who have traveled are apt to think that their conversation should consist largely of descriptions of the different places they have visited. Mr. Horatio Barnes and his friend, Mr. Smith, had passed a year in Europe, and had not been at home very long before Mrs. Barnes began to look upon Mr. Smith's frequent visits at the house as a kind of infliction. No sooner were the two men seated than they began to descant upon the glories of Paris or the beauties of some other foreign city. Mrs. Barnes had never been abroad, but she was a woman who had read widely and could converse acceptably, and she decided that for the present she had heard enough about her husband's travels.

"No doubt you enjoyed Cordova?" she remarked one evening when the gentlemen had reached Spain in the course of their "fireside travels."

"Oh, certainly, Mrs. Barnes. Small place, but interesting," answered Smith, briskly.

"The scenery there must have delighted you, and if you visited any of the homes of

the nobility you were doubtless impressed by the number of beautiful paintings on their walls. Why, in one salon in Cordova there are pictures by Alonzo Cano, Murillo, Corot, Landelle and Bouguereau."

"Yes," responded Mr. Smith. "Well, I don't seem to recall much about the town only the trouble we had in getting there."

"I suppose you liked Madrid better?" remarked Mrs. Barnes.

"Yes; Madrid, as you know, is a famous city."

"Certainly. You doubtless remember Pradilla's wonderful painting of Queen Juana, which is owned by the city?"

"No," replied Mr. Smith briefly. And he looked at Mrs. Barnes in undisguised astonishment as she continued to praise or criticise the attractions of foreign cities, asking Mr. Barnes his opinion of the several modes of travel between places of interest, and speaking familiarly of different continental hotels.

Mr. Smith finally endeavored to change the subject, but Mrs. Barnes insisted on pointing out to the two gentlemen how little they had really seen, explaining carefully the wonderful paintings they had left unvisited. At last, at a somewhat later hour than usual, Mr. Smith took his departure, with an inward vow never to introduce the subject of foreign travel again.

"When were you abroad, my dear?" Mr. Barnes asked as soon as his friend had disappeared.

"Never," was the smiling reply, "but we have several guide books in the house and I decided that as you and Mr. Smith preferred to talk out of them I would talk too. I have read them very carefully, and I presume many of your friends have enjoyed the same privilege."

"I hope not," said Mr. Barnes, but the ingenious reproach had the desired result.—*Youth's Companion*.

### How China Got Its Name.

Upwards of 1,100 years before Christ the Chinese were a people ruled by a dynasty of kings, but there is no authentic history of them prior to the Chow dynasty. The "Celestial empire" has in its time borne many odd names, for it was formerly the custom to change the name of the country every time a new dynasty gained control of governmental affairs. Thus in the ancient writings we find it referred to as Hai-que, Cham-que, Han-que, etc., according to the name of the ruling monarch. The true name, according to oriental scholars, is Chum-que, which means "the center kingdom of the world." The early European explorers, especially the Portuguese, corrupted Chum-que into Chin que, and from this word later navigators evolved the word China.—*St. Louis Republic*.

### Maine Birds in July.

Our Maine July, even when hot, is musical. The robin and catbird have not yet tired of domestic occupations; they are both busy rearing their second broods. worms are plenty and they are loud in expressions of paternal interest—satisfaction or apprehension, as the case may be. Those who venture near their nests get roundly scolded and perhaps even threatened with more serious treatment unless they move off. A friend of ours who confesses to having played upon the apprehensive natures of a pair of catbirds that yearly built near his house, says he has not always been sure of the safety of his own eyes, so swiftly did the worried parents dart about his head. Left quietly alone, however, they fill much of the day with exultant songs, croonings, lullabys and the mild chatter of their small talk. The song sparrow keeps on with his gentle raptures; you often see him perched upon a low limb or a fence rail at midday, even, pouring out his little song, so full of simple sweetness and the pure joy of existence. And this he keeps up all summer, being one of the few birds that does not give up his song even in August. The whistle of the quail, too, may be heard often at noon on the hottest day; he is weather-proof along with the towhee or chewink and swallows, whose twitterings do not cease except at night. Among the thickets which line the country roads your eye sooner or later will catch a gleam of rufous color, as that prince of songsters, the brown thrasher, looks out at you from his retreat. If not too near the mid-day heat—surely if you call upon him early in the morning—he may be depended upon to delight your ear from a low tree top with a flood of such masterly melody as you will hardly hear elsewhere.—*Lewiston Journal*.

### Do Animals Think?

Mrs. Mouseawary had a great many children. At the time of which I write no less than six were living on the same farm with her, and all of them were black, like herself. They were so large then that she had ceased to treat them as kittens; indeed, they were quite as big as she was, but they had not forgotten that she was their mother, and would not allow her to be insulted with impunity.

This is how it happened. One day Mrs. Mouseawary had a choice bit of meat which she was eating with relish when she was espied by Sport, an American setter. Generally the dogs and cats on the farm lived at peace with one another, and when two or three cats were together Sport, being somewhat of a coward, was especially careful not to give them a chance to use their claws on him. But he was also, I regret to

say, somewhat of a sneak, and now, perceiving that pussy was alone and unprotected, he did not hesitate to charge upon her and procure the dainty for himself.

What did Mrs. Mouseawary do? She was not strong enough to assert her rights by herself, but she went straight to those six black kittens of hers and told them all about it. Cat language evidently admits of explaining a case very clearly, for pussy was not only able to tell her children how she had been wronged but also to point out to them just which of the white dogs it was that stole her lunch.

The dogs went to their kennels to be fed every evening at 6, and Sport was in the habit of repairing thither about fifteen minutes before that time. To reach his kennel it was necessary that he should pass through a gate beside which grew a pine tree. The cats had evidently observed all this, for a little while before the accustomed time for Mr. Sport's advent they climbed up the pine tree and hid themselves among the branches at a convenient height from the ground and lay in wait.

It was not long before the culprit came along as usual, little dreaming of the punishment in store for him. As he passed under the tree the cats with one accord jumped to the ground and surrounded him, and so terrific was their onslaught that their victim found it impossible to escape and could only crouch to the ground and yelp for mercy.

It was well for Sport that the gardener came running to his assistance, otherwise such a terrible use did his six black enemies make use of their claws that he would have had no eyes and very little hair left to boast of.—*F. A. D. in Chicago Times.*

### Fresh From the Strip.

A bright young woman who went into the Cherokee strip on the day of the opening last September, is Miss Suda Bates, and she knows a great deal about the new territory. She entered Red Rock on the afternoon of Sept. 16, and the next morning rode thirty miles on horseback to the new town of Perry. She did not take up a claim at once, but was immediately installed as assistant postmaster. A few weeks after she undertook the management of the *Oklahoma Herald*, a weekly paper. She wrote all the reading matter in the paper, tended to the advertising, swept the office, and bossed the foreman, enjoying life very much meanwhile.

Perry, which started in on its career as a city with 20,000 inhabitants on the first day of its existence, is now reduced to 7,000, but Miss Bates thinks this population will be steady and that if the people can live till their crops come in they will be all right. Over 95 per cent. of the residents of

the strip own their homes; 40,000 farms have been taken up. Miss Bates has ridden all over the country on horseback. She says it makes her angry to see how much better the government treats the Indians than it does the settlers. Seed and machinery are furnished the wards of the nation, a man sent to teach them farming whenever they desire it, and a house built for them. They prefer to live in their teepees, however, and stable their horses in Uncle Sam's houses. At the door of the wigwams the braves sit and smoke, while the squaws do all the farming. Shortly before she left Perry an Indian with whom she had become friendly invited her out to a ghost dance at Chief Whitewater's farm. The dance began Sunday afternoon. The Indians, in their best finery, took hold of hands and danced in a ring. This is simply the Indian method of "getting religion." They keep up the dancing till one of the dancers faints, when he or she is laid inside the ring and left to regain consciousness. The religion comes when they faint, and they are supposed afterward to have been "converted" at the time.

### High Train Speeds.

The popular appreciation of high train speed is altogether comparative. For a few years past there has been an ambition among some railroad men to have a clear record of 100 miles an hour. Although there is no authentic record of that speed having been reached, the nearest possible approach to it is used as the subject of boasting, and stretching the figures in the five score direction is the most innocent and popular subject of lying.

The reckless destruction of truth over train speed has hitherto been confined almost exclusively to this continent and to the British Isles. We are pained to notice that this infection of pride and mendacity is spreading. The Dutch are agitating to have the express trains speeded up away above the velocity of their canal boats, and even sleepy Spain has wakened up, and trains with schedules based on the ox-cart pace are no longer popular. The agitation in favor of higher train speeds in Spain has not been barren of results, for the papers have lately been full of sensational accounts of a train that for two hours kept up a speed of twenty-five miles an hour. We are afraid that some of the newspaper reporters from Buffalo have gone to Spain—the fellows who made out that a certain train was running at the rate 112 miles an hour.—*Locomotive Engineering.*

Ada—"I've been wondering all day why you weren't invited to the Bigelows."

Kitty (sweetly)—"And I've been wondering why you were."—*Life.*

**LOVE FIXED HIM.**

"Love hath made me rich," he said;  
 "I was poor and lone;  
 Life, to me, seemed hopeless—dead!  
 Bitter was my moan.

"Like a beggar at love's gate,  
 There a crust to win,  
 Love came in the twilight late,  
 Kissed and led me in.

"Now my servants come and go,  
 All the neighbors stare,  
 (This love's father-in-law, you know  
 Is a millionaire!")

—*Atlanta Constitution.*

**Indian Relics after a Flood.**

A few days ago when the water in the Allegheny river was slowly subsiding, a man was noticed walking along the shore intently scanning the banks. "I am hunting for Indian relics," he said.

"You see, in the early days this was a great redskin country. Thousands of Indians followed the rivers in their canoes and lived along the banks. Every time the water is high I am sure to find some trophy that a savage no doubt prized highly. The flood carries them down and deposits them along the shore, or they are washed out of the banks.

"Many a time after a rise I have discovered a stone tomahawk or a battle ax sticking out of the mud that had been lost years ago, and the water had revealed it. I have at my home a lot of Indian relics, including arrowheads, tomahawks, battle-axes, pieces of baked pottery, and other interesting articles. Most of them I have found along the rivers immediately after high water. I remember during the flood of 1889 I unearthed a double bitted battle-ax. It was the first of the kind I had ever seen. Before the advent of the white man the Indians knew nothing of metals. Their weapons were made chiefly of stone.

"As a rule, the tomahawks are not works of art. A thin stone was chipped off to make it as sharp as possible, and sometimes the Indians serrated the edges to make them more effective in dealing an enemy a blow. The jagged appearance of many of the tomahawks I have collected shows that the savages knew how to inflict pain upon an adversary.

"The tomahawks either had no handle or very short ones. They were tied to clubs by thongs, which the Indians wielded with unerring aim. The boys were taught to throw them, and every brave was an expert at it.

"The double-bitted battle-ax in my possession has a short handle. There is evidence to show that it had been tied to a club like the others. Occasionally a tomahawk is unearthed that some redskin had taken the trouble to polish, or at least make it smooth. This was done by rubbing stone against stone. The chances are that these

hatchets were carried by the chiefs. With these stone implements the Indians cut down great trees and young saplings. As a rule, however, when they wanted timber they burned the trees at the base and then hacked at them until they fell.

"Some years ago I found a curious article along the Allegheny that has puzzled me to figure out what it was used for. It is wedge-shaped, not very large, and has a hole worn through it at the end. It is large enough to admit the hand, and places were made on the side for the fingers and thumb. I find that my hand will fit the position exactly, which leads me to think that it was used by women. I reason that the hand of the average Indian was larger than the white man's."—*Cor. Pittsburgh Chronicle.*

**Why Fish Bite at Flies.**

Sir Herbert Maxwell's recent argument is to the effect that salmon bite at the fly from curiosity, or from mixed motives, not from hunger. A second rise may be "motivated" by wrath at a slight prick. This we think unreasonable. The more a fish—a salmon, that is—feels a prick the less chance there is of his coming again. The angler may be sensible of a tug and yet may hook his prey on a second venture, but then it is probable that the salmon never touched the point. He got hold of the feather or of the body of the hook.

The hypothesis of his indignation was invented years ago, in the case of trout, by the *Spectator*. Some one argued that trout do not feel as we feel, consequently that angling is not so cruel as angling for the editor of the *Spectator* would be. That position is demonstrable. The mouth of the editor of that humane journal is not a grisly, horny kind of substance. The theorist went on to urge that you may see a trout feeding in clear water, may put a dry fly over him, hook him, lose him, see him feed again, hook him again, lose him and never put him off his feed. This is a matter of fact. Last summer we had occasion to observe it. The trout, twice hooked, never ceased to feed; he only shifted his position by about a foot and a half, and went on eating natural flies. Now, this circumstance shows that the trout's appetite was undiminished, though he had twice felt the steel and been dragged across the stream.

The *Spectator*, however, urged that the pricked fish comes again, when he does come again, in anger and revenge. Nonsense! He merely continues to dine, taking such floating flies as recommend themselves to his taste and fancy. Now, if you hooked the *Spectator* with a white bait and played him up-stairs and down-stairs, and stirred him up under the table and broke him on the banister he would not proceed to a culet.

The trout does not remain feeding nor

mally, sometimes. The argument that he snaps in anger may therefore be dismissed. The fish's motive is appetite. He is looking for floating flies and he sometimes takes the artificial for the real article. If hooked he often does not feel pain enough to frighten him.—*Saturday Review*.

### "High Man Out."

Three buds of promise in summer gowns came fluttering into a west side drug store and went to the soda water fountain as if by instinct.

"Will you let us have the directory, please," said one of them.

The bulky volume was laid before her.

"Now, girls, remember. The last figure counts, right hand page and each one gets three cuts. I'll begin."

She opened the book and said "Oh-h-h," while the two giggled with delight. The page was 1703.

"Put down 3 there," said she. Another cut brought 467.

"That makes 10. Now I get another. Good! That's 5 more. Fifteen isn't bad."

The second girl opened at 269, so that 9 was her first count. Next time she "cut" 3 and the last number was 7, making her, as she observed, "high man."

The third began with 76, added 5 and collapsed on the third trial, for the right hand page was 1451.

"I'm stuck," she said with the philosophic air of a thorough sport. She began to rumage in her purse, and the highly entertained drug clerk drew three chocolate ice creams.

He observed after the girls departed: "That's the first time I ever knew the city directory was a gambling implement."—*Chicago Record*.

### Birds as Foragers.

Food provision is the object for which birds periodically change their dwelling places. The sovereigns, the bishops, the barons of the old and mediæval times, when they had exhausted the resources of one estate moved on to another. This was the reason of the constant journeyings of our ancestors in the days gone by, when each district provided for its own needs. The fashion among birds still prevails. Hence the great waves of bird life constantly ebbing and flowing high up in the ocean of air; hence the regular migrations so wonderful in the distances and dangers little birds compass in their long flights over thousands of miles; hence the fitful flittings which, on a smaller scale, distinguish even the birds that are classified as stationary species.

There is no food at all left for the birds in the higher arctic regions in winter; plants, fish, insects are killed or buried in the ice and snow; the vast hordes of lemmings, lit-

tle creatures near akin to the voles that have made such ravages on the sheep farms of southern Scotland of late years, leave high latitudes; there is nothing left even for birds of prey.

In the summer, wild luxuriance of forest, field and fen, shoals of fish in the great rivers and the deep blue sea, swarms of insects flying in dense clouds over field and fjord and steppe and birds in teeming multitudes—sea birds, river birds, sand birds, hill-loving birds, wood-haunting birds, field birds, birds big and birds little, myraid hosts of birds. In the winter, frozen seas, ice-bound rivers, iron hills, snow-clad forests, snowy fields, no fish, no insects, no seeds, no berries, no worms visible even to sharp bird eyes, therefore, no birds.

In the countries bordering on the polar seas, where the changing seasons bring alternately the two extremes of dearth and plenty, birds are more numerous in the short summer than anywhere else all the world over and in winter absent altogether. All are migrants there by force of circumstances.—*Cornhill Magazine*.

### Used to It.

Young Author (engaging apartments)—"You have several literary men boarding here, I believe."

Mrs. Slimdiet—"Yes, quite a number. I like literary men."

"I am delighted to hear it."

"Yes, you see, literary men never kick when I demand cash in advance. They are used to it."—*Spare Moments*.

### The "Scorching" Position.

"Can't you give me a motto as a sort of guide while I'm struggling through my career?" said the young bicyclist who had determined to become the greatest racer of his age.

"Certainly," said the sporting man, thoughtfully. "Hump yourself."—*Chicago Record*.

### Had to Do It.

She—"Why, there's Charley Van Beet. Don't you remember his going to California with his fiancée?"

He—"I should say I did. He wrote me he didn't have money enough to get back. How do you suppose he managed it?"

She—"Why, he married her out there."—*Life*.

### It Suited Him.

Nodd—"My father-in-law and I have bought a horse and carriage together.

Todd—"How do you manage about dividing up the expenses?"

Nodd—"Easy enough. He keeps the horse and I keep the carriage."—*New York World*.

### Public Works for the Needy.

The fact that the best system of charity is the employment of the needy rather than the distribution of relief to those who remain in idleness, whether enforced or otherwise, has been proven conclusively, I believe, during the past winter by the operations of the citizens' employment and relief committee in Pittsburgh. I was a member of the committee, and was very familiar with its workings. Over a quarter of a million dollars, or, in round numbers, \$253,000, were expended under the direction of the committee during the winter on the improvement of Schenley and Highland parks. The wages paid were \$1 per day, and over 13,000 men were employed during the course of the work, upon whom nearly 50,000 other people were dependent. There were over 22,000 applications received from men who desired work, and the system followed in the consideration of these requests was simple but effective. Each applicant's condition was investigated to see whether he needed relief and was a resident of the city. This latter point prevented the idle and unemployed from the outside from coming in. The applications were handed to the police authorities, and the policemen inquired whether the applicants were deserving or not, and so reported.

In this way we effectually prevented the unworthy and imposters from receiving help. There was such a large number of applicants, and it was so necessary to give every man a show, that there were frequent discharges. For instance, a man would work two or three weeks and then be laid off to give another deserving applicant a chance. The men thus laid off were re-employed when the opportunity arose, but when a man was discharged for cause he was not allowed to get work again. I believe that organized charity in all the great cities should be carried out upon such lines. There are hundreds upon hundreds of the deserving needy who would starve or even steal before they would beg. I know that is a broad statement, and the latter part of it indicates a good deal of innate immorality on the part of humanity, but the fact still remains that a great many people will commit crime before they will beg, while the instances of starvation from motives of pride under such circumstances are too numerous to need mention. Both of these classes, however would eagerly take advantage of honorable work by which they could secure the necessities of life. It is a question that should be deeply considered by those philanthropic citizens upon whose joint efforts communities depend for the relief of their unfortunates in the time of need. It makes no difference whether a relief fund is the result of popular subscription or of state, municipal or national

appropriation. All persons in need of its help, and who are able to perform manual or other labor, should be accorded an opportunity to give some return for the assistance which they receive. Such a system takes the sharp sting out of charity for those who dislike to receive it under that name.—*R. A. Corlaish in Washington Star.*

### Wyoming Soda Lakes.

As described by H. Pemberton, Jr., and George P. Tucker, there exists a deposit of sulphate of soda locally known as a "lake," about fourteen miles southwest of Laramie, Wyo. The deposit is composed of three of these lakes lying within a stone's throw of one another—the Big lake, the Track lake, and the Red lake—having together a total area of about sixty-five acres. They are the property of the Union Pacific Railroad company, and are connected by a branch of that road with the main line at Laramie, and are generally known as the Union Pacific lakes. In these lakes the sulphate of soda occurs in two bodies or layers. The lower part, constituting the great bulk of the deposit, is a mass of crystals of a faint greenish color, mixed with a considerable amount of black, slimy mud. It is known as the "solid soda," and is said to have a depth of some twenty or thirty feet. Above this solid soda occurs the superficial layer of pure white crystallized sulphate of soda. This is formed by solution in water of the upper part of the lower body, the crystals being deposited by evaporation or by cooling or by the two combined. A little rain in the spring and autumn furnishes this water, besides innumerable small, sluggish-flowing streams are present in all the lakes; but on account of the dry air of this region the surface is generally dry, or nearly so, and in midsummer the clouds of efflorescent sulphate that are whirled up by the ever blowing winds of Wyoming can be seen for miles. The layer of white sulphate is from three to twelve inches in thickness. When the crystals are removed the part laid bare is soon replenished by a new crop.—*Popular Science Monthly.*

Blinkers—"This life insurance idea is good enough if a man dies young, but suppose I should live thirty or forty years longer—I'd be terribly out of pocket."

Agent—"No danger of that, sir. You'll soon kill yourself working to pay the premiums."—*New York Weekly.*

"Of course you believe in the millennium," said the irritable man's friend.

"To be sure."

"What is your idea of it?"

"It'll be a time when every lawn mower will have a music box attachment."—*Washington Star.*

## GRAND LODGE.

**Assessment Notice for August.**

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., August 1, 1894. )  
ASSESSMENT No. 47, \$2.00.

**To Receivers of Subordinate Lodges:**

SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members entitled to all the benefits of the order, viz.:

CLAIM No. 1292. Amos G. Carpenter, of Liberty Lodge, No. 242, died of Heart Disease, February 25, 1894.

CLAIM No. 1293. Owen Edwards, of Silver Mountain Lodge, No. 327, died of General Paralysis, March 4, 1894.

CLAIM No. 1294. Fred W. Lusso, of Blue Mountain Lodge, No. 348, Scalded to Death, March 14, 1894.

CLAIM No. 1295. Charles Fullington, of Red River Lodge, No. 8, was declared totally disabled by Scalds and Injury to Skull, April 27, 1894.

CLAIM No. 1296. Samuel J. Cushing, of Fellowship Lodge, No. 121, died of Typhoid Fever, May 3, 1894.

CLAIM No. 1297. Matthew E. Gratz, of Alpha Lodge, No. 26, was Drowned, May 6, 1894.

CLAIM No. 1298. Samuel T. Williams, of Hinton Lodge, No. 236, was declared totally disabled by Disease of the Lungs, May 8, 1894.

CLAIM No. 1299. John C. Pier, of Phil H. Sheridan Lodge, No. 348, was declared totally disabled by injury to Right Leg, May 14, 1894.

CLAIM No. 1300. G. M. Porter, of Loyal Lodge, No. 37, died of injuries received in a Wreck, January 16, 1894.

CLAIM No. 1301. Samuel A. Ertel, of O. K. Lodge, No. 269, was Run Over and killed, February 6, 1894.

CLAIM No. 1302. William McCosh, of Vandalia Lodge, No. 405, was declared totally disabled by Insanity, March 28, 1894.

CLAIM No. 1303. Emmet Tarrant, of Spanish Peaks Lodge, No. 328, died of Blood Poisoning, April 5, 1894.

CLAIM No. 1304. Aubrey Tubbs, of White Breast Lodge, No. 278, died of Tubercular Phthisis and Dropsy of the Heart, April 12, 1894.

CLAIM No. 1305. John H. Adams, of Macon Lodge, No. 246, died of Compound Fracture of the Skull, April 15, 1894.

CLAIM No. 1306. Michael Leaven, of O. K. Lodge No. 269, was declared totally disabled by Curvature of Spine, April 17, 1894.

CLAIM No. 1307. Con. O'Connell, of Gate City Lodge No. 93, died of Tubercular Laryngitis, April 19, 1894.

CLAIM No. 1308. B. P. Guion, of Peace Lodge No. 109, died of Gunshot Wounds, April 24, 1894.

CLAIM No. 1309. H. W. Fowler, of Elm City Lodge No. 284, was declared totally disabled by Spinal Concussion, April 24, 1894.

CLAIM No. 1310. Hugh McGinley, of Santa Rosa Lodge No. 308, died of Smallpox, April 25, 1894.

CLAIM No. 1311. A. D. Isom, of Evening Star Lodge No. 112, was declared totally disabled by Loss of Arm, May 15, 1894.

CLAIM No. 1312. M. L. Hann, of Red River Lodge No. 8, was declared totally disabled by Injury to Spine, May 4, 1894.

CLAIM No. 1313. Joseph Beckerton, of Morning Star Lodge No. 88, died from Valvular Disease of the Heart, May 6, 1894.

CLAIM No. 1314. Charles B. Martin, of Fidelity Lodge No. 185, was declared totally disabled by Loss of Leg, May 7, 1894.

CLAIM No. 1315. A. M. Sourwine, of Connecting Link Lodge No. 25, died of Heart Failure, May 10, 1894.

CLAIM No. 1316. Thomas A. Silva, of Just in Time Lodge No. 149, died of Endocarditis, May 12, 1894.

CLAIM No. 1317. John E. Glasson, of Marvin Hughitt Lodge No. 132, died of Heart Failure, May 19, 1894.

CLAIM No. 1318. G. W. May, of Alamo Lodge, No. 263, died of Injuries received in a Wreck, May 23, 1894.

CLAIM No. 1319. John H. Elliott, of Magnolia Lodge, No. 226, killed in a Wreck, May 25, 1894.

CLAIM No. 1320. Edward Davis, of Three Branch Lodge, No. 304, was declared totally disabled by Insipient Tuberculosis of Lungs, May 28, 1894.

CLAIM No. 1321. G. W. Seybert, of Tip Top Lodge, No. 396, was declared totally disabled by total and permanent Anchylosis of right wrist, May 28, 1894.

CLAIM No. 1322. Jacob A. Gaither, of Magnolia Lodge, No. 226, killed by Engine Turning Over, June 2, 1894.

CLAIM No. 1323. Robert B. Collins, of John A. Logan Lodge, No. 470, killed in a Wreck, June 4, 1894.

CLAIM No. 1324. John Patrick, of A. G. Porter Lodge, No. 141, was declared totally disabled by Atrophy of Left Leg, June 5, 1894.

CLAIM No. 1325. William E. Ranek, of Fairmount Lodge, No. 335, died of Cerebral Syphilis, June 8, 1894.

CLAIM No. 1326. S. A. Poulton, of Vandalia Lodge, No. 405, was killed in a Wreck, June 9, 1894.

CLAIM No. 1327. William H. Steele, of Riverside Lodge, No. 197, was declared totally disabled by General Nervous Prostration, June 18, 1894.

An assessment of TWO DOLLARS (\$2.00) has been levied for the payment of the above claims, and you are required to forward said amount for each member whose name appears on the rolls of membership AUGUST 1st, 1894 (also for all members having taken a withdrawal (limited or final) after AUGUST 1st, and for all members who died or were totally disabled since that date), said remittance to reach the Grand Lodge not later than AUGUST 20th, 1894, as provided by Section 50 of the Constitution. Any lodge failing to make returns as above provided will stand suspended from all the benefits of the order, as per Section 52 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. AND T.

## Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER, )  
TERRE HAUTE, IND., July 1, 1894. )

To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund for the month of June, 1894:

## RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$268	73	\$94	145	\$140	217	\$16	289	\$138
2	42	74	92	146	162	218	74	290	112
3	560	75	184	147	160	219	128	291	186
4	76	26	148	118	230	156	292	36	894
5	188	77	284	149	574	221	112	293	42
6	134	78	198	150	166	222	94	294	80
7	56	79	68	151	84	223	86	295	..
8	214	80	42	152	148	224	68	296	..
9	..	81	102	153	80	225	52	297	122
10	198	82	294	154	100	226	146	298	..
11	188	83	220	155	116	227	128	299	108
12	274	84	218	156	110	228	288	300	110
13	386	85	142	157	..	229	70	301	84
14	326	86	128	158	128	230	104	302	88
15	136	87	98	159	148	231	164	303	68
16	212	88	98	160	128	232	104	304	138
17	108	89	..	161	40	233	66	305	54
18	112	90	150	162	248	234	108	306	180
19	91	110	163	122	235	48	307	130	879
20	96	92	84	164	120	236	130	308	70
21	104	98	86	165	110	237	208	309	166
22	28	94	150	166	..	238	116	310	66
23	34	96	192	167	96	239	100	311	50
24	84	98	78	168	140	240	192	312	46
25	166	97	216	169	312	241	378	313	52
26	164	96	74	170	96	242	208	314	..
27	164	99	224	171	68	243	38	315	162
28	128	100	78	172	..	244	28	316	..
29	70	101	128	173	144	245	..	317	..
30	82	102	164	174	146	246	..	318	52
31	68	108	276	175	158	247	202	319	80
32	82	104	..	176	92	248	164	320	162
33	114	106	..	177	84	249	86	321	42
34	128	107	52	178	164	250	242	322	48
35	106	108	..	179	86	251	304	323	..
36	106	108	76	180	54	252	170	324	82
37	110	109	132	181	58	253	94	325	86
38	116	110	74	182	108	254	162	326	104
39	82	111	168	183	194	255	82	327	110
40	158	112	64	184	..	256	56	328	114
41	32	113	128	185	50	257	132	329	48
42	44	114	54	186	122	258	76	330	168
43	144	115	98	187	76	259	126	331	56
44	174	116	176	188	232	260	102	332	80
45	226	117	106	189	134	261	..	333	172
46	80	119	56	190	46	262	..	334	136
47	..	120	40	191	..	263	142	335	86
48	168	120	120	192	172	264	68	336	88
49	148	121	152	193	86	265	132	337	286
50	164	122	54	194	228	266	134	338	90
51	78	123	136	195	40	267	118	339	..
52	..	124	96	196	104	268	76	340	72
53	..	125	80	197	110	269	..	341	62
54	222	126	84	198	124	270	210	342	72
55	58	127	106	199	52	271	88	343	38
56	28	128	62	200	100	272	52	344	100
57	304	129	178	201	98	273	100	345	62
58	70	130	230	202	132	274	41	346	68
59	104	131	68	203	162	275	76	347	72
60	21	132	120	204	74	276	70	348	74
61	186	133	66	205	102	277	20	349	108
62	150	134	124	206	98	278	34	350	..
63	62	135	94	207	202	279	36	351	42
64	160	136	52	208	82	280	32	352	..
65	124	137	66	209	102	281	114	353	50
66	96	138	112	210	51	282	..	354	158
67	218	139	..	211	228	283	94	355	..
68	86	140	166	212	78	284	292	356	..
69	60	141	278	213	52	285	234	357	62
70	90	142	234	214	98	286	102	358	56
71	170	143	..	215	136	287	..	359	70
72	192	144	112	216	78	288	66	360	80

## RECEIPTS—Continued.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
438	\$80	443	\$116	463	\$94	478	\$80	488	\$68
434	..	449	88	464	40	479	70	494	..
435	50	450	56	465	..	480	36	495	..
436	..	451	26	466	260	481	72	496	..
437	24	452	70	467	..	482	28	497	..
438	48	453	..	468	40	483	46	498	..
439	78	454	116	469	..	484	439	499	..
440	85	455	40	470	68	485	202	500	..
441	68	456	..	471	62	486	..	501	..
442	68	457	52	472	..	487	76	502	..
443	78	458	44	473	70	488	40	503	..
444	126	459	52	474	58	489	50	504	..
445	46	460	40	475	116	490	50	505	..
446	144	461	46	476	44	491	32	506	..
447	48	462	118	477	492	..	507	30	..

Balance on hand June 1, 1894 . . . . . \$39,183 75  
 Received during month . . . . . 49,294 00

Total . . . . . \$88,477 75

## DISBURSEMENTS.

By claims 1300, 1301, 1302, 1303, 1304, 1305,  
 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314,  
 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323,  
 1324, 1325, 1326, 1327 . . . . . \$42,000 00

Balance on hand July 1, 1894 . . . . . \$46,477 75  
 Respectfully submitted,

F. W. ARNOLD, G. S. and T.

## Special Notice.

No lodge should be without a copy of the latest book of schedules of wages and agreements between Engineers and Firemen and Railway Officials. We have a large supply on hand and will furnish them to subordinate lodges at seventy five cents per copy. Send your orders at once and they will be promptly filled. All orders must come through the Secretary or Acting Secretary of the lodge.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. and T.

## NATIONAL HOTEL.

Brother J. H. Brewer, Proprietor of National Hotel, Hot Springs, Arkansas, and member of B. of L. E. Division 182, has been advertising in the MAGAZINE for some three years, and asks us to again remind our readers that he is looking for railroad men to stop with him whenever passing his way. We hope the boys will give this brother the preference every time when they have occasion to visit Hot Springs.

## He Doesn't Keep Late Hours Now.

The Husband (late from the club)—I er—didn't suspect you would be sitting up for me, dear.

The Wife (cheerfully)—I haven't been sitting up for you, dear. I've just come in myself.—*New York Press*

## She Hit It.

A little colored girl was called upon at school to write a sentence on the blackboard containing the word "delight." This is what she wrote: "Where was Moses when delight went out?"—*Truth*.

## Where He Kissed Her.

"And he kissed you?"

"Yes, and right under mother's eyes."

"I should think he would have preferred to do it under your own."—*New York Press*.



**GRAND LODGE.**

- F. P. SARGENT** . . . . . Grand Master  
Terre Haute, Indiana.
- J. J. HANNAHAN** . . . . . Vice Grand Master  
5949 Princeton ave., Englewood, Ill.
- F. W. ARNOLD** . . . . . Grand Secretary and Treasurer  
Terre Haute, Indiana.

**BOARD OF GRAND TRUSTEES.**

- WM. F. HYNES** . . . . . Chairman  
985 Eleventh St., Denver Col.
- CHAS. W. MAIER** . . . . . Secretary  
1714 E. Clark ave, Parsons, Kan.
- ALEX. H. SUTTON** . . . . . 975 N. Water st., Decatur, Ill

**GRAND EXECUTIVE BOARD.**

- EUGENE A. BALL** . . . . . Chairman  
Stratford, Ontario, Box 123.
- T. P. O'BOURKE** . . . . . Secretary  
Taylor, Tex.
- HENRY WALTON**, 3837 Hamilton st.,  
W. Philadelphia, Pa
- FRED. KEELER**, . . . . . 1503 Brooks St., Houston, Tex
- R. H. BROWN** . . . . . 119 So. Green St., Chicago, Ill

**SUBORDINATE LODGES.**

- 1. DEER PARK; Port Jervis, N. Y.**  
Meets in Engineers' Hall, corner Ball and Pike  
sts. every Wednesday.  
G. G. Carmer, 151 W. Main st. . . . . Master  
F. B. Bishop, 21 Broome st. . . . . Secretary  
C. E. Barkman, 101 Pike st. . . . . Collector  
F. H. Bogardus, 3 Front st. . . . . Receiver  
J. T. Dufey, 52 W. Main st. . . . . Magazine Agent
- 2. SPARTAN; Monon, Ind.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays.  
Olint Williams . . . . . Master  
Frank Fahnestock . . . . . Secretary  
Olint Williams . . . . . Collector  
E. J. Shields . . . . . Receiver  
A. M. Holmes . . . . . Magazine Agent
- 3. ADOPTED DAUGHTER; Jersey City, N. J.**  
Meets in Fisher's Hall, cor. Erie st. and Newark  
ave., 2d and 4th Sundays.  
T. W. Verner, 507 Grove st. . . . . Master  
E. V. Coar, 286 Monmouth st. . . . . Secretary  
J. B. Sweet, 125 Academy st. . . . . Collector  
E. M. McMahon, 58 Gregory st. . . . . Receiver  
F. G. Hodges, 117 Glenwood ave. . . . . Mag. Agent
- 4. GREAT KASTERN; Portland, Maine.**  
Meets in B. of L. E. Hall, cor Temple and Con-  
gress sts., 1st and 3d Sundays.  
C. E. Creamer, 3 Briggs st. . . . . Master  
J. J. Bennett, 9 Briggs st. . . . . Secretary  
J. S. Lowell, G.T.R.R. Rd. House . . . . . Collector  
C. E. Creamer, 3 Briggs st. . . . . Receiver  
W. F. Coffin, 1019 Congress st. . . . . Magazine Agent
- 6. CHARITY; St. Thomas, Ont.**  
Meets in Conductors' Hall every Tuesday at 2:30  
P. M.  
Robt. Forster, Box 1273 . . . . . Master  
Ell Cowles, Box 1273 . . . . . Secretary  
P. D. McCarthy, Box 1273 . . . . . Collector  
H. H. Tedford, Box 1273 . . . . . Receiver  
H. C. Burtch, Box 1273 . . . . . Magazine Agent
- 4. PRIDE OF THE WEST; DeSoto, Mo.**  
Meets in K. P. Hall, cor. Second and Boyd sts.,  
every Monday at 2 P. M.  
Jno. McBride . . . . . Master  
P. N. Pile, Box 41 . . . . . Secretary  
Bertrand Buzzell . . . . . Collector  
W. B. Hart, Box 191 . . . . . Receiver  
J. C. Vandyke . . . . . Magazine Agent
- 2. POTOMAC; Washington, D. C.**  
Meets in McCauley's Hall, 2d and 4th Sundays  
R. M. Smith, 129 Carol st. S. E. . . . . Master  
Jeremiah Reagan, 613 6th St. S. W. . . . . Secretary  
N. H. Roberts, 1238 1/2 St. S. E. . . . . Collector  
H. A. Newman, N. E. cor. 4 1/4 and G.  
sts. S. W. . . . . Receiver  
L. E. Denny, 466 1st St. S. W. . . . . Magazine Agent

- 8. RED RIVER; Deason, Tex.**  
Meets in I. O. O. F. Hall every Saturday at 8 P.  
M.  
C. J. Turner . . . . . Master  
H. P. French, 209 Rusk ave. . . . . Secretary  
J. J. Crofton, 203 Morgan st. . . . . Collector  
J. K. Fairley, Munson st. . . . . Receiver  
W. B. Stafford, L. Box 292 . . . . . Magazine Agent
- 9. FRANKLIN; Columbus, Ohio.**  
Meets in L. W. C. Div. B. of L. E. Hall, 80 1/2 N.  
High st., alternate Mondays at 8 P. M.  
K. G. Hoag, 160 1/2 N High st. . . . . Master  
Melvin Berlin, 435 Galloway ave. . . . . Secretary  
P. J. Singleton, 468 Grove st. . . . . Collector  
J. F. McNamee, 1050 Atchison st. . . . . Receiver  
R. G. Bradley, 1115 Atchison st. . . . . Mag. Agent
- 10. FOREST CITY; Cleveland, Ohio.**  
Meets at 182 Ontario st, 1st and 3d Sundays at  
1:30 P. M.  
J. F. Bennett, 21 Dyke st. . . . . Master  
S. R. Tate, 79 Professor st. . . . . Secretary  
A. G. Laubscher, West Cleveland . . . . . Collector  
T. P. Curtis, 39 W. Madison ave. . . . . Receiver  
T. J. Dicks, 39 W. Madison st. . . . . Magazine Agent
- 11. EXCELSIOR; Phillipsburg, N. J.**  
Meets in Gwinner's Hall, 2d and 4th Sundays.  
A. S. Cole, 313 Chambers st. . . . . Master  
David Gorgas, Summit ave. . . . . Secretary  
C. J. Herbert, 827 Main st. . . . . Collector  
J. W. Sinclair, L. Box 96 . . . . . Receiver  
A. M. Vanatta . . . . . Magazine Agent
- 12. BUFFALO; Buffalo, N. Y.**  
Meets in Firemen's Hall, 198 Seneca st, every  
Tuesday evening.  
G. S. Fladung, 111 Colist st. . . . . Master  
F. J. Brennan, 175 S. Division st. . . . . Secretary  
J. J. Knauff . . . . . Collector  
P. J. McNamara, 70 Michigan st. . . . . Receiver  
P. M. Cleary, 139 N. Ogden st. . . . . Magazine Agent
- 12. WASHINGTON; Jersey City, N. J.**  
Meets in Masonic Hall, cor. Pacific ave and Ma-  
ple st, every 3d Sunday at 10:30 A. M.  
T. J. Carroll, 152 Pacific ave. . . . . Master  
J. C. Ballinger, 25 W 8th st, Bayonne . . . . . Secretary  
S. S. Quick, 176 Jackson ave. . . . . Collector  
W. J. Lewis, 401 1/2 Communipaw ave. . . . . Receiver  
G. R. Rowland, 224 Franklin st, Elizabeth,  
Magazine Agent
- 14. KUREKA; Indianapolis, Ind.**  
Meets in Griffith Block, 34 W. Washington st,  
every Tuesday at 8 P. M.  
Henry Zink, 410 S. Illinois st. . . . . Master  
W. J. Hugo, 45 Ruckle st. . . . . Secretary  
E. J. Kline, 631 N. West st. . . . . Collector  
W. J. Hugo, 45 Ruckle st. . . . . Receiver  
A. H. Reynolds, 81 Gillard ave. Magazine Agent
- 15. ST. LAWRENCE; Montreal, Canada.**  
Meets in St. Charles Club Hall 1st and 3rd Tues-  
days  
Chas. McCauley, 77 Mullin st., Pt. St. . . . . Master  
Charles . . . . . Secretary  
Robt. Williamson, 134 Congregation st.,  
Pt. St. Charles . . . . . Collector  
Jas. Murphy, 63 Richmond st., Pt. St.  
Charles . . . . . Receiver  
Thos. Wilson, 500 Magdalen st. . . . . Receiver  
J. G. Roxborough, 91 Conway st, Pt St.  
Charles . . . . . Magazine Agent
- 16. VIGO; Terre Haute, Ind.**  
Meets in Brotherhood Hall, S. E. cor. Wabash  
ave. and 7th st., 2d and 4th Wednesdays at 7:30  
P. M.  
E. H. Brannan . . . . . Master  
J. F. O'Reilly, 624 N. 5th st. . . . . Secretary  
W. J. Butler, 402 N. 12th st. . . . . Collector  
C. A. Bennett, 1004 N. 9th st. . . . . Receiver  
P. H. Smith, 339 N 12th st. . . . . Magazine Agent
- 17. PINE RIDGE; Chadron, Neb.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays.  
H. O. Smith, Box 501 . . . . . Master  
J. E. Platter . . . . . Secretary  
H. M. Cram . . . . . Collector  
H. O. Smith, Box 501 . . . . . Receiver  
J. A. Powers . . . . . Magazine Agent
- 18. WEST END; Slater, Mo.**  
Meets in K. of P. Hall every Saturday evening.  
F. G. Klein . . . . . Master  
Jno. Reid, Box 134 . . . . . Secretary  
W. W. Golladay . . . . . Collector  
J. J. Day . . . . . Receiver  
H. W. Redman . . . . . Magazine Agent

- 19. TRUCKEE; Wadsworth, Nevada.**  
Meets in B. of L. E. and B. of L. F. Hall every Friday at 7 P. M.  
Jno Micander . . . . . Master  
G. W. Lindsay . . . . . Secretary  
W. F. Brown . . . . . Collector  
F. R. Fitch . . . . . Receiver  
W. H. Osborn . . . . . Magazine Agent
- 20. STUART; Stuart, Iowa.**  
Meets in Engineer's Hall every Tuesday at 2:30 P. M.  
J. W. Taylor, Box 56 Valley Junction . . . . . Master  
O. R. Conyers, Box 460 . . . . . Secretary  
Grafton Zenor, L. Box 17 . . . . . Collector  
J. L. Williams . . . . . Receiver  
R. B. Hash, Box 391 . . . . . Magazine Agent
- 21. INDUSTRIAL; St. Louis, Mo.**  
Meets in Havlin's Theatre, S. E. cor. 6th and Walnut sts., 2d and 4th Fridays.  
W. G. Canfield, 1422 Clark ave . . . . . Master  
T. B. Victor, 1109 Morrison ave . . . . . Secretary  
Louis Volker, 1008 Park ave . . . . . Collector  
W. A. Murphy, Ellendale, St. Louis . . . . . Receiver  
Edw. Voelker, 816 Souldard st. . . . . Magazine Agent
- 22. CENTRAL; Urbana, Ill.**  
Meets in I. O. O. F. Hall 2d and 4th Sundays.  
F. M. Call . . . . . Master  
Scott Busey, Box 61 . . . . . Secretary  
W. H. Scroggin, Box 301 . . . . . Collector  
F. M. Call . . . . . Receiver  
W. F. Lewis, Box 324 . . . . . Magazine Agent
- 23. PHOENIX; Brookfield, Mo.**  
Meets in I. O. O. F. Hall, 1st and 3d Wednesdays at 7:30 P. M.  
Joshua Proctor, Box 60 . . . . . Master  
A. S. Lucas, Box 608 . . . . . Secretary  
Jno. Braddock . . . . . Collector  
A. S. Lucas, Box 608 . . . . . Receiver  
J. F. Holland . . . . . Magazine Agent
- 24. GREAT WESTERN; Parsons, Kan.**  
Meets in Brotherhood Hall, Forest ave, every Wednesday at 1:30 P. M.  
J. P. Forbes . . . . . Master  
Bryant Lanham . . . . . Secretary  
Henry Lichesky, 2208 Crawford ave . . . . . Collector  
J. H. Galvin, 1930 Washington st . . . . . Receiver  
Wm. Milne, 224 W. Washington ave. . . . . Magazine Agent
- 25. CONNECTING LINK; Boone, Iowa.**  
Meets in Red Men's Hall, cor. 7th and Story sts., 1st and 3d Sundays at 2 P. M.  
B. H. Smith, Box 311 . . . . . Master  
M. N. Crane, L. Box 775 . . . . . Secretary  
M. N. Crane, L. Box 775 . . . . . Collector  
W. H. Cummings, Box 426 . . . . . Receiver  
C. W. Roach . . . . . Magazine Agent
- 26. ALPHA; Baraboo, Wis.**  
Meets in B. of L. E. Hall, 2d and 4th Mondays.  
C. A. Rich . . . . . Master  
Fred Van Leshout, Box 896 . . . . . Secretary  
W. H. Pobjoy . . . . . Collector  
Fred Van Leshout, Box 896 . . . . . Receiver  
Arthur Argyle . . . . . Magazine Agent
- 27. HAWKEYE; Cedar Rapids, Iowa.**  
Meets in I. O. O. F. Hall, cor. 1st ave. and 3d st., 2d and 4th Sundays at 2:30 P. M.  
C. H. Wheeler . . . . . Master  
F. A. Hobson, 65 7th ave. . . . . Secretary  
A. H. McKenzie, 174 B ave. E . . . . . Collector  
J. L. Jennings, 351 B. ave. W . . . . . Receiver  
C. L. Clark B.C.R. & N. Rd. H se Magazine Agent
- 28. ELKHORN; North Platte, Neb.**  
Meets in First National Bank Hall, cor. 5th and Spruce sts, every Sunday at 1:30 P. M.  
C. R. DeMott . . . . . Master  
S. H. Donehower, L. Box 402 . . . . . Secretary  
T. A. Duke, Box 173 . . . . . Collector  
W. E. Jackson . . . . . Receiver  
T. E. Morrison, Box 224 . . . . . Magazine Agent
- 29. CERRO GORDO; Mason City, Iowa.**  
Meets in Odd Fellows' Hall, Main st., 1st Monday at 7:30 P. M., and 3d Sunday at 2:30 P. M.  
W. R. Rouse, 508 E. Huntley st . . . . . Master  
Max Newbowers, 410 E. Miller st . . . . . Secretary  
Eugene Bowen . . . . . Collector  
Lewis Leitner . . . . . Receiver  
Max. Newbowers, 410 E. Miller st . . . . . Mag. Agent
- 30. CEDAR VALLEY; Waterloo, Iowa.**  
Meets in Select Knights' Hall, Sycamore and 4th sts, 1st and 3d Sundays at 2 P. M.  
H. A. Poley . . . . . Master  
R. A. Corson, Box 1154 . . . . . Secretary  
H. B. Doney . . . . . Collector  
R. A. Corson, Box 1154 . . . . . Receiver  
M. F. Whitney . . . . . Magazine Agent
- 31. E. R. CENTRE; Atchison, Kansas.**  
Meets in Woodman's Hall, cor. 6th and Santa Fe sts, 2d and 4th Sundays at 2 P. M.  
F. A. Short, 1417 Atchison st. . . . . Master  
Jno. O'Connor, 1428 Santa Fe st . . . . . Secretary  
Edwin McKeen, 1531 Commercial st. . . . . Collector  
Jno. O'Connor, 1428 Santa Fe st . . . . . Receiver  
F. A. Short, 1417 Atchison st. . . . . Magazine Agent
- 32. BORDER; Ellis, Kansas.**  
Meets in K. of P. Hall every Saturday at 3 P. M.  
Gustave Ebeling, Box 243 . . . . . Master  
G. S. Leisenring, L. Box 355 . . . . . Secretary  
W. M. Griest, L. Box 185 . . . . . Collector  
G. S. Leisenring, L. Box 355 . . . . . Receiver  
J. C. Barnes, Box 218 . . . . . Magazine Agent
- 33. SUCCESS; Trenton, Mo.**  
Meets in K. P. Hall 1st and 3d Monday afternoons and 2d and 4th Monday evenings.  
W. M. Goode . . . . . Master  
G. N. Liston, Box 506 . . . . . Secretary  
G. N. Liston, Box 506 . . . . . Collector  
W. C. Gallup, L. Box 84 . . . . . Receiver  
C. H. Torrey . . . . . Magazine Agent
- 34. CLINTON; Clinton, Iowa.**  
Meets in Engineers' Hall, 1st and 3d Mondays at 1:30 P. M.  
P. J. Coffey, 919 3d st. . . . . Master  
C. E. Potter, 848 Sunnyside ave . . . . . Secretary  
W. N. Smith, 425 8th ave . . . . . Collector  
P. J. Coffey, 919 3d st . . . . . Receiver  
Parker Latta, 529 8th ave . . . . . Magazine Agent
- 35. AMBOY; Freeport, Ill.**  
Meets in Engineers' Hall, 56 Stephenson st., 1st and 3d Sundays at 2:30 P. M.  
J. D. Mahoney, Box 247, Clinton . . . . . Master  
J. B. Esen, Box 1030 . . . . . Secretary  
C. H. Ferry, 172 Liberty st . . . . . Collector  
J. H. Dick, Amboy . . . . . Receiver  
Edw. Underwood . . . . . Magazine Agent
- 36. TIPECANOE; Lafayette, Ind.**  
Meets in K. P. Hall, Fifth and Columbia sts, at 2 P. M., Sundays.  
Chas. Ernst, 164 Salem st. . . . . Master  
T. A. Vaughan, 131 Alabama st. . . . . Secretary  
Chas. Ernst, 164 Salem st. . . . . Collector  
W. R. Johnson, 110 S. 4th st. . . . . Receiver  
Jno. Morrow, L. E. & W. R. E. . . . . Magazine Agent
- 37. NEW HOPE; Centerville, Ill.**  
Meets in Engineers' Hall, every Wednesday at 7:30 P. M.  
A. J. Randall, Box 238 . . . . . Master  
Ferdinand Bauer, Box 206 . . . . . Secretary  
E. S. Adams, Box 314 . . . . . Collector  
W. R. Pixley, Box 548 . . . . . Receiver  
D. A. Smith . . . . . Magazine Agent
- 38. AVON; Stratford, Ont.**  
Meets in Forrester's Hall 1st and 3d Sundays.  
W. H. Whitechurch, Box 318 . . . . . Master  
Jos. Gant, Box 318 . . . . . Secretary  
W. H. Chidley, Box 318 . . . . . Collector  
Robt. McIntosh, Box 318 . . . . . Receiver  
Wm. Stanford, Box 318 . . . . . Magazine Agent
- 39. TWIN CITY; Rock Island, Ill.**  
Meets in Engineers' Hall, 2d Sunday and 4th Monday.  
E. J. Mooney, 26th and Vine sts. . . . . Master  
Daniel Maroney, 2733 8th ave . . . . . Secretary  
G. B. Dodge, 3047 10th ave . . . . . Collector  
J. P. Dolly, 6th ave. and 25th st . . . . . Receiver  
Wm. McElrath, Vine st., bet. 25th and 26th sts . . . . . Mag. Agent
- 40. BLOOMING; Bloomington, Ill.**  
Meets in Engineers' Hall every Tuesdays at 7:30 P. M.  
W. F. Costigan, 714 O'Hara st . . . . . Master  
Chris Baum, 1408 Western ave . . . . . Secretary  
Chris Baum, 1408 Western ave . . . . . Collector  
R. J. McDonald, 712 W. Walnut st . . . . . Receiver  
F. E. DuBois, 509 W. Chestnut st . . . . . Mag. Agent
- 41. ONWARD; Dickinson, N. Dakota.**  
Meets in Odd Fellows Hall, every Thursday at 8:00 P. M.  
H. F. Repke, Box 103 . . . . . Master  
W. J. Breckon, Jr. . . . . Secretary  
J. R. Morrison . . . . . Collector  
Brooks Goodall . . . . . Receiver  
P. J. Needham . . . . . Magazine Agent
- 42. ELNO; Madison, Wis.**  
Meets in Sharpe's Hall, Keyes' Block, Mifflin st. 2d and 4th Sundays.  
C. M. Slightam, 341 W. Wilson st . . . . . Master  
W. J. Parsons, 409 W. Gorham st . . . . . Secretary  
Jno. Harrington, 520 W. Main st . . . . . Collector  
S. E. Alvord, 104 9th st., Milwaukee . . . . . Receiver  
S. E. Alvord, 104 9th st., Milwaukee, Mag. Agent

- 42. ST. JOSEPH; St. Joseph, Mo.**  
Meets in Brockway's Hall, Eighth and Locust sts., 2d and 4th Thursdays.  
J. E. Shortle, 817 S. 11th st. . . . . Master  
W. E. Sullivan, 2219 S. 6th st. . . . . Secretary  
J. T. Downs, 709 S. 8th st. . . . . Collector  
Jos. Kane, 105 N. 18th st. . . . . Receiver  
E. S. Lynn, 15th and Sacramento sts. Mag. Agent
- 44. F. W. ARNOLD; East St. Louis, Ill.**  
Meets in Geary's Hall, 124 Main st., 1st and 3d Tuesdays, at 7:30 P. M.  
R. H. Stevenson, 420 S. 4th st. . . . . Master  
W. W. Gillis, 739 Collinsville ave. . . . . Secretary  
L. G. Denbach, 1908 E. Grand ave., St. Louis, Mo. . . . . Collector  
T. M. Leonard, 313 Market ave. . . . . Receiver  
W. J. Weick, 402 Victor St. St. Louis, Mo. Magazine Agent
- 45. ROSE CITY; Little Rock, Ark.**  
Meets in O. R. C. Hall, corner Markham and Chester sts., 1st and 3d Sundays at 2:30 P. M., and 2d and 4th Sundays at 7:30 P. M.  
Jno. O'Malley, 1122 North st. . . . . Master  
M. J. Murphy, 206 Cross st. . . . . Secretary  
Mathias Laux, L. Box 2 Union Depot. Collector  
T. P. Homard, 121 Riverside ave. . . . . Receiver  
G. W. Edrington, 1822 W. 7th st. Magazine Agent
- 46. CAPITOL; Springfield, Ill.**  
Meets in Engineers' Hall, 5th st., bet. Monroe and Adams, 1st and 3d Sundays at 2 P. M. and 2d and 4th Mondays at 7:30 P. M.  
G. W. Price, 9th and Cass sts. . . . . Master  
A. P. Marsh, 1216 E. Capital ave. . . . . Secretary  
C. F. Sells, 1415 S. 9th st. . . . . Collector  
W. E. Hall, 1604 E. 10th st. . . . . Receiver  
E. A. Watkins, Tilton, Vandercook P. O. Magazine Agent
- 47. TRIUMPHANT; Chicago, Ill.**  
Meets in Prosperity Hall, N. E. cor. State and 18th sts., 1st Monday at 8 P. M. and 3d Sunday at 2 P. M.  
W. A. Leonard, 1731 Wabash ave. . . . . Master  
J. W. McIntosh, 9143 Ontario ave., So. Chicago. Secretary  
F. L. Schrader, 1641 Wabash ave. . . . . Collector  
Jno. Glover, 1558 Wabash ave. . . . . Receiver  
F. B. Seyl, Everett. Magazine Agent
- 48. W. F. HYNES; Peoria, Ill.**  
Meets in K. P. Hall, Observatory Building, 2d Saturday at 8 P. M. and 4th Sunday at 2 P. M.  
J. D. Potter, 623 Howette st. . . . . Master  
W. A. McMillan, 206 State st. . . . . Secretary  
W. A. McMillan, 206 State st. . . . . Collector  
D. N. Watt, 617 1st st. . . . . Receiver  
Grant Cromwell, 126 Green st. . . . . Mag. Agent
- 49. J. M. RAYMOND; Decatur, Ill.**  
Meets in Engineers' Hall, 2d and 4th Sundays at 2 P. M.  
Thos. Nash, 929 E. North st. . . . . Master  
J. F. Doster, 1145 E. North st. . . . . Secretary  
J. B. Lannon, 1057 N. Clayton st. . . . . Collector  
A. H. Sutton, 975 N. Water st. . . . . Receiver  
F. W. Marsh, 638 E. Eldorado st. Magazine Agent
- 50. GARDEN CITY; Chicago, Ill.**  
Meets in Brown's Hall, 47th and State sts., 1st Saturday evening and 3d Sunday afternoon.  
Frank Hannahan, 4089 Dearborn st. . . . . Master  
W. E. Briden, 603 Dexter ave. . . . . Secretary  
G. E. Polk . . . . . Collector  
J. N. Parry, 4757 Dearborn st. . . . . Receiver  
R. B. Powley, 5108 S. Halstead st. Magazine Agent
- 51. FRISCO; North Springfield, Mo.**  
Meets in Engineers' and Firemen's Hall, Commercial st., every Wednesday at 2:30 P. M.  
P. E. Gano, 1934 N. Roberson ave. . . . . Master  
C. E. Reddick, 1602 Florence st. . . . . Secretary  
W. H. Hulise, 1153 Thomas st. . . . . Collector  
H. F. Hill, 1104 Blaine st. . . . . Receiver  
B. C. Marcroft, 1507 Lyon st. Station A, Springfield. Magazine Agent
- 52. GOOD WILL; Logansport, Ind.**  
Meets in Firemen's Hall, N. E. cor. Fourth and Market sts., 1st and 3d Sundays.  
L. E. Brown . . . . . Master  
F. P. Jackson, 631 Lyndon ave. . . . . Secretary  
Jno. Rombolt, 106 Osage st. . . . . Collector  
F. P. Beam, 525 Miami st. . . . . Receiver  
F. P. Jackson, 631 Lyndon ave. Magazine Agent
- 53. EMPORIA; Emporia, Kansas.**  
Meets in Federation Hall, cor. 8d ave and West sts., 1st and 3d Mondays at 1:30 P. M.  
F. E. Maier, 326 West st. . . . . Master  
J. L. Bogle, 9 Oak st. . . . . Secretary  
I. M. Hadley, 332 Constitution st. . . . . Collector  
S. A. Doty, 302 West st. . . . . Receiver  
E. S. Pearce, 332 Constitution st. Magazine Agent
- 54. ANCHOR; Moberly, Mo.**  
Meets in Engineers' Hall, cor 5th and Reed sts., every Tuesday evening.  
Frank Fitzpatrick, 333 N. Clark st. . . . . Master  
W. T. Scully, 331 N. Clark st. . . . . Secretary  
Max Owen, 438 E. Rollins st. . . . . Collector  
G. N. Cornell, 311 Hagood st. . . . . Receiver  
J. J. Cain, 334 N. Williams st. Magazine Agent
- 55. BLUFF CITY; Memphis, Tenn.**  
Meets in K. P. Hall, 1st and 3d Monday evenings.  
P. M. Ford, 93 Alabama st. . . . . Master  
L. J. Lucke, 237 Greenlaw st. . . . . Secretary  
Edw. Pacey, L & N R R shops. . . . . Collector  
L. J. Lucke, 237 Greenlaw st. . . . . Receiver  
Michael Cady, 510 Bender st. Magazine Agent
- 56. BANNER; Staaberry, Mo.**  
Meets in B. of L. E. Hall, every Saturday evening.  
T. B. Cambron . . . . . Master  
Thos. Sanford, Box 44. . . . . Secretary  
Nealy Stamper . . . . . Collector  
T. B. Cambron . . . . . Receiver  
J. S. McLaughlin. Magazine Agent
- 57. BOSTON; Boston, Mass.**  
Meets in Rathbourn Hall, 694 Washington st., 2d and 4th Sundays at 10:30 A. M.  
J. E. Gorham, South Braintree. . . . . Master  
L. M. Howard, 45 Everett st., Jamaica Plain. . . . . Secretary  
J. E. Gorham, South Braintree. . . . . Collector  
C. P. Shuffelt, 11 Sarsfield st. . . . . Receiver  
G. A. Canon, Mattapan. Magazine Agent
- 58. SACRAMENTO; Rocklin, Cal.**  
Meets in Masonic Hall, every Monday and Thursday.  
J. H. Penney . . . . . Master  
W. B. Morton, Box 2. . . . . Secretary  
A. R. Walther . . . . . Collector  
A. E. Harter . . . . . Receiver  
H. W. Noethig, Box 2. Magazine Agent
- 59. ROYAL GORGE; Pueblo, Colo.**  
Meets in B. of L. F. Hall, cor. D st. and Union ave., every Monday at 7:30 P. M.  
E. S. Miller, 732 Miller st. . . . . Master  
P. B. Bradford 37 Block X. . . . . Secretary  
C. E. Blackburn, 29 Block O. . . . . Collector  
J. F. Garrett, 7 Terrace View. . . . . Receiver  
J. K. Allen. Magazine Agent
- 60. UNITED; Philadelphia, Pa.**  
Meets in Dover Hall, 2204 Marshall st., 1st and 3d Saturday evenings.  
W. J. Rogers, 4744 Main st, Germantown, Philadelphia. . . . . Master  
J. H. Mohr, 2312 Fawn st. . . . . Secretary  
Jas. Wertz, 3420 York Road. . . . . Collector  
B. F. Pettit, 1727 N. 9th st. . . . . Receiver  
B. F. Pettit, 1727 N. 9th st. Magazine Agent
- 61. MINNEHAHA; St. Paul, Minn.**  
Meets in Druid's Hall, cor. Seventh and Jackson sts., 2d and 4th Sundays at 2 P. M.  
J. F. Driscoll, 180 Penna ave. . . . . Master  
F. W. Ferguson, 1029 Front st. . . . . Secretary  
J. V. Piper, 107 Sycamore st. . . . . Collector  
T. T. Hart, 709 Tuscarora ave. . . . . Receiver  
Jos. Kellow, 606 Mississippi st. Magazine Agent
- 62. VANBERGEN; Carbondale, Pa.**  
Meets in Odd Fellows' Hall, 2d and 4th Sundays at 2 P. M.  
E. F. Atkinson, 122 Belmont st. . . . . Master  
G. P. Berry, 79 Park st. . . . . Secretary  
J. E. McCawley, 30 River st. . . . . Collector  
W. H. Brokenshire, 51 Garfield ave. . . . . Receiver  
G. P. Berry, 79 Park st. Magazine Agent
- 63. HERCULES; Danville, Ill.**  
Meets in K. of H. Hall, over N. E. cor. Main and Walnut sts., 1st and 3d Sundays at 2:30 P. M.  
W. J. Harter, 720 Wellington st. . . . . Master  
E. E. Partlow, Box 927. . . . . Secretary  
Fred Krauel. . . . . Collector  
W. J. Harter, 720 Wellington st. . . . . Receiver  
F. J. Lorenz, 421 Short st. Magazine Agent
- 64. SIOUX; Sioux City, Iowa.**  
Meets in Lyons Hall, 418 Pearl st., 2d and 4th Sundays at 2:30 P. M.  
J. N. Barber, 609 Lafayette st. . . . . Master  
T. F. Dolan, 101 Wall st. . . . . Secretary  
F. J. Anderson, 511 Wall st. . . . . Collector  
T. F. Dolan, 101 Wall st. . . . . Receiver  
M. J. Mangan, 1516 E 7th st. Magazine Agent

**65. FORT RIDGELY; Waseca, Minn.**

Meets in Engineers' Hall, 1st and 3d Sundays.  
 Wm. Carroll . . . . . Master  
 E. R. Holbrook . . . . . Secretary  
 Ira Blowers . . . . . Collector  
 Jas. Hockenbuhl . . . . . Receiver  
 B. G. Faes . . . . . Magazine Agent

**66. CHALLENGE; Belleville, Ontario.**

Meets in B. of L. E. Hall, Station st., 2d and 4th Sundays.  
 Thos. Marshall, Jr., Belleville Station . . . Master  
 Wm. Andrews, Belleville Station . . . Secretary  
 M. A. Bonisteel, Belleville Station . . . Collector  
 W. J. Logue, Belleville Station . . . Receiver  
 J. W. Barlow, G. T. Ry. P. O. . . . Magazine Agent

**67. DOMINION; Toronto, Canada.**

Meets in I.O.O.F. Hall, cor. Queen st. and Spadine ave, 2d and 4th Sundays at 2:30 P. M.  
 Jno Lee, 21 Robinson st . . . . . Master  
 Thos. Huston, 157 Euclid ave . . . . . Secretary  
 Philip Richardson, 30 Stafford st . . . Collector  
 Jas. Pratt, 172 Huron st . . . . . Receiver  
 Frederick Fox, 342 Adelaide st, W. . . . Magazine Agent

**68. EAU CLAIRE; Altoona, Wis.**

Meets in Fireman's Hall, 2d and 4th Sundays.  
 J. F. Powell . . . . . Master  
 Wm. McLyman . . . . . Secretary  
 Jno Morgan . . . . . Collector  
 Stanley Ives . . . . . Receiver  
 Wm. McLyman . . . . . Magazine Agent

**69. ISLAND CITY; Brockville, Ontario.**

Meets in Merrill's Hall every Tuesday at 7:30 P. M.  
 W. J. Dowell, Box 183 . . . . . Master  
 Chas. Brownlow . . . . . Secretary  
 Alexander Wood . . . . . Collector  
 W. J. Dowell, Box 183 . . . . . Receiver  
 J. B. Hislop, Box 620 . . . . . Magazine Agent

**70. LONE STAR; Longview, Texas.**

Meets in K. of P. Hall every Saturday at 7:30 P. M.  
 Harry Finnegan, Box 141 . . . . . Master  
 W. L. Patrick . . . . . Secretary  
 L. D. Oden, Box 203 . . . . . Collector  
 Harry Finnegan, Box 141 . . . . . Receiver  
 Jno. Fogarty . . . . . Magazine Agent

**71. SUBQUEHANNA; Oneonta, N. Y.**

Meets in Odd Fellows' Hall 2d and 4th Mondays at 7:30 P. M.  
 F. A. Yorkey, 178 Main st . . . . . Master  
 W. P. Emery, 66½ Delts st . . . . . Secretary  
 N. L. Stone, 4 Fairview st . . . . . Collector  
 Jas. Walters, 9 Baker st . . . . . Receiver  
 J. J. Carr, 25 Fairview st . . . . . Magazine Agent

**72. WELCOME; Camden, N. J.**

Meets 2d and Taylor ave., 2d and 4th Sundays  
 F. A. Potts, 643 Clinton st. . . . . Master  
 Jno Colton, 412 S. 6th st . . . . . Secretary  
 G. W. Tash, 529 S. 8d st . . . . . Collector  
 Jno Colton, 412 S. 6th st . . . . . Receiver  
 G. W. Tash, 529 S. 8d st . . . . . Magazine Agent

**73. BAY STATE; Worcester, Mass.**

Meets at Commonwealth Hall, 566 Main st., 2d and 4th Sundays at 1 P. M.  
 L. D. Chaffin, 38 Cutler st . . . . . Master  
 Thos. Loynd, 8 Glenwood st . . . . . Secretary  
 A. N. Hoyt, 2 Davis Court . . . . . Collector  
 Thos. Loynd, 8 Glenwood st . . . . . Receiver  
 G. P. Newton, 6 Penn ave . . . . . Magazine Agent

**74. KANSAN CITY; Argentine, Kan.**

Meets in Noke Opera House, Silver ave., bet. 1st and 2d sts., 2d and 4th Sundays at 2 P. M.  
 Henry Best . . . . . Master  
 R. W. Bidwell . . . . . Secretary  
 Anton Vogel . . . . . Collector  
 G. F. Dewey . . . . . Receiver  
 Thos. Donohue, Box 421 . . . . . Magazine Agent

**75. ENTERPRISE; Philadelphia, Pa.**

Meets in Rodgers' Hall, 4113 Lancaster ave., alternate Sunday afternoons.  
 W. S. Whitman, 893 Belmont ave., West Philadelphia . . . . . Master  
 J. L. Strouse, 3305 Rockland st., West Philadelphia . . . . . Secretary  
 D. S. Moore, 681 N. 37th st., West Philadelphia . . . . . Collector  
 J. S. Hemphill, 763 N. 38th st, West Philadelphia . . . . . Receiver  
 D. S. Moore, 681 N. 37th st., West Philadelphia . . . . . Magazine Agent

**76. NEW ERA; Willmar, Minn.**

Meets in I. O. O. F. Hall 1st and 3d Sundays.  
 Nels Larsen . . . . . Master  
 Albert Baldwin . . . . . Secretary  
 Nels Larsen . . . . . Collector  
 Gunder Omsundson, Box 454 . . . . . Receiver  
 Alfird Larsen, Box 34 . . . . . Magazine Agent

**77. ROCKY MOUNTAIN; Denver, Colo.**

Meets at 8804 Market st., every Thursday at 7:30 P. M.  
 F. H. Lehman, 3381 Franklin st . . . . . Master  
 W. F. Brundage, 1216 Larimer st . . . . . Secretary  
 S. L. Kanaga, 3382 Market st . . . . . Collector  
 W. F. Brundage, 1216 Larimer st . . . . . Receiver  
 S. L. Kanaga, 3382 Market st . . . . . Magazine Agent

**78. GOLDEN EAGLE; Sedalia, Mo.**

Meets in Hart's Hall, E. 3d st., every Tuesday at 7:30 P. M.  
 Sam'l Bowser, 1113 E. 5th st . . . . . Master  
 L. B. Alsapach, 1307 E. 4th st . . . . . Secretary  
 Sam'l Bowser, 1113 E. 5th st . . . . . Collector  
 W. O. Webster, 1206 E. 3d st . . . . . Receiver  
 J. P. Baty, 1700 E. 4th st . . . . . Magazine Agent

**79. J. M. DODGE; Boodhouse, Ill.**

Meets in K. of P. Hall, Worcester Building, every Monday at 2:00 P. M.  
 C. A. Sheppard . . . . . Master  
 C. A. Hannaford, Box 347 . . . . . Secretary  
 Albert Sanks . . . . . Collector  
 Dan'l Stultz . . . . . Receiver  
 Alonzo Griffin, Box 366 . . . . . Magazine Agent

**80. SELF HELP; Aurora, Ill.**

Meets in B. of L. E. and F. Hall, 19 Broadway, every 2d Sunday.  
 J. S. Silek, 462 Sexton st . . . . . Master  
 W. H. Roe, 280 S Broadway . . . . . Secretary  
 C. H. Kelley, 444 2d ave . . . . . Collector  
 C. O. Spencer, 706 S. Lake st . . . . . Receiver  
 W. H. Roe, 280 S. Broadway . . . . . Magazine Agent

**81. PINE CITY; Staples, Minn.**

Meets in Miller's Hall, 2d and 4th Sundays.  
 Jas. Riley . . . . . Master  
 P. F. McDonnell, Box 47 . . . . . Secretary  
 Jacob Everhart . . . . . Collector  
 G. H. Littlemore, Box 181 . . . . . Receiver  
 J. H. Greenhalgh, Box 95 . . . . . Magazine Agent

**82. NORTHWESTERN; Minneapolis, Minn.**

Meets in Lodge Parlors 1st and 3d Sunday afternoons.  
 E. B. Mayo, 905 Fremont ave. N . . . . . Master  
 W. E. Richmond, 820 N. Girard ave . . . . . Secretary  
 E. B. Mayo, 905 Fremont ave N . . . . . Collector  
 W. E. Richmond, 820 N. Girard ave . . . . . Receiver  
 Edw. Sheasgreen, 2025 Emersonave. N. . . . Magazine Agent

**83. TRINITY; Fort Worth, Texas.**

Meets in B. of L. F. Hall, So. Rusk st., every Wednesday at 8 P. M.  
 S. M. Dunaway, 1014 W. Dagget ave . . . . Master  
 Jacob Weeman, cor. Calhoun and Elizabeth sts . . . . . Secretary  
 I. M. Dean, 801 Crawford st . . . . . Collector  
 I. M. Dean, 801 Crawford st . . . . . Receiver  
 Burk Michael, Clarendon . . . . . Magazine Agent

**84. CALHOUN; Battle Creek, Mich.**

Meets in B. of L. E. Hall, 2d and 4th Sunday afternoons and 1st Monday evening.  
 E. A. Ratcliff, 38 Taylor st . . . . . Master  
 J. D. Peffers, 84 Beach st . . . . . Secretary  
 Wm. Boaz . . . . . Collector  
 Jno. Tighe, 79 Hart st . . . . . Receiver  
 E. J. Roach, 36 Lansing ave . . . . . Magazine Agent

**85. FARGO; Fargo, N. Dakota.**

Meets in G. A. R. Hall 2d and 4th Tuesdays at 7:30 P. M.  
 Paul Boley, 15 9th st . . . . . Master  
 C. H. Sheppard, 1340 Front st . . . . . Secretary  
 Silas Zwight, Arlington Hotel . . . . . Collector  
 L. G. Snyder, cor. 16th st. and 1st ave. S. Receiver  
 N. A. Nielsen, 1421 8d ave. N. . . . . Magazine Agent

**86. BLACK HILLS; Laramie, Wyoming.**

Meets in G. A. R. Hall, cor. 2d and Garfield sts., every Friday evening.  
 Thos. Lynott, Box 111 . . . . . Master  
 W. N. Roth, 806 3d st . . . . . Secretary  
 W. P. Davis . . . . . Collector  
 Edw. McBroom, 712 5th st . . . . . Receiver  
 C. A. Anderson, 338 W. Grand ave. . . . . Magazine Agent

- 87. SUMMIT; Rawlins, Wyoming.**  
Meets in I.O.O.F. Hall 1st and 3d Thursdays.  
J. O. Quinn . . . . . Master  
Henry O'Donnell, L. Box 159 . . . . . Secretary  
Jas. Weightman . . . . . Collector  
G. W. McNair . . . . . Receiver  
P. H. Daley . . . . . Magazine Agent
- 88. MORNING STAR; Evanston, Wyoming.**  
Meets in K. P. Hall, every Saturday at 2 P. M.  
H. J. Cramer, L. Box 2 . . . . . Master  
T. H. Hollingsworth, L. Box 212 . . . . . Secretary  
Amenzo Graves, Box 156 . . . . . Collector  
Fred Clement . . . . . Magazine Agent
- 89. CHEEAW; Selma, Ala.**  
Meets in Elks Hall, cor. Broad and Alabama sts. Thursday evenings.  
E. L. Cranford, 321 Selma and St. Ann sts. . . . . Master  
K. C. Tynan, 129 Water st. . . . . Secretary  
R. O. Harris, 810 Alabama st. . . . . Collector  
E. L. Cranford, 321 Selma and St. Ann sts. . . . . Receiver  
P. C. Tynan, 129 Water st. . . . . Magazine Agent
- 90. SAN DIEGO; Los Angeles, Cal.**  
Meets in McDonald's Hall, 127 N. Main st., alternate Saturdays at 7:30 P. M.  
Wm. Fleming, 417 Amelia st. . . . . Master  
J. H. Hayes, 626 Stephenson ave. . . . . Secretary  
C. E. Rhodes, 220 N. Cummings st., Boyle Heights . . . . . Collector  
J. T. Higgins, 808 E. 3d st. . . . . Receiver  
R. O. Quackenbush, 1821 E. 3d st. . . . . Magazine Agent
- 91. GOLDEN GATE; San Francisco, Cal.**  
Meets in Champion Hall, corner Valencia and 16th sts every Monday at 8 P. M.  
C. E. Bradley, 249 Washington st., San Jose . . . . . Master  
J. R. Cassidy, 127 16th st. . . . . Secretary  
Nelson Barton, 111 16th st. . . . . Collector  
W. S. Johnson, 135 16th st. . . . . Receiver  
W. M. Flack, 2909 Folsom st. . . . . Magazine Agent
- 92. FRONTIER CITY; Owego, N. Y.**  
Meets in Jefferson Hall, 2d and 4th Sundays.  
Frank Welch, 211 W. 8th st. . . . . Master  
J. E. Dowd, 89 W. 9th and Utica sts. . . . . Secretary  
Jas. Whalen, 290 W. 7th st. . . . . Collector  
Jas. Whalen, 290 W. 7th st. . . . . Receiver  
Jno. Cole, 111 W. Liberty st. . . . . Magazine Agent
- 93. GATE CITY; Keokuk, Iowa.**  
Meets in Engineer's Hall, 22 So. Third st. 2d and 4th Sundays at 7:30 P. M.  
Andrew Malum, Walsh . . . . . Master  
Jno. Stanley, Box 18, Walsh . . . . . Secretary  
Laurence Walsh, Walsh . . . . . Collector  
Henry Montgomery, 222 Exchange st. . . . . Receiver  
Jno. Stanley, Box 19, Walsh . . . . . Magazine Agent
- 94. CACTUS; Tucson, Arizona.**  
Meets in Masonic Hall every Monday at 1:30 P. M.  
H. F. Michels, Box 504 . . . . . Master  
R. W. Anderson, Box 218 . . . . . Secretary  
H. H. Dockham, Box 504 . . . . . Collector  
F. G. Church, Box 504 . . . . . Receiver  
F. W. Barnett, Box 504 . . . . . Magazine Agent
- 95. CHICAGO; Chicago, Ill.**  
Meets in Concordia Hall, 237 Milwaukee ave., 2d Tuesday at 7:30 P. M. and 4th Sunday at 9 A. M.  
Edw. Seavert, 213 W. Indiana st. . . . . Master  
L. H. Evans, 456 W. Adams st. . . . . Secretary  
E. O. Moody, Chicago ave. and Halsted st. . . . . Collector  
D. M. Leavitt, 70 Central Park ave. . . . . Receiver  
J. J. Keveny, 174 N. Halstead st. . . . . Magazine Agent
- 96. ALEXIA; Wellsville, Ohio.**  
Meets in Engineers' Hall, Main st, 1st and 3d Sundays.  
A. B. Askew, Box 695 . . . . . Master  
Chas. Maley, Box 810 . . . . . Secretary  
Chas. Maley, Box 810 . . . . . Collector  
C. H. Kelly . . . . . Receiver  
L. P. Satow . . . . . Magazine Agent
- 97. ORANGE GROVE; Los Angeles, Cal.**  
Meets in B. of L. F. Hall, cor. Leroy and New Main sts., every Friday at 8 P. M.  
C. M. Warner, 199 Sotello st. . . . . Master  
H. C. Forsyth, 122 R. B. st. . . . . Secretary  
B. F. Lytle . . . . . Collector  
H. F. Bell, 902 Buena Vista st. . . . . Receiver  
J. A. Fenton, 1440 San Fernando st. . . . . Mag. Agent
- 98. PERSEVERANCE; Terrace, Utah.**  
Meets in Engineers' Hall every Wednesday evening.  
L. F. Zimmerman . . . . . Master  
R. P. Moffett, Box 24 . . . . . Secretary  
F. J. Berryessa . . . . . Collector  
R. P. Moffett, Box 24 . . . . . Receiver  
Hyrum Ohlson . . . . . Magazine Agent
- 99. SOCHENTER; Rochester, N. Y.**  
Meets in Royal Arcanum Hall Cook Opera House Bld., S. St. Paul st., 1st and 3d Tuesday evenings.  
E. E. Pruyn, 41 First ave. . . . . Master  
W. P. Couch, 24 Thompson ave. . . . . Secretary  
G. N. Kingsley, 71 Hayward ave. . . . . Collector  
G. N. Kingsley, 71 Hayward ave. . . . . Receiver  
H. H. Meyers, 211 N. Goodman st. . . . . Mag. Agent
- 100. ADAIR; Bowling Green, Ky.**  
Meets in Wright's Hall cor. Main and Adams sts. every Monday at 2:30 P. M.  
S. P. Price, 437 Church st. . . . . Master  
T. H. Glenn, 230 10th st. . . . . Secretary  
W. D. Perry, 232 6th st. . . . . Collector  
Harold Porter, 1149 Adams st. . . . . Receiver  
R. C. Johnson, 232 6th st. . . . . Magazine Agent
- 101. ADMIRATION; Buffalo, N. Y.**  
Meets in Burgard's Hall, East Buffalo, every Thursday at 8 P. M.  
Edw. Cooke, 108 Sumner ave., E. Buffalo . . . . . Master  
Robt. Fowler, 182 May st., E. Buffalo . . . . . Secretary  
Frank McKnight, 108 Fay st., E. Buffalo . . . . . Collector  
J. G. Smith, 69½ St. Joseph ave., E. Buffalo, . . . . . Receiver  
W. M. Ellis, 109 May st., E. Buffalo . . . . . Mag. Agent
- 102. CONFIDENCE; West Des Moines, Iowa.**  
Meets in Flynn's Hall, cor. 7th and Locust sts., Des Moines, alternate Sundays.  
C. M. Krull, 1019 E. Center st., Des Moines, . . . . . Master  
Wm. Beebe, 1457 E. Court ave., Des Moines . . . . . Secretary  
Albert Brown, 802 E. Elm st., East Des Moines . . . . . Collector  
A. W. Conner, 503 8th st., Des Moines . . . . . Receiver  
Jos. Krissinger, Jr., 1005 E. Maple st., Des Moines . . . . . Magazine Agent
- 103. FALLS CITY; Louisville, Ky.**  
Meets in Colgan's Hall, cor. 10th and Walnut sts., every Thursday.  
Fred St. John, Y.M.C.A., 1023 W. Broadway, . . . . . Master  
Patrick Filburn, 1415 W. Broadway . . . . . Secretary  
Gottlieb Kunding, 1428 12th st. . . . . Collector  
Patrick Filburn, 1415 W. Broadway . . . . . Receiver  
Henry Blume, Scottsboro, Ind. . . . . Magazine Agent
- 104. "OLD KENTUCKY;" Ludlow, Ky.**  
Meets in Odd Fellows Hall, 1st and 3d Fridays at 7:30 P. M.  
H. E. Jordan . . . . . Master  
Jas. Quinn . . . . . Secretary  
Chas. Heimbarger, Box 151 . . . . . Collector  
E. A. Fleming, Box 82 . . . . . Receiver  
Michael Cooney, Jr., W. Covington . . . . . Mag. Agent
- 105. PROGRESS; Chillicothe, Ill.**  
Meets in Dougherty's Hall, 1st and 3d Mondays and 2d and 4th Tuesdays at 8 P. M.  
S. P. Bourne, N. Chillicothe . . . . . Master  
A. G. Gillen, N. Chillicothe . . . . . Secretary  
S. P. Bourne, N. Chillicothe . . . . . Collector  
Fred Cornell, N. Chillicothe . . . . . Receiver  
R. E. Lawrence, N. Chillicothe, Magazine Agent
- 106. KEY CITY; Dubuque, Iowa.**  
Meets in Doff's Hall, 19th and Jackson sts., 2d and 4th Tuesday evenings.  
Sam Schauer, Box 46 E. Dubuque . . . . . Master  
Martin Boelyn, C. M. & St. P. shops . . . . . Secretary  
Sam Schauer, Box 46 E. Dubuque . . . . . Collector  
O. B. Ridgeway, 1615 Elm st. . . . . Receiver  
A. S. Graham, 446 Rhomberg ave, Magazine Agent
- 107. ECLIPSE; Gallon, Ohio.**  
Meets in B. of R. T. Hall, every Wednesday evening.  
F. D. Gregg, Box 677 . . . . . Master  
G. Douglas, Box 644 . . . . . Secretary  
W. A. Townsend . . . . . Collector  
H. U. Grenolds, Box 55 . . . . . Receiver  
F. P. Motesinger, Box 155 . . . . . Magazine Agent
- 108. PIONEER; Chama, New Mexico.**  
Meets in Pioneer Hall, 1st and 3d Thursdays at 7 P. M.  
J. C. Basher, Box 40 . . . . . Master  
J. W. Hopper, L. Box 7 . . . . . Secretary  
Jno. Reddington . . . . . Collector  
J. M. Hayden . . . . . Receiver  
V. L. Coulson . . . . . Magazine Agent

- 100. PEACE; St. Louis, Mo.**  
Meets in Summit Hall, Ewing ave and Market st., 2d and 4th Mondays at 7:30 P. M.  
Jno. Woods, 7516 O'Reilly ave, So. St. . . . . Master  
H. L. Dedrich, 3147 Caroline st. . . . . Secretary  
W. J. Pourcillic, 2949 Clark ave . . . . . Collector  
G. A. La Bee, 8219 S Broadway . . . . . Receiver  
G. H. Baird, 3009 Rutger st. . . . . Magazine Agent
- 110. OLD GUARD; Bucyrus, Ohio.**  
Meets in Engineers' Hall 2d and 4th Sundays.  
Wm. Fitzmaurice, 633 E. Rensslear st. . . . . Master  
B. A. Huson, 623 E. Rensslear st. . . . . Secretary  
G. L. Hutchison, 665 E. Rensslear st. . . . . Collector  
T. E. Lowry, 341 cor. Wiley and Charles sts. . . . . Receiver  
B. A. Huson, 623 Rensslear st. . . . . Magazine Agent
- 111. BEACON; Mattoon, Ill.**  
Meets in K. of L. Hall, Sundays at 1:30 P. M.  
S. E. Callahan, 69 Champaign st. . . . . Master  
W. F. Fitzgerald, 102 E. Broadway . . . . . Secretary  
S. E. Callahan, 69 Champaign st. . . . . Collector  
A. E. Marshall, 74 Richmond st. . . . . Receiver  
Lee Sommer . . . . . Magazine Agent
- 112. EVENING STAR; Howell Sta., Evansville, Ind.**  
Meets in Weason's Hall, 2d and 4th Sundays at 1:30 P. M.  
W. R. Crowder . . . . . Master  
G. T. Colvin, care Jacob Rettig, cor. Law ave. and Upper Mountain Road . . . . . Secretary  
M. J. Riethmann . . . . . Collector  
J. C. Foster, 507 N. 6th st., East St. . . . . Receiver  
L. A. Jacobs, 500 N. 3d st, E. St. Louis, Ill. . . . . Magazine Agent
- 113. CLARK-KIMBALL; Pocatello, Idaho.**  
Meets in Masonic Hall every Monday at 7:30 P. M.  
Peter Durham . . . . . Master  
J. F. Holloway, Box 165 . . . . . Secretary  
W. H. Zelter, Box 162 . . . . . Collector  
S. G. Doane, Box 86 . . . . . Receiver  
H. F. Best . . . . . Magazine Agent
- 114. BLACK HAWK; Keithsburg, Ill.**  
Meets in Mason Hall, 4th and Washington sts., 1st and 3d Sundays.  
Dan'l Hammond . . . . . Master  
Ellsworth Newell, L. Box 89 . . . . . Secretary  
Ellsworth Newell, L. Box 39 . . . . . Collector  
W. E. Burch . . . . . Receiver  
F. E. Cole . . . . . Magazine Agent
- 115. GULF CITY; Galveston, Texas.**  
Meets in Legion of Honor Hall, 3d floor, 22 Mechanic st., n. w. cor., 1st and 3d Wednesdays.  
H. L. Briggs, 8th and Mechanic st. . . . . Master  
E. W. Boddeker, 910 ave. I . . . . . Secretary  
C. H. Hawkins, 87th st and Ave H . . . . . Collector  
Fred. Oehlert, ave N. bet. 31st and 32d sts. . . . . Receiver  
E. W. Boddeker, 910 ave. I . . . . . Magazine Agent
- 116. ST. CLAIR; Fort Gratiot, Mich.**  
Meets in Engineers' Hall 1st and 3d Sundays at 1:30 P. M.  
Jno. Gould . . . . . Master  
C. G. Miller, Box 197 . . . . . Secretary  
B. S. Wilson . . . . . Collector  
E. G. Hubbard, Box 127 . . . . . Receiver  
C. E. Topp . . . . . Magazine Agent
- 117. BEAVER; London, Ontario.**  
Meets in K. P. Hall, cor. Dundas and Clarence sts., 2d and 4th Sundays.  
Geo. Thody, 724 King st. . . . . Master  
E. R. Atkins, 268 Clarence st. . . . . Secretary  
H. G. McHarg, 579 Horton st. . . . . Collector  
Wm. Kermath, 560 Grey st. . . . . Receiver  
Wm. Kermath, 560 Grey st. . . . . Magazine Agent
- 118. STAR OF THE EAST; Richmond, Quebec.**  
Meets in McMorine's Hall, Main st., 1st Sunday and 3d Wednesday.  
G. A. Fye, Melbourne . . . . . Master  
J. E. Linahen . . . . . Secretary  
J. E. Linahen . . . . . Collector  
Jno. Kelly . . . . . Receiver  
Wm. Fletcher, Box 118, Richmond Station . . . . . Magazine Agent
- 119. COLONIAL; River du Loup, Quebec.**  
Meets in English School, River du Loup Station, 2d and 4th Sundays.  
Timothy Birule, River du Loup Station, Master  
J. V. Dion, River du Loup Station . . . . . Secretary  
S. G. Ferguson . . . . . Collector  
C. J. Levesque, River du Loup Station, Receiver  
Felix Gagnon, River du Loup Station. . . . . Magazine Agent
- 120. FORTUNE; Syracuse, N. Y.**  
Meets in B. of L. E. Hall, cor. Seymore and Oswego sts., Wednesdays at 7:30 P. M.  
Wm. Houston, 107 Oswego st. . . . . Master  
Jno. Martin, 465 Shonnard st. . . . . Secretary  
L. G. Ronson, 101 Bertha Place . . . . . Collector  
Isaac Gilbo, 138 Richmond ave . . . . . Receiver  
Jno. Martin, 465 Shonnard st. . . . . Magazine Agent
- 121. FELLOWSHIP; Corning, N. Y.**  
Meets in Engineers' Hall, Grifpin Block, Market st., 1st and 3d Sundays at 3 P. M.  
C. S. Wilson, Wall st. . . . . Master  
J. L. Krebs, 22 W. 4th st. . . . . Secretary  
J. L. Krebs, 22 W. 4th st. . . . . Collector  
E. E. Everts, 87 Mill st. . . . . Receiver  
W. L. Carson, 321 E. Market st. Magazine Agent
- 122. FEDERATION; Pana, Ill.**  
Meets in I. O. O. F. Hall 2nd and 4th Sundays.  
Wm. Wolf . . . . . Master  
W. E. Gray, L. Box 305 . . . . . Secretary  
Wm. Wolf . . . . . Collector  
W. E. Gray, L. Box 305 . . . . . Receiver  
Wm. Cruthers . . . . . Magazine Agent
- 123. OVERLAND; Omaha, Neb.**  
Meets in Redman's Hall, 1623 Farnham st., 2d and 4th Wednesday at 8 P. M.  
G. W. Carr, 1014 S. 11th st. . . . . Master  
B. H. Winkelman, 1204 S. 9th st. . . . . Secretary  
G. H. Forster, 1540 S. 17th st. . . . . Collector  
Jno. Nilsson, 1018 S. 11th st. . . . . Receiver  
B. H. Winkelman, 1204 S. 9th st. Magazine Agent
- 124. PILOT; Perry, Iowa.**  
Meets in Red Men's Hall, 2d and 4th Monday evenings, at 7:30 P. M.  
W. E. Howe, Box 153 . . . . . Master  
W. H. Gilroy, Box 339 . . . . . Secretary  
W. E. Banyard, Box 267 . . . . . Collector  
Oscar Woods . . . . . Receiver  
W. F. Bower, Box 404 . . . . . Magazine Agent
- 125. GUIDE; Marshalltown, Iowa.**  
Meets in I. O. O. F. Hall, 126 E. Main st, 2d and 4th Sunday afternoons.  
S. S. Swanson, 111 S. 3d ave . . . . . Master  
T. R. Long, 305 S. 1st st. . . . . Secretary  
Wm. Jennings, 566 W. Boone st . . . . . Collector  
S. S. Swanson, 111 S. 3d ave . . . . . Receiver  
W. A. Holmes, 207 W. Boone st. Magazine Agent
- 126. COMET; Austin, Minn.**  
Meets in B. of L. E. Hall, 1st and 3d Mondays and 2d and 4th Sundays.  
J. D. Sharrah . . . . . Master  
Wm. Ryan . . . . . Secretary  
J. C. Erickson . . . . . Collector  
W. H. Teeter . . . . . Receiver  
J. C. Erickson . . . . . Magazine Agent
- 127. NORTHERN LIGHT; Winnipeg, Manitoba.**  
Meets in K. P. Hall, Clement Block, Main st., 1st Tuesdays and 3d Wednesdays.  
H. A. English, 524 Rose st . . . . . Master  
Paul Elcombe, Jarvis ave . . . . . Secretary  
Harry Wise, 636 McWilliams st. . . . . Collector  
E. M. Sawyer, 625 7th ave. N . . . . . Receiver  
U. H. H. Goodwin, 486 Logan ave . . . . . Mag. Agent
- 128. LANDMARK; Glendive, Montana.**  
Meets in Masonic Hall, every Tuesday evening.  
B. P. Johnson . . . . . Master  
S. N. Van Blaricom, Forsyth . . . . . Secretary  
S. N. Van Blaricom, Forsyth . . . . . Collector  
Jas. McKenzie . . . . . Receiver  
T. G. Sorenson, Forsyth . . . . . Magazine Agent
- 129. MINERAL KING; Escanaba, Mich.**  
Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.  
Coleman Nee . . . . . Master  
C. J. Dady, Box 462 . . . . . Secretary  
M. A. Berrigan, 819 Ludington st. . . . . Collector  
H. C. Gibbs, 425 Campbell st. . . . . Receiver  
E. A. Young, 510 Sarah st. . . . . Magazine Agent
- 130. GUIDING STAR; Milwaukee, Wis.**  
Meets in Firemens Hall, Lake and Reed sts. 2d and 4th Sundays.  
C. S. McAuliffe, 8116 Mt. Vernon ave . . . . . Master  
F. J. Kline, 226 Greenbush st. . . . . Secretary  
J. E. Roberts, 34 34th st . . . . . Collector  
J. E. Roberts, 34 34th st . . . . . Receiver  
P. J. Yerick, 673 National ave. . . . . Magazine Agent
- 131. GOLDEN RULE; Stevens Point, Wis.**  
Meets in Adams' Hall, 2d and 4th Sundays at 2:30 P. M.  
T. E. McPhail, 402 Center st. . . . . Master  
F. C. Holman, 418 Dixon st. . . . . Secretary  
E. J. O'Brien . . . . . Collector  
T. E. McPhail, 402 Center st. . . . . Receiver  
F. C. Holman, 418 Dixon st. . . . . Magazine Agent

- 122. MARVIN HUGHITT; Eagle Grove, Iowa.**  
Meets in I. O. O. F. Hall, 1st and 8d Sundays at 2:30 P. M.  
O. F. Schoonover . . . . . Master  
A. R. Tillinghast . . . . . Secretary  
Nelson Marshall . . . . . Collector  
J. H. Howell . . . . . Receiver  
W. J. Robinson . . . . . Magazine Agent
- 123. SPRAGUE; Sprague, Wash.**  
Meets in B. of L. F. Hall every Monday at 1:30 P. M.  
J. S. Burns . . . . . Master  
C. W. Shunk . . . . . Secretary  
W. K. Stormont . . . . . Collector  
J. S. Burns . . . . . Receiver  
W. K. Stormont . . . . . Magazine Agent
- 124. EASTMAN; Farnham, Quebec.**  
Meets in I. O. O. F. Hall every Sunday at 8 P. M.  
Wm Watts . . . . . Master  
H. E. Cowan . . . . . Secretary  
Chas. McGuire . . . . . Collector  
E. W. Gibson, Box 12 . . . . . Receiver  
J. E. Blackburn . . . . . Magazine Agent
- 125. NEW YEAR; El Paso, Texas.**  
Meets in Myer's Opera House, every Tuesday at 7:30 P. M.  
J. C. Simino, Box 256 . . . . . Master  
Jno. Connell, Box 108 . . . . . Secretary  
J. T. McManus, Box 108 . . . . . Collector  
O. W. Bernard, Box 108 . . . . . Receiver  
M. E. Welsh, 405 Texas st . . . . . Magazine Agent
- 126. J. SCOTT; Lindsay, Ontario.**  
Meets in S. O. E. Hall alternate Sundays at 2:30 P. M.  
Wm. Dolby, Box 516 . . . . . Master  
Geo. Moore, Box 516 . . . . . Secretary  
W. H. Drummond, Box 516 . . . . . Collector  
W. G. Chambers, Box 516 . . . . . Receiver  
Sam'l. Harris . . . . . Magazine Agent
- 127. PROTECTION; Eldon, Iowa.**  
Meets in K. of P. Hall 2d Sunday and 4th Monday at 2:30 P. M.  
Wm. Taylor . . . . . Master  
E. H. Finney, Box 422 . . . . . Secretary  
J. L. Chinn . . . . . Collector  
G. W. Trott . . . . . Receiver  
E. C. Wright . . . . . Magazine Agent
- 128. UNION; Freeport, Ill.**  
Meets in A. O. U. W. Hall, 2d and 4th Sundays.  
W. T. Vilond . . . . . Master  
E. J. Scanlan, 209 Van Buren st . . . . . Secretary  
E. C. Stevenson, 13 Wennehsirk st . . . . . Collector  
F. J. Scanlan, 209 Van Buren st . . . . . Receiver  
F. B. Taylor, 151 Spring st . . . . . Magazine Agent
- 129. MT. WHITNEY; Sumner, Cal.**  
Meets in Druids' Hall every Saturday at 2 P. M.  
C. A. Devins . . . . . Master  
W. H. Cleveland . . . . . Secretary  
Milton Nicholson . . . . . Collector  
P. A. Crosby . . . . . Receiver  
Milton Nicholson . . . . . Magazine Agent
- 130. MOUNT OURAY; Salida, Colo.**  
Meets in Odd Fellows' Hall, every Monday at 7:30 P. M.  
Henry Wise . . . . . Master  
C. W. Woody, L. Box 181 . . . . . Secretary  
E. J. Templeton, Box 599 . . . . . Collector  
M. M. Smith, Box 599 . . . . . Receiver  
B. A. Coupland, Box 125 . . . . . Magazine Agent
- 131. A. G. PORTER; Fort Wayne, Ind.**  
Meets in B. of L. F. Hall, 79 and 81 Calhoun st., every Monday at 7:30 P. M.  
M. G. Walker, 278 E. Jefferson st . . . . . Master  
P. H. Ryan, 210 Lafayette st . . . . . Secretary  
Wm. O'Connell, 97 E. Jefferson st . . . . . Collector  
G. Rhodes, 131 Holman st . . . . . Receiver  
U. G. Rhodes, 131 Holman st . . . . . Mag. Agent
- 132. SAFETY; Toledo, Ohio.**  
Meets in Emery Hall, Broadway, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.  
O. E. Starkey, 918 Broadway . . . . . Master  
Geo. Bittman, 634 S. St. Clair st . . . . . Secretary  
C. E. Starkey, 918 Broadway . . . . . Collector  
Geo. Bittman, 634 S. St. Clair st . . . . . Receiver  
G. E. Cole, 126 Jarvis st . . . . . Magazine Agent
- 133. E. C. FELLOWS; West Oakland, Cal.**  
Meets in Bartlett Hall every Wednesday evenings.  
J. H. Pollrath, 1361 E. 11th st, E Oakland, Master  
T. J. Roberts, 1762 1/2 8th st . . . . . Secretary  
W. J. Edwards, 1255 7th st . . . . . Collector  
T. J. Roberts, 1762 1/2 8th st . . . . . Receiver  
C. B. Danielson, 1787 7th st . . . . . Magazine Agent
- 134. DECORATION Chicago, Ill.**  
Meets in Schoen's Hall, Ogden ave. and 12th st., 1st Sunday afternoons and 2d and 4th Thursday evenings.  
Martin Murphy, 979 W. 12th st . . . . . Master  
F. E. Neely, 470 Campbell ave . . . . . Secretary  
Frank Lumpy, 834 Hastings st . . . . . Collector  
F. E. Neely, 470 Campbell ave . . . . . Receiver  
E. G. Aldrich, 1017 W. 12th st . . . . . Magazine Agent
- 135. DAVY CROCKETT; San Antonio, Texas.**  
Meets in Jones' Hall, 710 Austin st., every Tuesday at 7:30 P. M.  
J. R. Norton, 1225 ave. D . . . . . Master  
G. A. Cook, 1211 Ave. D . . . . . Secretary  
Jos. Braun, 1218 Milan st . . . . . Collector  
G. A. Cook, 1211 Ave D . . . . . Receiver  
S. C. Ramsey, 923 ave. B . . . . . Magazine Agent
- 136. BAYOU CITY; Houston, Texas.**  
Meets in Bell's Hall, Liberty ave, Fifth Ward, every Monday at 2:30 P. M.  
J. C. Cole, 1805 Hardy st . . . . . Master  
Thos. Ballard, 1508 Nance st . . . . . Secretary  
Wm. Whiting, 1209 Chapman st . . . . . Collector  
W. H. Kimmer 1018 McKee st . . . . . Receiver  
E. J. Speer . . . . . Magazine Agent
- 137. MIDLAND; Temple, Texas.**  
Meets in B. of R. T. Hall every Thursday at 8 P. M.  
Arthur Haines, L. Box 106 . . . . . Master  
H. C. Pitts, L. Box 105 . . . . . Secretary  
W. T. McGinnis, L. Box 306 . . . . . Collector  
T. H. Boyd, L. Box 105 . . . . . Receiver  
B. P. Wellborn, Call Box 166 . . . . . Magazine Agent
- 138. SUNNY SOUTH; Tyler, Texas.**  
Meets in Engineers' Hall every Thursday at 7:30 P. M.  
Jos. Conerton . . . . . Master  
W. J. Lankford, Box 132 . . . . . Secretary  
W. H. McCorkle, 1001 North and B. sts., Collector  
Daniel Fogarty, 524 Valentine st . . . . . Receiver  
W. T. Phillips, 922 N. Fannie ave . . . . . Mag. Agent
- 139. JUST IN TIME; New York, N. Y.**  
Meets in Horton Hall, 110 E. 125th st., 2d and 4th Thursdays at 8 P. M. and 2d Sunday forenoon.  
A. H. Hawley, 88 W. 134th st . . . . . Master  
S. D. Lappine, 1863 Park ave . . . . . Secretary  
P. J. Gahagan, 2554 8th ave . . . . . Collector  
R. T. Roscoe, 944 E. 176th st . . . . . Receiver  
J. F. MacVeigh, Lind ave. and Union st., High Bridge . . . . . Magazine Agent
- 140. S. M. STEVENS; Marquette, Mich.**  
Meets in L. Huillier's Hall, 1st and 3d Sundays.  
J. W. Watt, 847 Fisher st . . . . . Master  
J. B. Crowley, 127 Fisher st . . . . . Secretary  
N. W. Thomas, 412 W. Washington st . . . . . Collector  
G. McK. Gibson, 212 Division st . . . . . Receiver  
W. S. Cooke, W. Ridge st . . . . . Magazine Agent
- 141. MAPLE LEAF; Hamilton, Ontario.**  
Meets in Maccabees Hall, Hughson st, 1st and 3d Sundays.  
Chas. Morgan, 30 Barton st . . . . . Master  
C. E. Southerst, 44 Florence st . . . . . Secretary  
Chas. Evans, 432 Locke st N . . . . . Collector  
J. D. Mills, 32 Inchbury st . . . . . Receiver  
Wm. Perkins, 304 Catherine st N . . . . . Mag. Agent
- 142. NORTH POLE; West Bay City, Mich.**  
Meets in New K. P. Hall, 1st and 3d Sundays at 2 P. M.  
J. A. Deen, 109 Hart st . . . . . Master  
R. A. McPeak, 512 State st . . . . . Secretary  
J. B. Miller, 703 N. Union st . . . . . Collector  
R. A. McPeak, 512 State st . . . . . Receiver  
Thos. Doyle . . . . . Magazine Agent
- 143. H. C. LOED; Fort Scott, Kansas.**  
Meets in K. of P. Hall, Main and 2d sts., 1st and 3d Mondays at 2 P. M.  
J. P. O'Brien, 124 S. Margrave st . . . . . Master  
J. M. Parmley, 102 S. Barbee st . . . . . Secretary  
W. W. Lampton, 201 Arthur st . . . . . Collector  
W. B. Lane, 215 Hill st . . . . . Receiver  
J. M. Parmley, 102 S. Barbee st . . . . . Mag. Agent
- 144. MCKEEN; Chanute, Kansas.**  
Meets in Masonic Hall, every Thursday at 7:30 P. M.  
P. M. Roby, Box 629 . . . . . Master  
F. C. Hughes Box 247 . . . . . Secretary  
J. W. Fox . . . . . Collector  
J. H. Forbes, Box 375 . . . . . Receiver  
E. B. Fortney . . . . . Magazine Agent
- 145. J. F. BINGHAM; New York, N. Y.**  
Meets in Central Hall, 147 W. 32d st, 1st and 3d Saturdays at 8 P. M.  
W. F. Robinson, 12 Deroc st, High Bridge, Master  
J. J. Lovett, 302 W. 146th st . . . . . Secretary  
J. J. Lovett, 302 W. 146th st . . . . . Collector  
Theo. Fry, 506 W. 125th st . . . . . Receiver  
W. C. O'Donnell, 2631 8th ave . . . . . Magazine Agent

- 156. NECHES; Palestine, Texas.**  
Meets in Engineers' Hall every Monday at 7:30 P. M.  
Jos. Terre, Box 92 . . . . . Master  
J. H. Frost, Box 232 . . . . . Secretary  
M. A. Richardson, Box 232 . . . . . Collector  
F. C. Inarle, Box 232 . . . . . Receiver  
Geo Batt . . . . . Magazine Agent
- 157. ECHO; Peru, Ind.**  
Meets in B. of L. F. Echo Hall, 1st and 2d Sundays at 2 P. M. and 2d and 4th Tuesdays at 7 P. M.  
F. L. Wade . . . . . Master  
Lincoln Scott . . . . . Secretary  
M. E. Whetsel . . . . . Collector  
T. P. Doud, 180 W. 7th st. . . . . Receiver  
G. M. Jackson . . . . . Magazine Agent
- 158. STANDARD; Detroit, Mich.**  
Meets in B. of R. T. Hall, 82 and 84 Gratiot ave., 1st and 3d Sundays at 2 P. M.  
S. L. Warren . . . . . Master  
C. E. McAniff, 187 Orleans st . . . . . Secretary  
Pardon Keyes, 378 Welch ave . . . . . Collector  
G. L. Sutherland, 848 Junction ave . . . . . Receiver  
Jno. O'Neil, 378 Welch ave . . . . . Magazine Agent
- 159. W. H. THOMAS; Nashville, Tenn.**  
Meets in K. of P. Hall, Palmer Building, Union st., every Monday at 9 P. M.  
J. M. Aughey, 1104 Cedar st. . . . . Master  
J. H. Porter, 1902 State st. . . . . Secretary  
Jas. Gibbons, 1901 Patterson st . . . . . Collector  
W. C. McCombs, 321 Knowles st . . . . . Receiver  
J. M. Fleming, 1910 State st . . . . . Magazine Agent
- 160. C. J. HEPBURN; Evansville, Ind.**  
Meets in Royal Arcanum Hall, cor. Main and Fifth sts., 2d and 4th Sundays at 2 P. M.  
J. M. Clark, 507 William st . . . . . Master  
Lou. Helmroth, 924 E Indiana st . . . . . Secretary  
Geo. Shoemaker, 1913 Main st . . . . . Collector  
Lou. Helmroth, 924 E. Indiana st . . . . . Receiver  
E. F. Stiker, 1120 Cherry st . . . . . Magazine Agent
- 161. HERALD; Burlington, Iowa.**  
Meets in K. P. Hall, 210-214 N. 4th st., 2d and 4th Sundays.  
J. A. Richards, 1709 Orchard st . . . . . Master  
Lewis Benthel, 818 N. 10th st . . . . . Secretary  
J. A. Richards, 1709 Orchard st . . . . . Collector  
J. D. Hawksworth, 2003 Madison st . . . . . Receiver  
H. C. Sieben, 820 N. Oak st . . . . . Magazine Agent
- 162. PROSPECT; Elkhart, Ind.**  
Meets in Blackburn Hall every Sunday at 2 P. M.  
Wallace Marker, 122 State st . . . . . Master  
J. C. Doty, 510 Harrison st . . . . . Secretary  
J. C. Doty, 510 Harrison st . . . . . Collector  
Stephen Dussau, 525 Jefferson st . . . . . Receiver  
J. C. Doty, 510 Harrison st . . . . . Magazine Agent
- 163. ETNA; Pine Bluff, Ark.**  
Meets in Atkinson Hall, cor. Main and 2d ave., 1st and 3d Fridays at 2:30 P. M., and 2d and 4th Fridays at 7:30 P. M.  
Thaddeus Coshey, 1905 E. Boreque st. . . . . Master  
Ernest Deane, 321 E. 6th ave. . . . . Secretary  
N. P. O'Neal . . . . . Collector  
W. H. Rice, 519 E. 8th ave . . . . . Receiver  
W. H. Graves, 1005 Alabama st . . . . . Mag. Agent
- 164. EEL RIVER; Ashley, Ind.**  
Meets in Engineer's Hall every Wednesday evening.  
F. M. Kelley . . . . . Master  
C. E. Blair . . . . . Secretary  
G. E. Scoville . . . . . Collector  
W. H. Tucker . . . . . Receiver  
F. M. Stafford, 648 LaFayette ave., Detroit, Mich . . . . . Magazine Agent
- 165. ROBERT ANDREWS; Andrews, Ind.**  
Meets in Firemen's Hall every Monday evening.  
L. L. Wisner . . . . . Master  
W. J. Gleason, Box 169 . . . . . Secretary  
C. H. Kefer . . . . . Collector  
G. W. Adams, Box 166 . . . . . Receiver  
T. J. Henderson . . . . . Magazine Agent
- 166. WM. HUGO; Huntington, Ind.**  
Meets in Firemen Hall, Geo. Cerlew Bldg. 1st, 2d and 3d Wednesday evenings and 4th Sunday at 2 P. M.  
C. M. Keller, 118 E Washington st . . . . . Master  
W. H. Willets, 58 Webster st . . . . . Secretary  
G. H. Holland, 63 Henry st . . . . . Collector  
Alvin McEnderfer, 14 N. Jefferson st . . . . . Receiver  
G. C. Marston, 16 Briant st . . . . . Magazine Agent
- 167. MOUNT HOOD; The Dalles, Oregon.**  
Meets in K. of P. Hall every Wednesday at 7:30 P. M.  
W. W. Young, Box 308 . . . . . Master  
Alex. Clegg, Box 266 . . . . . Secretary  
J. H. Douglas . . . . . Collector  
J. P. Linehard, 555 Mitchell st, Portland . . . . . Receiver  
F. E. Adams . . . . . Magazine Agent
- 168. GUARD RAIL; North La Crosse, Wis.**  
Meets in K. of P. Hall, 715 Rose st., La Crosse, 1st and 3d Mondays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M.  
A. E. Ross, 1545 Loomis st. . . . . Master  
J. E. Wells, Batavian Bank Building, Room 15, La Crosse . . . . . Secretary  
T. C. Murphy . . . . . Collector  
A. T. Combellick, 1608 Lomis st . . . . . Receiver  
Chauncy Winn . . . . . Magazine Agent
- 169. H. G. BROOKS; Hornellsville, N. Y.**  
Meets in B. of L. F. Hall every Monday at 7:30 P. M.  
J. L. Collins, 43 E. Main st . . . . . Master  
T. J. Glynn, 11 Pardee st . . . . . Secretary  
A. H. Spencer, 18 Elm st . . . . . Collector  
A. H. Spencer, 18 Elm st . . . . . Receiver  
J. R. Saunders, 43 Hartshorn st . . . . . Magazine Agent
- 170. PRAIRIE; Huron, S. Dakota.**  
Meets in I. O. O. F. Hall, cor. 3d and Wisconsin sts., 2d and 4th Sundays at 10 A. M.  
W. H. Bliss, 534 Utah st . . . . . Master  
T. R. Cooper, 355 Frank st . . . . . Secretary  
F. M. Brown . . . . . Collector  
G. E. Briggs, 466 Idaho st . . . . . Receiver  
A. W. Harvey, Beach st . . . . . Magazine Agent
- 171. SUNBEAM; Truro, Nova Scotia.**  
Meets in McKay's Hall, 1st Saturday and 3d and 4th Wednesdays.  
J. K. Fraser, Box 436 . . . . . Master  
T. G. Dickson, Box 239 . . . . . Secretary  
Wm. McLean . . . . . Collector  
F. M. White . . . . . Receiver  
J. A. Gazeley . . . . . Magazine Agent
- 172. F. G. LAWRENCE; Ottawa, Ontario.**  
Meets in Manchester Hall, alternate Sundays.  
H. A. H. McCauley, Hintonburg P. O. . . . . Master  
Chas. Sims, 680 Albert st . . . . . Secretary  
W. H. Wood, 217 Bridge st . . . . . Collector  
W. H. Wood, 217 Bridge st . . . . . Receiver  
R. H. Fraser, 131 Spruce st . . . . . Magazine Agent
- 173. PACIFIC; Winslow, Arizona.**  
Meets in B. of L. F. Hall every Sunday at 2 P. M.  
H. H. Downs . . . . . Master  
B. A. Workman, L Box 3 . . . . . Secretary  
S. S. Harris . . . . . Collector  
B. A. Workman, L Box 3 . . . . . Receiver  
Mark Whitaker . . . . . Magazine Agent
- 174. HARRISBURG; Harrisburg, Pa.**  
Meets in Sible's Hall, S. E. cor. 3d and Cumberland sts., 2d and 4th Sundays at 1 P. M.  
T. R. Koons, 606 Kelker st . . . . . Master  
H. O. Motter, 1945 Moltke ave . . . . . Secretary  
R. J. Setz, 618 Harris st . . . . . Collector  
Wm. Blessing, 422 Riley st . . . . . Receiver  
E. E. Ewing, 104 Calder st . . . . . Magazine Agent
- 175. TAYLOR; Newark, O.**  
Meets in O. R. C. Hall, south side square, every Wednesday evening.  
T. F. Roberts, 56 Mill st . . . . . Master  
O. A. Simcox, 49 Cedar st . . . . . Secretary  
J. W. Taylor, 234 Race st . . . . . Collector  
W. S. Fletcher, 25 Cedar st . . . . . Receiver  
W. R. Stone, 76 Gay st . . . . . Magazine Agent
- 176. MAIN LINE; Clinton, Ill.**  
Meets in Firemen's Hall every Monday evening.  
S. F. Burt . . . . . Master  
J. H. Colgan, 239 N. 14th st., Springfield, . . . . . Secretary  
L. P. Kurt . . . . . Collector  
A. S. Owen, Box 21 . . . . . Receiver  
J. B. Johnson, Box 31 . . . . . Magazine Agent
- 177. SUNSET; Marshall, Texas.**  
Meets in B. of L. F. Hall, 614 Railroad ave. every Tuesday at 7:30 P. M.  
Glenn Holmes . . . . . Master  
E. S. Hardy, Box 184 . . . . . Secretary  
E. S. Hardy, Box 184 . . . . . Collector  
H. H. Edwards, Box 184 . . . . . Receiver  
J. C. Brown . . . . . Magazine Agent
- 178. SALT LAKE; Salt Lake City, Utah.**  
Meets in Temple of Honor Hall, cor. Main and 1st South sts., every Monday evening.  
C. S. Selby, 346 S. 7th West st . . . . . Master  
F. W. Mitchell, Box 17 . . . . . Secretary  
G. C. Woodruff, 472 N. 3d West st . . . . . Collector  
Jno. Mace, 634 S. 8th West st . . . . . Receiver  
C. J. Selby, 346 S. 7th West st . . . . . Mag. Agent



- 179. BEE HIVE; Lincoln, Neb.**  
Meets in Young's Hall, 1519 O st., 2d and 4th  
Sundays at 2 P. M.  
J. V. Hall, 229 N. 10th st. . . . . Master  
J. K. Robinson, Box 931 . . . . . Secretary  
W. A. Hammond . . . . . Collector  
J. K. Robinson, Box 931 . . . . . Receiver  
C. E. Rambo . . . . . Magazine Agent
- 180. THREE STATES; Cairo, Ill.**  
Meets in Casino Hall, cor. 12th st. and Washing-  
ton ave., 1st and 3d Tuesday evenings.  
Wm. O'Connell, 2017 Poplar st. . . . . Master  
J. J. Kelly, 2501 Poplar st. . . . . Secretary  
J. H. Pollock, 210 20th st. . . . . Collector  
Frank Gilman, 509 Center st. . . . . Receiver  
Robt. White, 3101 Park ave. . . . . Magazine Agent
- 181. WELLINGTON; Palmerston, Ontario.**  
Meets in Odd Fellows Hall 1st and 3d Sundays.  
A. Dunbar . . . . . Master  
W. B. Wilson, Box 43 . . . . . Secretary  
S. P. Stringer . . . . . Collector  
Jas Nicholson, Box 21 . . . . . Receiver  
Alex. Edmiston, Box 41 . . . . . Magazine Agent
- 182. MAGIC CITY; Roanoke, Va.**  
Meets in Odd Fellows' Hall, cor. Salem ave and  
Jefferson st., 2d and 4th Sundays at 10 A. M.  
D. Ledgerwood, 717 4th ave. N. W. . . . . Master  
W. W. Sims, 718 Salem ave. . . . . Secretary  
J. W. Sawyer, 721 4th ave. N. W. . . . . Collector  
Lee Moore, 514 4th ave. N. E. . . . . Receiver  
L. C. Dickens, 301 10th st S. W. . . . . Mag. Agent
- 183. LAKE SHORE; Collinwood, Ohio.**  
Meets in I. O. O. F. Hall every Thursday even-  
ing.  
C. E. Bell . . . . . Master  
J. H. Sturges, Box 19 . . . . . Secretary  
L. H. Pickard . . . . . Collector  
C. H. Sherman, Box 377 . . . . . Receiver  
D. B. Gordon . . . . . Magazine Agent
- 184. LIMA; Lima, Ohio.**  
Meets in B. of L. F. Hall, 1st and 3d Sundays at  
2 P. M. and 2d and 4th Thursdays at 7 P. M.  
C. M. Johnson, 127 W. Market st. . . . . Master  
A. J. Gustason, 233 W. Kibby st. . . . . Secretary  
J. A. Sheely, 206 Water st. . . . . Collector  
J. N. Clutter, 817 W. High st. . . . . Receiver  
L. P. Tolby, 809 N. West st. . . . . Magazine Agent
- 185. FIDELITY; Delphos, Ohio.**  
Meets in G. A. R. Hall, Main st., 2d and 4th Sun-  
days at 2 P. M.  
A. A. Washburn, L. Box 78 . . . . . Master  
Henry Buckpitt . . . . . Secretary  
P. H. Cowdin . . . . . Collector  
A. A. Washburn, L. Box 78 . . . . . Receiver  
L. E. Ackery . . . . . Magazine Agent
- 186. CHAMBERLIN; Chicago, Ill.**  
Meets in Walther's Hall, 3934 State st., 1st and 3d  
Sundays.  
W. H. E. Green, 3609 Portland st. . . . . Master  
J. M. Manning, 419 Duncan Park . . . . . Secretary  
Edw. Koch . . . . . Collector  
Jno. Vass, 1087 E. North st, Decatur . . . . . Receiver  
Jno. Kiler, 4235 Princeton ave. . . . . Magazine Agent
- 187. LITTLE GIANT; Charleston, Ill.**  
Meets in Red Men's Hall 1st and 3d Sundays at 2  
P. M. and 2d and 4th Tuesdays at 7:30 P. M.  
W. B. Brown . . . . . Master  
W. F. Freeman, Box 156 . . . . . Secretary  
LeRoy Anderson . . . . . Collector  
W. F. Freeman, Box 156 . . . . . Receiver  
G. C. Barnes . . . . . Magazine Agent
- 188. S. S. MERRILL; Chicago, Ill.**  
Meets in Miehle Hall, cor. Western ave. and In-  
diana St., 1st and 3d Sundays at 2:30 P. M.  
E. R. Roderick, 869 Indiana st. . . . . Master  
Fred Myers, 170 N. Western ave. . . . . Secretary  
T. Wells, 1120 Superior st. . . . . Collector  
L. L. Gay, 32 California ave. . . . . Receiver  
E. R. Roderick, 869 Indiana st. . . . . Magazine Agent
- 189. BALDWIN; Ft. Howard, Wis.**  
Meets in B. of L. F. Hall, cor. Adams and Pine  
sts., 2d and 4th Sundays at 2 P. M.  
Martin Sheehy . . . . . Master  
D. E. Hogan, L. Box 305 . . . . . Secretary  
B. C. Crane, 320 Chicago st. Green Bay. . . . . Collector  
Martin Sheehy . . . . . Receiver  
H. G. Kull . . . . . Magazine Agent
- 190. FERGUSON; Sanborn, Iowa.**  
Meets in I. O. O. F. Hall, 2d and 4th Sundays at 7  
P. M.  
Emmet Wentworth, Box 102 . . . . . Master  
F. L. Powell . . . . . Secretary  
C. J. Walston . . . . . Collector  
C. J. Walston . . . . . Receiver  
Thos. Helman . . . . . Magazine Agent
- 191. CUSTER; Livingston, Montana.**  
Meets in Miles' Hall every Wednesday at 7:30  
P. M.  
J. A. Marshall, Box 303 . . . . . Master  
J. M. Lannon, L. Box 412 . . . . . Secretary  
A. C. Wilson, L. Box 803 . . . . . Collector  
A. M. Getchell, L. Box 321 . . . . . Receiver  
O. F. Wessel . . . . . Magazine Agent
- 192. MT. TACOMA; Tacoma, Wash.**  
Meets in I. O. O. F. Hall, 314 E. 26th st., every  
Tuesday at 7:30 P. M.  
Jas. Clark, 218 E. 26th st. . . . . Master  
W. W. Thompson, 405 Puyallup ave. . . . . Secretary  
J. J. Driscoll, 409 21st st. . . . . Collector  
J. M. Matheson, 218 E. 26th st. . . . . Receiver  
G. O. Phelps, 314 E. 25th st. . . . . Magazine Agent
- 193. J. B. MAYNARD; East Portland, Oregon.**  
Meets in Ross Hall, 24½ Union ave. So. Portland  
alternate Thursdays, at 7:30 P. M.  
J. F. McQuaid, S. P. R. R. Shops, Portland . . . . . Master  
G. B. Gollings, 209 E. 5th st., Portland . . . . . Secretary  
J. S. Montgomery, 24½ Union ave., So.  
Portland . . . . . Collector  
D. J. Byrne, 20th and E. Glisan sts., Port-  
land . . . . . Receiver  
J. J. Lynch, 249 Kearney st., Portland, . . . . . Magazine Agent
- 194. BONANZA; Missoula, Montana.**  
Meets in Odd Fellows' Hall 1st and 3d Sundays  
at 2:30 P. M.  
W. G. Marshall . . . . . Master  
N. J. Bostwick . . . . . Secretary  
S. L. Kelley . . . . . Collector  
J. B. Powers . . . . . Receiver  
A. S. Ericsson . . . . . Magazine Agent
- 195. RE-ECHO; Montpelier, Idaho.**  
Meets in Montpelier Hall, 1st and 3d Fridays at  
7:30 P. M.  
Wm. Richmond, Box 37 . . . . . Master  
Jno. Gallagher . . . . . Secretary  
Jos. McIlwain . . . . . Collector  
Henry Douglas, Box 12 . . . . . Receiver  
Ira Chaffin . . . . . Magazine Agent
- 196. CLOUD CITY; Leadville, Colo.**  
Meets in Kostich Hall, 615 Har ave., 1st and 3d  
Tuesdays at 7:30 P. M.  
S. H. Sollers, 321 E. 12th st. . . . . Master  
G. W. Buffehr, 217 E. 12th st. . . . . Secretary  
G. McGonigal, 306 W. 4th st. . . . . Collector  
Fred Hyde, Box 653 . . . . . Receiver  
F. W. Strasser, Minturn . . . . . Magazine Agent
- 197. RIVERSIDE; Savannah, Ill.**  
Meets in Engineers' Hall, 1st and 3d Mondays at  
9 A. M.  
P. J. McGarvey . . . . . Master  
L. D. McKee . . . . . Secretary  
J. H. Pulford, Jr, Box 376 . . . . . Collector  
Jas. Bailey, L. Box B . . . . . Receiver  
F. L. Williams . . . . . Magazine Agent
- 198. MAPLE CITY; Massillon, Ohio.**  
Meets in I. O. U. A. M. Hall, 17 E. Main st.,  
every Monday at 7 P. M.  
W. Y. Dennis, Hotel Sailer . . . . . Master  
M. E. Church . . . . . Secretary  
E. C. Somers, Norwalk . . . . . Collector  
W. Y. Dennis, Hotel Sailer . . . . . Receiver  
D. E. Barker . . . . . Magazine Agent
- 199. MAHONING; Youngstown, Ohio.**  
Meets in Trainmen's Hall, 22 W. Federal st., 2d  
Sunday and 4th Thursday.  
M. J. Welch, 25 Darrow st. . . . . Master  
J. P. Hogan, Niles . . . . . Secretary  
Jno. Farragher . . . . . Collector  
Michael Hallisey . . . . . Receiver  
M. J. Welch, 25 Darrow st. . . . . Magazine Agent
- 200. FAITH; Meridian, Miss.**  
Meets in B. of L. E. Hall every Monday at 2 P. M.  
R. L. Armistead, 405 39th ave. . . . . Master  
Albert Stockdale, 419 38th ave. . . . . Secretary  
J. E. Mitchell . . . . . Collector  
O. E. Cassidy, 642 35th ave. . . . . Receiver  
M. A. Cassidy, 642 35th ave. . . . . Magazine Agent
- 201. FRIENDLY HAND; Jackson, Tenn.**  
Meets in Greer Hall, cor. Main and Market sts.  
every Saturday evening.  
Wm. Cook, M. & O. R. R. Shops . . . . . Master  
J. S. King, 136 Mobile ave. . . . . Secretary  
Wm. Cook, M. & O. R. R. Shops . . . . . Collector  
J. D. Bledsoe, 343 Hale st. . . . . Receiver  
Mark Lawrence, I. C. R. R. Shops, Magazine Agent

- 202. SCIOTO; Chillicothe, O.**  
Meets in Scioto Lodge Hall, 1st and 3d Sundays at 2 P. M.  
John Stage, 284 E. Main st. . . . . Master  
Albert Maunsell, E Water st . . . . . Secretary  
J. R. Schooley, 38 S Palm st . . . . . Collector  
Alfred Dakin, 231 E. 2d st . . . . . Receiver  
Magazine Agent
- 203. GARFIELD, Garrett, Ind.**  
Meets in Frederick Hall every Sunday at 2 P. M.  
W. F. Eagan . . . . . Master  
S. G. Pierce, Box 163 . . . . . Secretary  
Chas. Krutch . . . . . Collector  
C. F. Reneman, Box 96 . . . . . Receiver  
H. C. Barretta Box 270 . . . . . Magazine Agent
- 204. COTTON BELT; Jonesborough, Ark.**  
Meets in K. of P. Hall every Saturday at 2 P. M.  
A. A. Goin . . . . . Master  
W. E. Smith . . . . . Secretary  
W. E. Smith . . . . . Collector  
A. A. Goin . . . . . Receiver  
J. A. Blackwood . . . . . Magazine Agent
- 205. FLOWER OF THE WEST; Topeka, Kan.**  
Meets in B. of L. E. Hall, cor. E. 4th and Adams sts., 2d and 4th Sundays at 2 P. M.  
Christ. McGinnis, 322 Jefferson st. . . . . Master  
E. D. Webb, 2 Brooks Block . . . . . Secretary  
E. H. Powell, 1301 E. 4th st. . . . . Collector  
Christ. McGinnis, 322 Jefferson st. . . . . Receiver  
W. M. Robinson, 714 E. 4th st. . . . . Magazine Agent
- 206. FORT PICKERING; Memphis, Tenn.**  
Meets in Miller's Hall, cor. Penna. and Iowa aves, every Tuesday at 7:30 P. M.  
J. J. Quinn, 85 Kansas ave . . . . . Master  
W. A. Weatherall, Station A . . . . . Secretary  
J. A. Murray, 62 Virginia ave . . . . . Collector  
W. A. Weatherall, Station A . . . . . Receiver  
J. E. Hellon, 135 Pennsylvania ave . . . . . Mag. Agent
- 207. LOYAL; Meadville, Pa.**  
Meets in B. of L. F. Hall, 912 Water st., every Tuesday evening.  
Lou Byers, 287 Walnut st. . . . . Master  
J. H. Kerr . . . . . Secretary  
Thos. Newberry . . . . . Collector  
W. F. Emerick, Vallonia . . . . . Receiver  
W. I. Schadt, 668 Water st. . . . . Magazine Agent
- 208. KEYSTONE, Susquehanna, Pa.**  
Meets in Doran's Hall, alternate Tuesday evenings.  
Daniel Creegan, Box 291 . . . . . Master  
C. W. Anderson, Box 337 . . . . . Secretary  
Jno Hile, Box 82 . . . . . Collector  
C. W. Anderson, Box 337 . . . . . Receiver  
J. J. Hoxan, Box 287 . . . . . Magazine Agent
- 209. SARATOGA; Whitehall, N. Y.**  
Meets in B. of L. F. Hall, Old National Bank building, alternate Sundays at 2:30 P. M.  
B. A. Long, Box 302 . . . . . Master  
L. C. Gray . . . . . Secretary  
H. E. Gaines, Box 123 . . . . . Collector  
Walter Johnson, Box 59 . . . . . Receiver  
L. C. Gray, Box 414 . . . . . Magazine Agent
- 210. 18-K; Schenectady, N. Y.**  
Meets in Carpenters and Joiners' Hall, 336 State st, 1st and 3d Tuesdays.  
J. E. Van Vranken, Box 497 . . . . . Master  
Homer Eygnar, 302 Paige st . . . . . Secretary  
Jno. Vrooman, Box 497 . . . . . Collector  
J. E. Van Vranken, Box 497 . . . . . Receiver  
August Buter, 606 Peck st . . . . . Magazine Agent
- 211. ONOKO; South Easton, Pa.**  
Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.  
H. R. Bowes, 707 Berwick st . . . . . Master  
R. C. Billing, 976 Wilkesbarre st . . . . . Secretary  
E. T. James, 432 Wilkesbarre st . . . . . Collector  
F. O. Reber, 109 Delaware st . . . . . Receiver  
W. C. Stocker, 31 Coal st . . . . . Mag. Agent
- 212. EMPIRE; Watertown, N. Y.**  
Meets in Red Men's Hall, 2d and 4th Sundays.  
Aaron Cartwright, 17 Meadows st . . . . . Master  
T. H. Lynch, 161 Factory st . . . . . Secretary  
G. W. Stumpf, 2 Orchard st . . . . . Collector  
F. C. Nichols, 12 Poplar st . . . . . Receiver  
F. A. Fisher, Waltham st . . . . . Magazine Agent
- 213. WEST SHORE; Syracuse, N. Y.**  
Meets in Olbeter Hall, 1120 Bennett ave, every Thursday evening.  
A. F. Kiley, 642 Bennett ave . . . . . Master  
P. L. Crosby, 1513 Burnett st . . . . . Secretary  
A. Pfeiffer, 140 Oak st . . . . . Collector  
M. J. Melroy, 140 Oak st . . . . . Receiver  
H. J. Hoolihan, 140 Oak st . . . . . Magazine Agent
- 214. ORIOLE; Baltimore, Md.**  
Meets in Smith's Hall, 20th st., 2d and 4th Sundays.  
I. H. White, 20 W. Oliver st . . . . . Master  
Jas. Magraw, 614 E. Biddle st . . . . . Secretary  
H. W. M. Banks, 1015 Clifton Place . . . . . Collector  
T. C. Lambden, 713 W. Franklin st . . . . . Receiver  
E. J. McCleary, 702 E. Chase st . . . . . Mag. Agent
- 215. EAST ALBANY; East Albany, N. Y.**  
Meets in B. of L. F. Hall, every Tuesday evening.  
J. W. Reed, 61 Pine st . . . . . Master  
D. F. Teeling, 21 Broadway, Bath-on-Hudson . . . . . Secretary  
G. A. March, 358 Broadway . . . . . Collector  
G. B. Cone, 7 Park st, Bath-on-Hudson . . . . . Receiver  
Thos. Paul, Jr., 5 Alken ave. Greenbush . . . . . Magazine Agent
- 216. LYON BROOK; Norwich, N. Y.**  
Meets in B. of L. F. Hall, Daniels Block, 191 Broad st, 1st Monday and 3d Sunday.  
G. W. Obenauer, Birdsall st . . . . . Master  
R. E. Rowe, Globe Hotel . . . . . Secretary  
F. M. Fenton, L. Box 120 . . . . . Collector  
F. V. Thorp, L. Box 120 . . . . . Receiver  
J. M. Coleman, 6 Mechanic st . . . . . Magazine Agent
- 217. HEADLIGHT; Brazil, Ind.**  
Meets in K. of P. Hall 2d and 4th Sunday at 2 P. M.  
. . . . . Master  
C. W. Miller, Box 547 . . . . . Secretary  
Collector  
Receiver  
Eliza Ax . . . . . Magazine Agent
- 218. PIKE'S PEAK; Colorado City, Colo.**  
Meets in Odd Fellows' Hall, 1st and 3d Tuesdays at 7:30 P. M.  
L. L. Smith, Jr . . . . . Master  
C. N. Snyder, L. Box 847 . . . . . Secretary  
C. J. Southers . . . . . Collector  
C. N. Snyder, L. Box 847 . . . . . Receiver  
C. B. Oren . . . . . Magazine Agent
- 219. SMOKEY CITY; Allegheny, Pa.**  
Meets in B. of L. F. Hall, cor. Pennsylvania ave and Bidwell st., every Monday at 1:30 P. M.  
Jos. Desmond, 26 Wayne st . . . . . Master  
J. A. Frost, Jr., Colorado st . . . . . Secretary  
Peter Martin, 50 Kirkpatrick ave . . . . . Collector  
D. J. Woods, 109 Juniata st . . . . . Receiver  
I. E. Stahl, 107 Lake st . . . . . Magazine Agent
- 220. PROVIDENT; Sunbury, Pa.**  
Meets in P. O. S. of A. Hall, Market st., 1st and 3d Sundays at 1 P. M.  
H. W. Schoffstall, Box 836 . . . . . Master  
Wm. Park, Box 836 . . . . . Secretary  
G. H. Morton . . . . . Collector  
Solomon Cherry, 209 4th st. . . . . Receiver  
H. S. Beverlin . . . . . Magazine Agent
- 221. HUBON; Point Edward, Ontario.**  
Meets in Odd Fellows' Hall 1st and 3d Tuesdays.  
J. R. Kee . . . . . Master  
Dennis Burgess, L. Box 18 . . . . . Secretary  
F. J. Burgess . . . . . Collector  
J. S. Crawford . . . . . Receiver  
Frank McNally . . . . . Magazine Agent
- 222. WEBSTER; Fort Dodge, Iowa.**  
Meets in G. A. B. Hall, cor. 5th and Walnut sts., 2d and 4th Sundays at 2 P. M.  
C. E. Snook . . . . . Master  
O. G. Andersen, 1 River st . . . . . Secretary  
T. F. Lowry . . . . . Collector  
O. G. Andersen, 1 River st . . . . . Receiver  
G. H. Trusty, cor. 5th and Locust sts., . . . . . Magazine Agent
- 223. GREEN VALLEY; Grafton, W. Va.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 1:30 P. M.  
G. D. Keller, West Grafton . . . . . Master  
J. D. E. Huffman . . . . . Secretary  
J. C. Bishop, West Grafton . . . . . Collector  
J. D. E. Huffman . . . . . Receiver  
M. J. Tighe . . . . . Magazine Agent
- 224. T. C. BOORN, St. Cloud, Minn.**  
Meets in U. O. of W. Hall, cor. 5th ave. and 1st st. South, 2d Sunday at 2 P. M. and 4th Wednesday at 7:30 P. M.  
J. A. Heath, 10th ave. N . . . . . Master  
H. G. Ford, 407 19th ave N . . . . . Secretary  
Hugh Gallagher, 7th st. N . . . . . Collector  
Walter Bach, Box 159 . . . . . Receiver  
Jno. Mournan, 815 10th ave. N . . . . . Magazine Agent

**236. SUPERIOR, Fort William West, Ontario.**

Meets in McDougal Hall, Fort William, every Wednesday at 2 P. M.  
 Jno. Whitehurst, Fort William . . . . . Master  
 Wm. Hall, Fort William . . . . . Secretary  
 A. N. Hobkirk, Fort William . . . . . Collector  
 Alfred Wankling, Fort William . . . . . Receiver  
 W. W. Garrett, Box 141, Ft. William, Mag. Agent

**236. MAGNOLIA; Ennis, Texas.**

Meets in I. O. O. F. Hall 2d and 4th Wednesdays at 7:30 P. M.  
 H. H. Kendall, H. & T. C. Shops . . . . . Master  
 W. M. Nicol, L. Box 136 . . . . . Secretary  
 W. M. Nicol, L. Box 136 . . . . . Collector  
 W. M. Nicol, L. Box 136 . . . . . Receiver  
 W. G. Snodgrass, H. & T. C. Shops, Mag. Agent

**237. MAGNET; Binghamton, N. Y.**

Meets in Red Men's Hall, over Robinson's Planing Mill, office Chenango st., 2d and 3d Sundays at 2 P. M.  
 Mahlon Fraunfelker . . . . . Master  
 J. T. Lewis, 238 Chenango st. . . . . Secretary  
 F. S. Williams, 24 Virgil st. . . . . Collector  
 Theo. Haskins, 25 Frederick st. . . . . Receiver  
 C. H. Hamblin, 8 Morgan st. . . . . Magazine Agent

**238. ACME; Scranton, Pa.**

Meets in G. A. R. Hall 1st and 3d Sundays at 2 P. M.  
 R. S. Gillingham, 128 10th st. . . . . Master  
 J. G. Burnett, 338 Lincoln ave. . . . . Secretary  
 J. A. Thomas, 317 S. Hyde Park ave. . . . . Collector  
 E. S. Gillingham, 128 10th st. . . . . Receiver  
 Frank Trumbower, 706 Scranton st., . . . . . Magazine Agent

**239. RICKARD; Utica, N. Y.**

Meets in Post Bacon Hall 2d and 4th Sundays.  
 J. J. Quirk, Albany st. . . . . Master  
 C. A. Pease, 72½ Whitesboro st. . . . . Secretary  
 W. F. Foley, 4 Montgomery st. . . . . Collector  
 C. A. Pease, 72½ Whitesboro st. . . . . Receiver  
 Wm. Barden, 122 Whitesboro st. . . . . Mag. Agent

**239. ALBANY CITY; Albany, N. Y.**

Meets in Stremple Hall, 253 Central ave, 1st, 3d and 5th Mondays at 7:30 P. M.  
 G. W. Gifferson, 485 1st st. . . . . Master  
 G. M. Jeffers, 36 Ontario st. . . . . Secretary  
 Courtland Maher, 11 Prospect ave. . . . . Collector  
 G. M. Jeffers, 36 Ontario st. . . . . Receiver  
 A. H. Vincent, 15 Hunter ave. . . . . Magazine Agent

**241. DELAWARE; Wilmington, Del.**

Meets in B. of L. F. Hall, 3d and Market sts., 1st and 3d Sundays.  
 A. C. Stidham, 224 E. 6th st. . . . . Master  
 A. C. Dunn, 410 Taylor st. . . . . Secretary  
 J. A. Donlin, 417 E. 4th st. . . . . Collector  
 A. C. Dunn, 410 Taylor st. . . . . Receiver  
 W. H. Adams, 406 E. 4th st. . . . . Magazine Agent

**242. LUCKY THOUGHT; Middletown, N. Y.**

Meets in A. O. of H. Hall, 2d and 4th Sundays.  
 M. J. Kerrigan, 75 Linden Terrace . . . . . Master  
 W. J. Leddy, 277 North st. . . . . Secretary  
 Jno. Dunham, 125 Wickham ave. . . . . Collector  
 Jno. O'Farrell, 331 North st. . . . . Receiver  
 V. L. Powell, 28 Broad st. . . . . Magazine Agent

**243. GLAD TIDINGS; Moncton, New Brunswick.**

Meets in Victoria Hall 1st and 3d Sundays at 2 P. M.  
 H. S. Cutten . . . . . Master  
 G. W. Speer . . . . . Secretary  
 Frank Gibson . . . . . Collector  
 Harry Snider, Box 158 . . . . . Receiver  
 Jas. King . . . . . Magazine Agent

**244. NORTH BAY; North Bay, Ontario.**

Meets in B. of L. F. Hall 1st and 3d Tuesdays.  
 Jno. Cleminson, Box 11 . . . . . Master  
 Thos. Healy . . . . . Secretary  
 W. H. Bowman . . . . . Collector  
 Wm. McRae, Box 126 . . . . . Receiver  
 J. A. Lynch, Box 126 . . . . . Magazine Agent

**245. THREE BROTHERS; Pittsburgh, Pa.**

Meets in Franks Bros. Hall, Walurba, alternate Sundays at 1:30 P. M.  
 N. E. Biesecker, cor. 38th st and Howlie ave . . . . . Master  
 Chas. Longacre, Jr., 28th st. Reading room . . . . . Secretary  
 J. G. Wagner, 3710 Mifflin st. . . . . Collector  
 C. G. Faraboll, cor 38th st and Howlie ave . . . . . Receiver  
 Chas. Longacre, Jr., 28th st. Reading room . . . . . Magazine Agent

**236. HINTON; Hinton, West Virginia.**

Meets in Masonic Hall, every Saturday at 7:30 P. M.  
 Lynn Gardner . . . . . Master  
 F. A. Cundiff . . . . . Secretary  
 J. P. Lear . . . . . Collector  
 J. E. Hogan . . . . . Receiver  
 J. M. Morrison . . . . . Magazine Agent

**237. CENTRAL PARK; Central Park, Ill.**

Meets in Rebmann's Hall, cor. Lake and 41st sts., 1st and 3d Sundays.  
 W. H. Bradley, 135 N. Avers ave, Chicago . . . . . Master  
 Harry Lynch, 410 Superior street Chicago . . . . . Secretary  
 J. C. Todd, Box 124 . . . . . Collector  
 Thaddeus Chew, Box 89 . . . . . Receiver  
 Robt. Todd . . . . . Magazine Agent

**238. PLAIN CITY; Paducah, Ky.**

Meets in Rogers' Hall, 12th and Broadway, every Tuesday at 7:30 P. M.  
 Lloyd Grimes, 1801 Broadway . . . . . Master  
 L. L. Hutchinson, 1247 Broadway . . . . . Secretary  
 Thos. Challenor, 430 E. 10th st. . . . . Collector  
 J. P. Wesley, 966 Broadway . . . . . Receiver  
 M. J. Erwin, 1120 Madison st. . . . . Magazine Agent

**239. BUCKEYE; Delaware, Ohio.**

Meets in Henry's Hall, 51 Lake st., 2d and 4th Sundays at 1 P. M.  
 J. W. Hettenbaugh, 169 E. William st. . . . . Master  
 Dan'l Broderick, 239 E. Central ave. . . . . Secretary  
 Leonard Schoeller, 207 E. Winter st. . . . . Collector  
 Chas. Hirsch, 216 E. Central ave. . . . . Receiver  
 Jas. Guinan, 161 W. Spruce st. . . . . Mag. Agent

**240. GILBERT; Jackson, Mich.**

Meets in Engineers' Hall, cor. Jackson and Main sts., 1st and 3d Mondays at 7:30 P. M., and 2d and 4th Mondays at 2:30 P. M.  
 Henry Mosher, 223 W. Main st. . . . . Master  
 G. A. Holden, 1023 E. Main st. . . . . Secretary  
 Henry Mosher, 223 W. Main st. . . . . Collector  
 M. A. Henry, 327 Quarry st. . . . . Receiver  
 C. G. Conklin, 114 E. Wilkins st. . . . . Magazine Agent

**241. LAKE ERIE; Buffalo, N. Y.**

Meets in B. L. E. Hall, 412 So Division st., alternate Fridays.  
 J. I. Barker, 436 Swan st. . . . . Master  
 C. W. Halbin, 17 Superior st. . . . . Secretary  
 F. V. Miner, 25 Vary st. . . . . Collector  
 L. H. Crossman, 500 Swan st. . . . . Receiver  
 F. C. Loomis, 59 Watson st. . . . . Magazine Agent

**243. LIBERTY; Elmira, N. Y.**

Meets in D. L. & W.-Y. M. C. A. Hall, 2d and 4th Sundays at 2 P. M.  
 Dennis McCarty, 405 Crescent ave. . . . . Master  
 A. J. Keefe, 360 W. 5th st. . . . . Secretary  
 J. F. Lonergan, Jr., 1101 Lake st. . . . . Collector  
 A. L. Doolittle, 1022½ Lake st. . . . . Receiver  
 L. F. Burke, 365 Thurston st. . . . . Magazine Agent

**243. J. H. SELBY; Texarkana, Texas.**

Meets in Engineers' Hall, 1st and 3d Fridays at 7:30 P. M., and 2d and 4th Wednesdays at 9 P. M.  
 C. H. Moore, care T. & P. R. R. Texarkana, Ark. . . . . Master  
 J. L. Simmons . . . . . Secretary  
 J. C. Reinhardt, Box 56, Texarkana, Ark. . . . . Collector  
 T. O. Black, Bonham . . . . . Receiver  
 T. F. O'Bourke, Chicago, Ill. . . . . Magazine Agent

**244. T. F. O'BURKE; Chicago, Ill.**

Meets at 314 W. Twelfth st., 1st Sunday at 2 P. M. and 3d Friday at 8 P. M.  
 P. C. Winn, 314 W. 12th st. . . . . Master  
 Jno. O'Malley, 5733 Wright st., Englewood . . . . . Secretary  
 Jno. O'Malley, 5733 Wright st., Englewood . . . . . Collector  
 P. C. Winn, 314 W. 12th st. . . . . Receiver  
 . . . . . Magazine Agent

**245. GEORGIA; Savannah, Ga.**

Meets in Firemen's Hall, Sorrell Building, cor. of Bull and Bay sts., every Thursday at 7:30 P. M., and 3d Sunday at 2:30 P. M.  
 W. E. King, 199 Waldburg st. . . . . Master  
 G. K. Knight, 90 W. Broad st. . . . . Secretary  
 Fleming Goolsby, 84 Montgomery st. . . . . Collector  
 F. J. Trott, 77½ Jones st. . . . . Receiver  
 . . . . . Magazine Agent

**246. MACON; Macon, Ga.**

Meets in McGoldrick's Hall, 704 4th st., 2d and 4th Sundays at 2:30 P. M.  
 Chas. Green, 416 Elm st. . . . . Master  
 J. T. Roach, 452 Hazel st. . . . . Secretary  
 T. W. Hines, 816 3d st. . . . . Collector  
 Chas. Green, 416 Elm st. . . . . Receiver  
 J. M. Richards, 1537 2d st. . . . . Magazine Agent

- 247. KENNESAW; Atlanta, Ga.**  
Meets in Red Men's Hall, 6½ N. Broad st, every Sunday at 2 P. M.  
H. O. Teat, 85 Hood st. . . . . Master  
C. H. Elliott, 29 Walker st. . . . . Secretary  
W. B. Watters, 306 Woodward ave. . . . . Collector  
T. L. Francis, Clara . . . . . Receiver  
Reinhold Wurrechke, 1 N Boulevard st. . . . . Magazine Agent
- 248. WESTERN RESERVE; Ashtabula, Ohio.**  
Meets in Fassett Hall, Main st., 1st and 3d Mondays at 7:30 P. M.  
S. A. McDaniel, 17 Colorado st. . . . . Master  
C. D. Weisell, 42 King st. . . . . Secretary  
A. V. Hillyer, 218 West st. . . . . Collector  
Jas. Coutta, 56 Lockwood st. . . . . Receiver  
M. E. Benham, 76 Flak st. . . . . Magazine Agent
- 249. CALUMET; South Chicago, Ill.**  
Meets in I. O. O. F. Hall, cor. 92d street and South Chicago ave, 2d and 4th Sundays at 7:30 P. M.  
Wm. Muldoon . . . . . Master  
Daniel O'Connell, 8852 Houston ave. . . . . Secretary  
B. J. Lynch, 9306 Ontario ave. . . . . Collector  
H. A. Purvis, 9012 Houston ave. . . . . Receiver  
Wm. Zacher, 10233 Ave L, Colehour, Ind., . . . . Magazine Agent
- 250. GOLDEN LINK; Wilkes Barre, Pa.**  
Meets in Memorial Hall, 80. Main st. 1st and 3d Sundays at 2 P. M.  
J. M. Fox, 249 Kidder st. . . . . Master  
E. O. Hale, Box 322, Kingston, Luzerne Co. . . . . Secretary  
Geo. Deels, Box 49, Kingston, Luzerne Co. . . . . Collector  
P. L. Keefer, Kingston, Luzerne Co. . . . . Receiver  
A. E. Canfield, Kingston, Luzerne Co. . . . . Magazine Agent
- 251. LEHIGH; Mauch Chunk, Pa.**  
Meets in Stahl's Hall, Upper Mauch Chunk, 1st and 3d Sundays at 2 P. M.  
H. L. Sandhas . . . . . Master  
H. B. Fulton . . . . . Secretary  
H. W. Smith, L. Box 365 . . . . . Collector  
Chas. Roberts, L. Box 365 . . . . . Receiver  
Wm. Spencer . . . . . Magazine Agent
- 252. COLUMBIA; Columbia, Pa.**  
Meets in Bitner's Hall, every Monday at 7:30 P. M.  
H. B. Heiser, 164 Walnut st. . . . . Master  
H. G. Klugh, 242 New 2d st. . . . . Secretary  
H. M. Hinkle, 570 Walnut st. . . . . Collector  
Jos. Dennison, 640 Chestnut st. . . . . Receiver  
Edw. Dennell, 313 and 315 Locust st., . . . . Magazine Agent
- 253. TRENTON; Trenton, N. J.**  
Meets in Stradling Hall, 181 N. Broad st, 1st and 3d Sundays.  
C. W. Cope, 17 Southard st. . . . . Master  
Robt. Stackhouse, 306 Genesee st. . . . . Secretary  
M. J. Shelly, 405 Monmouth st. . . . . Collector  
F. P. Parsons, 175 Brunswick ave. . . . . Receiver  
F. N. Caffey, 17 Southard st. . . . . Mag. Agent
- 254. CLIMAX; Missouri Valley, Iowa.**  
Meets in G. A. R. Hall 2d and 4th Sundays at 2:30 P. M.  
J. E. Halstead . . . . . Master  
W. L. French, Box 561 . . . . . Secretary  
O. P. Masters, Norfolk, Neb. . . . . Collector  
Jesse Hibben . . . . . Receiver  
Andrew Dryden . . . . . Magazine Agent
- 255. CANAL CITY; Arkansas City, Kan.**  
Meets in I. O. O. F. Hall, 1st and 3d Wednesdays at 2:30 P. M.  
Edwin Crane . . . . . Master  
Iran Kiser, 807 So. C st. . . . . Secretary  
Andrew Craig, 1008 So. C st. . . . . Collector  
B. S. Small, L. Box 291, Purcell, I. T. . . . . Receiver  
Patrick Caldron, 1826 So. G st. . . . . Magazine Agent
- 256. HIGH LINE; Como, Colo.**  
Meets in Slater's Hall, every Sunday at 2:30 P. M.  
Jno. Olson . . . . . Master  
J. R. Morgan . . . . . Secretary  
W. E. Gallagher . . . . . Collector  
C. D. Adams . . . . . Receiver  
J. R. Morgan . . . . . Magazine Agent
- 257. KIT CARSON; Eaton, New Mexico.**  
Meets in I. O. O. F. Hall every Monday at 9 A. M.  
C. T. Morehouse . . . . . Master  
W. J. Linwood . . . . . Secretary  
J. D. Shy . . . . . Collector  
Morgan Oldham . . . . . Receiver  
C. S. Wolf . . . . . Magazine Agent
- 258. BENO; Nickerson, Kan.**  
Meets in K. of P. Hall every Wednesday at 7:30 P. M.  
C. W. Arnold . . . . . Master  
C. N. Woodell . . . . . Secretary  
Emil Misker . . . . . Collector  
G. E. Payne . . . . . Receiver  
I. E. Grimes . . . . . Magazine Agent
- 259. D. J. CHASE; Ashland, Wis.**  
Meets in Good Templars' Hall, cor. Second st. and 4th ave. W., 1st and 3d Sundays at 2 P. M.  
R. W. Harrison, Commercial Hotel . . . . . Master  
E. C. Schilling, 421 3d st E. . . . . Secretary  
Fred. Godfrey, 818 4th ave W. . . . . Collector  
Wm. Buckley, 720 Ellis ave . . . . . Receiver  
W. C. Vallie, 411 7th ave E. . . . . Magazine Agent
- 260. CALIFORNIA; Sacramento, Cal.**  
Meets in Smith's Hall, 7th st., bet. K and L, every Thursday at 7:30 P. M.  
G. W. Vice, Box 107 . . . . . Master  
R. E. Nobel, Box 107 . . . . . Secretary  
Jas. Mullen, Box 107 . . . . . Collector  
P. J. McEnerney, 711 H st . . . . . Receiver  
W. J. Fetherston, Box 107 . . . . . Magazine Agent
- 261. MAGDALENA; San Marcial, New Mexico.**  
Meets in Masonic Hall every Sunday at 7 P. M.  
W. R. Fisher . . . . . Master  
C. M. Grover . . . . . Secretary  
Gus Lesman . . . . . Collector  
C. H. D. Haines . . . . . Receiver  
Jno. Snyder . . . . . Magazine Agent
- 262. QUEEN CITY; West Toronto Junct., Ont.**  
Meets in Campbell Hall, alternate Sundays at 2 P. M.  
Ernes McConnell . . . . . Master  
Fred Sharpe, 77 Louisa st., Toronto Junction . . . . . Secretary  
Geo. Waules . . . . . Collector  
W. D. Donaldson, Toronto Junct. . . . . Mag. Agent
- 263. ALAMO; Taylor, Texas.**  
Meets in Union Hall, every Saturday at 8 P. M.  
W. H. Pipkin, Box 241 . . . . . Master  
G. J. Calnon . . . . . Secretary  
G. W. Payne . . . . . Collector  
J. R. Steadman, Box 165 . . . . . Receiver  
J. R. Steadman, Box 165 . . . . . Magazine Agent
- 264. J. K. GILBREATH; Butte City, Montana.**  
Meets in Frost's Hall, South Butte, 2d and 4th Thursdays.  
A. R. McDuffie, Box 94, S. Butte . . . . . Master  
J. M. Hennessey, 126 Utah ave, S. Butte . . . . . Secretary  
C. H. DeCamp, Box 105 . . . . . Collector  
A. R. McDuffie, Box 94, S. Butte . . . . . Receiver  
J. H. Ryan, S. Butte . . . . . Magazine Agent
- 265. GRAND RIVER; Grand Rapids, Mich.**  
Meets in K. P. Hall, 2d and 4th Sundays.  
C. E. Rundell, 344 S Union st. . . . . Master  
L. A. Ogden, 219 Central ave. . . . . Secretary  
C. E. Rundell, 344 S Union st. . . . . Collector  
L. A. Ogden, 219 Central ave. . . . . Receiver  
Jno. Cunningham, 606 Ionia st. . . . . Magazine Agent
- 266. JOHN HICKEY; South Kaukauna, Wis.**  
Meets in Duggan Hall 2d and 4th Sundays at 1:30 P. M.  
J. J. Palmer . . . . . Master  
J. M. Golden, Box 324 . . . . . Secretary  
B. B. Powers . . . . . Collector  
Jas. McGraw . . . . . Receiver  
F. L. Fosha, Box 272 . . . . . Magazine Agent
- 267. ENDEAVOR; Algiers, La.**  
Meets in Castle Hall 1st and 3d Thursdays at 1:30 P. M., 2d and 4th Thursdays at 7:30 P. M.  
J. H. Hibben, Chestnut st. . . . . Master  
R. J. McCluskey, 111½ Atlantic ave. . . . . Secretary  
F. J. Myers, 122 Pacific ave. . . . . Collector  
Jno. Mitchell, 113½ Atlantic ave. . . . . Receiver  
S. S. Anderson, 99½ Elmira st. . . . . Magazine Agent
- 268. CLIFTON HEIGHTS; New Albany, Ind.**  
Meets in Odd Fellows' Hall, cor. State and Market sts. 1st and 3d Sundays at 2 P. M.  
W. A. Crabb, 310 E. Sycamore st. . . . . Master  
Geo. Tharp, 94 E. Main st. . . . . Secretary  
I. D. Stevens, 143 Sycamore st. . . . . Collector  
T. L. Teives, 485 Culbertson ave. . . . . Receiver  
A. D. Austin . . . . . Magazine Agent
- 269. O. K.; Cincinnati, Ohio.**  
Meets in Castle Hall, S. E. cor. Genesee and Central ave., 1st and 3d Thursdays at 7 P. M.  
Adam Dods, Montgomery . . . . . Master  
J. R. Constable, Northern ave., Mt. Auburn, Cincinnati . . . . . Secretary  
W. J. Haight, 98 Glenway ave . . . . . Collector  
J. S. Sheehan, 84 State ave . . . . . Receiver  
Cornelius Coakley, Hamilton . . . . . Magazine Agent

**270. MINNEAPOLIS; Minneapolis, Minn.**

Meets in A. O. U. W. Lodge Parlors, 2413 Bloomington ave., 2d Sunday at 2 P. M. and 4th Thursday at 7:30 P. M.

Patrick Ferrusse, 116 Cedar ave. . . . . Master  
H. W. Bester, 2624 Bloomington ave. . . . . Secretary  
A. H. Titus, 8108 Cedar ave. . . . . Collector  
Oliver Johnson, 2106 Bloomington ave. . . . . Receiver  
W. H. Dickinson, 2301 18th ave. S. . . . . Mag. Agent

**271. BYRAM; Port Morris, N. J.**

Meets in Union Hall 1st and 3d Sundays.

A. P. Stackhouse . . . . . Master  
Wm. Weiler, Box 26 . . . . . Secretary  
C. L. Miller . . . . . Collector  
Wm. Weiler, Box 26 . . . . . Receiver  
S. R. McConnell, Box 42 . . . . . Magazine Agent

**272. WILSON; Jametion, N. J.**

Meets in Wells' Hall 1st and 3d Sundays.

J. S. Eveland, Jr., Box 106 . . . . . Master  
J. E. Dineen, Somerville . . . . . Secretary  
Wm. Walsh . . . . . Collector  
Jno. Everitt . . . . . Receiver  
J. S. Eveland, Jr., Box 106 . . . . . Magazine Agent

**273. DENVER; Denver, Colo.**

Meets in Independent Hall, cor. Santa Fe st. and W. 8th ave., every Friday at 7:30 P. M.

G. D. Blackford, 105 S. 9th st. . . . . Master  
C. H. Curtis, 860 S. 9th st. . . . . Secretary  
C. H. Curtis, 860 S. 9th st. . . . . Collector  
E. B. Hind, 1024 S. 7th st. . . . . Receiver  
Patrick Kennern, 799 S. 10th st. . . . . Magazine Agent

**274. JACKSON; Clifton Forge, Va.**

Meets in Masonic Hall, 2d and 4th Tuesdays at 7:30 P. M.

S. M. Anderson, Box 171 . . . . . Master  
W. G. Monroe, L. Box 145 . . . . . Secretary  
J. S. Chittum . . . . . Collector  
W. G. Monroe, L. Box 145 . . . . . Receiver  
E. S. Sydnor, Box 14 . . . . . Magazine Agent

**275. WEST CHICAGO; Chicago, Ill.**

Meets in Rebman's Hall, 2074 W. Lake st., 1st and 3d Sundays at 2 P. M.

J. P. Sheffield, 264 N. May st. . . . . Master  
H. G. Kull, 81 Austin ave. . . . . Secretary  
E. E. Ellsworth, W. Lake st. . . . . Collector  
F. N. Anderson, Box 71 Mayfair . . . . . Receiver  
Jas. Pierce, 230 N. May st. . . . . Magazine Agent

**276. REGINA; Vancouver, B. C.**

Meets in Good Templar's Hall every Monday at 8 P. M.

Thos. Clouston . . . . . Master  
P. J. Coombs . . . . . Secretary  
A. D. Ostram, North Bend . . . . . Collector  
Robt. Bunt, Kamloops . . . . . Receiver  
R. A. Moscrop . . . . . Mag. Agent

**277. ALABAMA; Mobile, Ala.**

Meets in Odd Fellows' Hall cor. Royal and Michael sts., 1st and 3d Sunday mornings.

J. B. Webster, Palmetto st. near Lawrence st. . . . . Master  
J. F. McDonnell, 463 S. Lawrence st. . . . . Secretary  
J. F. McDonnell, 463 S. Lawrence st. . . . . Collector  
C. C. Redwood, 901 Dauphin st. . . . . Receiver  
J. F. McDonnell, 463 S. Lawrence st. . . . . Mag. Agent

**278. WHITE BREAST; Laredo, Texas.**

Meets in K. P. Hall, cor. Convent and Farragut sts., 1st and 3d Sundays at 7:30 P. M.

J. H. Mahlin, Mex. Nat'l Shops . . . . . Master  
Ed. Chamberlain, Box 108 . . . . . Secretary  
J. B. G'Sell, Mex. Nat'l Shops . . . . . Collector  
Ed. Chamberlain, Box 108 . . . . . Receiver  
J. A. Fink . . . . . Magazine Agent

**279. MONTE SANO; Tusculum, Ala.**

Meets in Pythian Hall every Saturday evening.

J. W. Smith . . . . . Master  
H. H. Burkhardt . . . . . Secretary  
Jno. Farr . . . . . Collector  
H. H. Burkhardt . . . . . Receiver  
J. M. Kerby . . . . . Magazine Agent

**280. OZARK; Thayer, Mo.**

Meets in Boyd's Hall, cor. 2d and Chestnut sts., every Wednesday at 7 P. M.

C. P. Stevens, Box 143 . . . . . Master  
J. H. Kellner . . . . . Secretary  
C. P. Stevens . . . . . Collector  
J. W. Lewis, L. Box 9 . . . . . Receiver  
J. H. Kellner . . . . . Magazine Agent

**281. MISSION; Yeakum, Texas.**

Meets in K. of P. Hall every Wednesday at 7:30 P. M.

O. L. Kinsley, Box 38 . . . . . Master  
J. F. Massey, Box 179 . . . . . Secretary  
Thos. Smith, Box 38 . . . . . Collector  
Jno. Mameron . . . . . Receiver  
E. E. Follilo, Box 38 . . . . . Magazine Agent

**282. BURNSIDE; Mt. Carmel, Ill.**

Meets in Union Hall every Thursday evening.

J. D. Devore . . . . . Master  
G. E. Poole . . . . . Secretary  
C. H. Tennyson . . . . . Collector  
W. M. Birkitt . . . . . Receiver  
Henry Voight . . . . . Magazine Agent

**283. LACKAWANNA; Great Bend, Pa.**

Meets in Roosa Hall 2d and 4th Sundays at 2:30 P. M.

A. M. Sliker, Hallstead . . . . . Master  
Elwood Edinger . . . . . Secretary  
W. B. Trowbridge, Hallstead . . . . . Collector  
S. H. Wells, Hallstead . . . . . Receiver  
R. A. Barber, Hallstead . . . . . Magazine Agent

**284. ELM CITY; New Haven, Conn.**

Meets in Elk's Hall, 862 Chapel st., 1st and 3d Sundays.

W. H. Norton, 63 Hulbut st. . . . . Master  
J. H. Kenney, 196 Cedar st. . . . . Secretary  
Louis Bassmier, 133 Spring st. . . . . Collector  
R. A. Bishop, 100 Park st. . . . . Receiver  
J. W. Kenney, 119 Putnam st. . . . . Magazine Agent

**285. CHARTER OAK; Hartford, Conn.**

Meets in Bliss Hall, cor. Pratt and Main sts., 2d and 4th Sundays.

D. C. Vanderburgh, E. Hartford . . . . . Master  
F. S. Fish, 918 Main st. . . . . Secretary  
H. H. Osmond, 18 Walnut st. . . . . Collector  
Henry Vanderburgh, E. Hartford . . . . . Receiver  
F. S. Fish, 918 Main st. . . . . Magazine Agent

**286. SAGINAW VALLEY; Saginaw E. S., Mich.**

Meets in B. of L. E. Hall, 2d and 4th Sundays.

B. W. Crowley, F. & P. M. eng. house . . . . . Master  
Alfred Bush, 110 Dwight st. . . . . Secretary  
Jas. Killen, 712 N. 5th st. . . . . Collector  
J. H. Abraham, care F. & P. M. Eng. House . . . . . Receiver  
J. H. Abraham, 611 Kirk st. . . . . Magazine Agent

**287. ALTOONA; Altoona, Pa.**

Meets in Couch's Hall, 11th ave. and 13th st. 2d and 4th Sundays.

F. A. Davis, 2406 11th ave. . . . . Master  
J. B. Fogle, 1819 Union ave. . . . . Secretary  
J. I. Anthony, Box 185 . . . . . Collector  
W. J. Buhr, 1003 Bridge st. . . . . Receiver  
J. B. Fogle, 1819 Union ave. . . . . Magazine Agent

**288. KENNET; Estherville, Iowa.**

Meets in Masonic Hall, 1st Tuesday and 3d Monday.

A. L. Houlthouser, Box 5 . . . . . Master  
P. J. Sullivan, Box 48 . . . . . Secretary  
A. L. Houlthouser, Box 5 . . . . . Collector  
Wm. McArdle, Box 109 . . . . . Receiver  
C. V. Fendergast . . . . . Magazine Agent

**289. MT. LOOKOUT, Chattanooga, Tenn.**

Meets in B. of L. E. Hall, 1st, 3d and 5th Tuesdays at 7:30 P. M., and 2d and 4th Tuesdays at 2 P. M.

T. P. Pennebaker, Box 266 . . . . . Master  
Keno Bailey, Box 266 . . . . . Secretary  
T. P. Pennebaker, Box 266 . . . . . Collector  
E. M. Smith, Box 266 . . . . . Receiver  
R. M. Smith, Box 266 . . . . . Magazine Agent

**290. MARION; Hannibal, Mo.**

Meets in A. O. U. W. Hall, cor. Main and Broadway, 2d and 4th Sundays at 2 P. M.

J. S. Ott, 312 Center st. . . . . Master  
Jno. Hyde, 421 Hill st. . . . . Secretary  
J. T. Hart, 416 Washington st. . . . . Collector  
J. T. Hart, 416 Washington st. . . . . Receiver  
John Hyde, 421 Hill st. . . . . Magazine Agent

**291. ATLANTIC; Brooklyn, N. Y.**

Meets in Triangle Hall, Halsey st. and Broadway, 1st and 3d Sundays at 8 P. M. and 2d and 4th Sundays at 10 A. M.

J. H. Daley, 174 A. Hull st. . . . . Master  
Jno. Scully, 28 Jamaica ave. . . . . Secretary  
Wm. Young, 41 Williams st. . . . . Collector  
Lawrence Donehue, 250 47th st. . . . . Receiver  
J. M. Kuhn, 260 Cleveland st. . . . . Magazine Agent

**292. J. L. HARRIS, East Grand Forks, Minn.**

Meets in Brotherhood Hall 2d Saturday at 7:30 P. M. and 4th Sunday at 1:30 P. M.

Mark Purcell, L. Box 22 . . . . . Master  
Alex. Thomson, L. Box 20 . . . . . Secretary  
Geo. Clifton, L. Box 20 . . . . . Collector  
T. E. Frost, L. Box 20 . . . . . Receiver  
J. J. Best . . . . . Magazine Agent

- 292. LAFAYETTE; Marion, Iowa.**  
Meets in A. O. U. W. Hall, 1st Monday at 9 A. M. and 3d Sunday at 2:30 P. M.  
C. A. Millerke, Box 155 . . . . . Master  
J. W. Johnston, Box 367 . . . . . Secretary  
S. E. Anson, Box 24 . . . . . Collector  
J. W. Humble, Box 221 . . . . . Receiver  
C. M. Johnston, Box 367 . . . . . Magazine Agent
- 294. OHIO RIVER; Huntington, W. Va.**  
Meets in Roxley Hall, every Friday at 7 P. M.  
A. M. Haight . . . . . Master  
J. E. Persinger, 1840 8th ave. . . . . Secretary  
L. M. Loudon . . . . . Collector  
W. T. Henley, 1323 6th ave. . . . . Receiver  
M. A. Quinlan, 706 6th ave. . . . . Magazine Agent
- 296. U. S.; Davenport, Iowa.**  
Meets in A. O. U. W. Hall 1st and 3d Sundays.  
J. A. Clapper, 3045 5th ave., Rock Island, Ill. . . . . Master  
J. V. Cunningham, 216 E. 6th st. . . . . Secretary  
J. V. Cunningham, 216 E. 6th st. . . . . Collector  
Thos. Stapleton, 306 E. 9th st. . . . . Receiver  
Jerry Mansfield, 2528 6th ave, Rock Island, Ill. . . . . Magazine Agent
- 298. IRON RANGE; West Superior, Wis.**  
Meets in A. O. U. W. Hall, Agen Block, 2d and 4th Sundays at 2:30 P. M.  
F. J. Smith, 1616 Oaks ave. . . . . Master  
T. R. Taylor, 1913 11th st N. . . . . Secretary  
Geo. Leek, 514 Ogden ave. . . . . Collector  
T. R. Taylor, 1913 11th st N. . . . . Receiver  
B. W. Pink, 2316 22d st. . . . . Magazine Agent
- 297. CLARK; Jeffersonville, Ind.**  
Meets in Becht Hall, every Sunday at 9 A. M.  
J. D. Bigelow, 255 E. Maple st. . . . . Master  
J. E. Northam, 277 E. Chestnut st. . . . . Secretary  
Christopher Selmer, 234 Mechanic st. . . . . Collector  
W. H. Phillips . . . . . Receiver  
F. A. Hutcherson, 113 E. Maple st. . . . . Mag. Agent
- 298. SNOW FLAKE; Glasgow, Mont.**  
Meets in B. R. T. Hall 2d and 4th Saturdays.  
Alex. McLaughry . . . . . Master  
Chas. Mason . . . . . Secretary  
J. W. Hoffman . . . . . Collector  
R. J. Kane . . . . . Receiver  
J. O'Neill, Box 97 . . . . . Magazine Agent
- 299. CENTRAL OHIO; Crestline, Ohio.**  
Meets in Engineers' Hall every Wednesday at 7 P. M.  
F. M. Johnson, Alliance . . . . . Master  
H. E. Cotner . . . . . Secretary  
W. J. Wise . . . . . Collector  
G. W. Reed, Box 93 . . . . . Receiver  
Adam Wertenberger, Alliance . . . . . Magazine Agent
- 300. HARBOR CITY; Michigan City, Ind.**  
Meets in Amon Lodge, cor. Franklin and 6th sts 2d and 4th Sundays at 2 P. M.  
W. P. Pickett, 112 Michigan st. . . . . Master  
C. F. LaFlare, 206 E. 2d st. . . . . Secretary  
C. C. Holtgreen, 223 W 7th st. . . . . Collector  
Frank Smotzer, 121 E Boston st. . . . . Receiver  
C. C. Holtgreen, 223 W 7th st. . . . . Magazine Agent
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**  
Meets in Engineers' Hall 1st and 3d Sundays at 10 A. M. and 2d Friday at 7 P. M.  
A. C. Eastman . . . . . Master  
W. M. Weeks . . . . . Secretary  
D. W. Oakley . . . . . Collector  
W. M. Weeks . . . . . Receiver  
G. O. Fowler . . . . . Magazine Agent
- 302. TOUGHOGHENY; Connellsville, Pa.**  
Meets in Beisinger's Hall 2d and 4th Sundays at 2 P. M.  
Edw. Stevens . . . . . Master  
W. A. Wallace, Box 324 . . . . . Secretary  
J. J. Kelly, Box 386 . . . . . Collector  
S. A. McPhee Box 387 . . . . . Receiver  
W. A. Wallace, Box 324 . . . . . Magazine Agent
- 303. VILLA PARK; Streator, Ill.**  
Meets in Union Hall, 127 N. Bloomington st., 2d and 4th Tuesdays at 7:30 P. M.  
J. J. Corcoran, 709 N Park st. . . . . Master  
Milford Rathbun, 806 Johnson st. . . . . Secretary  
Moses Cantlin, 112 N. Broadway . . . . . Collector  
Frank Shonts . . . . . Receiver  
Chas. Snyder, 109 Stanton st. . . . . Magazine Agent
- 304. THREE BRANCH; Argenta, Ark.**  
Meets in Vogel Bros' Hall, cor. Newton ave. and Beulah st. every Tuesday evening at 7:30 P. M.  
H. H. Cole, Box 124 . . . . . Master  
A. H. Andrews, Box 147 . . . . . Secretary  
C. W. McDonnell, L. Box 260 . . . . . Collector  
A. H. Andrews, Box 147 . . . . . Receiver  
C. D. Gregg . . . . . Magazine Agent
- 305. UNWIN; Rat Portage, Ontario.**  
Meets in Garfield Hall every Wednesday evening.  
Jno. Bosman, Box 142 . . . . . Master  
Russell Woods . . . . . Secretary  
Jos. McMillan . . . . . Collector  
F. C. Munt . . . . . Receiver  
J. B. Baxter . . . . . Magazine Agent
- 306. GRANITE STATE; Concord, N. H.**  
Meets in Temple of Honor 2d Saturday at 7:30 P. M. and 4th Sunday at 4:30 P. M.  
I. O. Mathews, 13 Fremont st. . . . . Master  
F. E. Kenney, 38 Franklin st. . . . . Secretary  
J. J. Lane, 23 Thompson st. . . . . Collector  
E. B. Chandler, Box 187 West Concord . . . . . Receiver  
J. M. Donovan, 5 Grove st. . . . . Magazine Agent
- 307. HAMPDEN; Springfield, Mass.**  
Meets in Crescent Hall, 1st Thursday at 7:30 P. M. and 3d Sunday at 1 P. M.  
E. C. Pierce, L. Box 987 . . . . . Master  
E. F. French, 29 Gray ave. . . . . Secretary  
E. C. Pierce, L. Box 987 . . . . . Collector  
E. E. Dunham, 63 Auburn st. . . . . Receiver  
F. B. Child, 9 Greenwood st. . . . . Magazine Agent
- 308. SANTA ROSA; Porfirio Diaz, Mexico.**  
Meets in Firemen's Hall every Sunday at 2:30 P. M.  
A. J. Archer, Box 109, Eagle Pass, Tex. . . . . Master  
G. P. Jennings, Box 109, Eagle Pass, Tex. . . . . Secretary  
T. C. Larson, Box 109, Eagle Pass, Tex. . . . . Collector  
Henry Scheyer, Box 109, Eagle Pass, Tex. . . . . Receiver  
Henry Scheyer, Box 109, Eagle Pass, Tex. . . . . Magazine Agent
- 309. BARTHOLDI; Long Island City, N. Y.**  
Meets in Schwallenberg's Hall, 2d Monday and 4th Saturday.  
W. H. Smith, 9 and 11 Vernon ave. . . . . Master  
W. E. Thurbay, Thomaston . . . . . Secretary  
Patrick Mahoney, Inwood . . . . . Collector  
A. H. Rauffle, 202 Jackson ave. . . . . Receiver  
Jos. Cole, Kent st. Greenpoint, L.I., Mag. Agent
- 310. CHESTNUT RIDGE; Derry Station, Pa.**  
Meets in I. O. O. F. Hall, 2d and 4th Saturdays.  
T. S. Krepps . . . . . Master  
D. M. Gipson . . . . . Secretary  
D. M. Schott . . . . . Collector  
G. B. Meyers . . . . . Receiver  
C. F. Shirey . . . . . Magazine Agent
- 311. BELLE PLAINE; Belle Plaine, Iowa.**  
Meets in Firemen's Hall 1st and 3d Sundays.  
W. W. Elliott . . . . . Master  
G. H. Willis . . . . . Secretary  
G. A. Knights . . . . . Collector  
Edw. Zimmerman . . . . . Receiver  
M. A. Quigley . . . . . Magazine Agent
- 312. MOUNT SHASTA; Dunsmuir, Cal.**  
Meets in K.P. Hall alternate Mondays at 7:30 P.M.  
A. W. Cole . . . . . Master  
H. L. Walther, Box 70 . . . . . Secretary  
H. L. Walther, Box 70 . . . . . Collector  
G. E. Schuler . . . . . Receiver  
W. D. McDonald . . . . . Magazine Agent
- 313. KAW VALLEY; Armourdale, Kan.**  
Meets in Melville Hall, 2d and 4th Mondays at 1:30 P. M.  
W. D. Robbins, 618 St. Paul st. . . . . Master  
David Cronen, 217 N. 7th st., Kansas City . . . . . Secretary  
B. L. Klingmann, Box 556 Junction City . . . . . Collector  
W. D. Robbins, 618 St. Paul st., Kansas City . . . . . Receiver  
H. W. Evans, 22 Perry sq., Kansas City . . . . . Magazine Agent
- 315. TROY CITY; Green Island, N. Y.**  
Meets in Odd Fellows' Hall, 255 River st., Troy, 2d and 4th Sundays at 2 P. M.  
E. A. Coyne, 275 9th st. . . . . Master  
Jno. Willett, 473 9th st. . . . . Secretary  
Christopher Haverly, 67 Hudson ave. . . . . Collector  
J. M. Williams, 825 River st., Troy . . . . . Receiver  
Fred Levens, 1 Cannon st. . . . . Magazine Agent

**OMEGA; Buffalo, N. Y.**

Meets in Yox's Hall, Howard and Walton sts., 1st and 3d Mondays.

Allen Nicol, 270 Fillmore ave . . . . . Master  
M. Petrie, 459 Eagle st . . . . . Secretary  
A. Smith, 187 Jefferson st . . . . . Collector  
J. Kinney, 31 Walter st . . . . . Receiver  
A. Smith, 187 Jefferson st . . . . . Magazine Agent

**WELCOME HOME; Henderson, Ky.**

Meets in I. O. O. F. Hall, every Sunday at 2 P. M.

Harry Henry, 818 1st st . . . . . Master  
J. Kramer, L. St. L. & T. Ry. . . . . Secretary  
H. Zirkel, L. St. L. & T. shops, Cloverport . . . . . Collector  
J. Cutts, 1009 1st st . . . . . Receiver  
P. Shoemaker, care O. V. R. Magazine Agent  
**IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.**  
Meets in Feer's Hall 1st and 3d Mondays at 7:30 P. M.

F. Kane, Versailles . . . . . Master  
C. Fitzsimmons, 234 2nd ave . . . . . Secretary  
H. Nelville, 43 Renova st . . . . . Collector  
V. H. Rosenlieb, 683 Lytle st . . . . . Receiver  
H. Nelville, 43 Renova st . . . . . Magazine Agent

**MOUNT MORIAH; Philadelphia, Pa.**

Meets in Mt. Moriah Hall, 63d st and Woodland ave. 1st and 3d Saturdays at 7:30 P. M. and 2d and 4th Sundays at 2 P. M.

J. Lavell, 33 Mt. Moriah Lane . . . . . Master  
E. Bentman, 59th st & Woodland ave, Secretary  
Jefferson Miller, 124 E 13th st, Chester, Collector  
D. Lewis, 219 Bailey st., Camden, N.J. Receiver  
W. Coyle, 1419 S. 56th st., West Philadelphia . . . . . Magazine Agent

**ARBITRATION; East St. Paul, Minn.**

Meets in Wild Block, 7th and Bradley sts, 1st Sunday at 2:30 P. M., and 3d Wednesday at 7:30 P. M.

Varner Snyder, 702 Preble st . . . . . Master  
M. Shelle, 574 Bay st., St. Paul . . . . . Secretary  
V. L. Works, 597 Sims st., St. Paul . . . . . Collector  
L. Work, 911 Lawson st., St. Paul . . . . . Receiver  
D. O'Malley, 879 E. 3d st., St. Paul . . . . . Mag. Agent

**SNOW DRIFT; Chapeau, Ont.**

Meets in Firemen's Hall, every Monday at 8 P. M.

Thos. Burt, Box 112 . . . . . Master  
W. L. Loomis . . . . . Secretary  
Kenneth McRae, Box 115 . . . . . Collector  
Jas. Rose . . . . . Receiver  
W. M. Measor . . . . . Magazine Agent

**JULIEN; Dubuque, Iowa.**

Meets in Stults Hall, S. E. cor 25th and Jackson sts., 1st and 3d Mondays at 7:30 P. M.

F. H. Kirkland, 2270 Jackson st . . . . . Master  
J. H. Murray, 2850 Couler ave . . . . . Secretary  
Nelson Gibbs, 3308 Jackson st . . . . . Collector  
Wm. Sheridan, cor. 26th st and Couler ave, . . . . . Receiver

J. W. Robinson, 2998 Couler ave, Magazine Agent

**MUSCOGEE; Columbus, Ga.**

Meets in Odd Fellows' Hall, 1st ave, bet. 10th and 11th sts, 1st and 3d Sundays at 11:30 A. M.

G. F. Castleberry, 907 4th ave . . . . . Master  
H. H. Ward, 631 20th st . . . . . Secretary  
W. C. Shafer . . . . . Collector  
G. F. Castleberry, 907 4th ave. . . . . Receiver  
J. W. Webster . . . . . Magazine Agent

**SOUTHERN CROSS; Gainesville, Texas.**

Meets in K. of L. Hall every Tuesday at 8 P. M.

J. D. Varner . . . . . Master  
B. M. Samuels, 1111 N Laumies st . . . . . Secretary  
J. H. Garmany . . . . . Collector  
J. D. Varner . . . . . Receiver  
Dan Murphy, 510 Cotton st . . . . . Magazine Agent

**SATILLA; Way Cross, Ga.**

Meets in B. of L. E. Hall 2d and 4th Sundays. at 2 P. M.

G. W. Barnes . . . . . Master  
Chas. Conrad . . . . . Secretary  
N. M. Duncan . . . . . Collector  
N. M. Duncan . . . . . Receiver  
E. G. Peirce . . . . . Mag. Agent

**FOLWELL; Bradford, Pa.**

Meets in G. A. R. Hall 1st and 3d Sundays at 2:30 P. M.

C. F. Colligan, 1 Thompson ave. . . . . Master  
C. H. Alger, 16 Pike st . . . . . Secretary  
G. P. Clough, 59 Davis st . . . . . Collector  
G. P. Clough, 59 Davis st . . . . . Receiver  
Frank Schoolmaster, 51 Jefferson st. Mag. Agent

**SILVER MOUNTAIN; Needles, Cal.**

Meets in B. of L. E. Hall every Saturday at 8 P. M.

J. A. Stout . . . . . Master  
Harry Ringham . . . . . Secretary  
L. H. Fitch . . . . . Collector  
W. H. Rogers, Box 216 . . . . . Receiver  
J. F. Taylor, Box 40 . . . . . Magazine Agent

**323. SPANISH PEAKS; La Junta, Colo.**

Meets in Manley's Hall 1st and 3d Thursdays at 2 P. M., 2d and 4th Thursdays at 7 P. M.

J. A. Martin . . . . . Master  
W. G. Thompson . . . . . Secretary  
C. T. Walker . . . . . Collector  
J. B. McChesney, Athens, Denver . . . . . Receiver  
J. R. Holm . . . . . Magazine Agent

**329. BELVIDERE; Belvidere, Ill.**

Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.

M. M. Silvius . . . . . Master  
E. E. Diford . . . . . Secretary  
C. H. Williams . . . . . Collector  
J. W. Lyon . . . . . Receiver  
M. P. Plane, Box 712 . . . . . Magazine Agent

**330. RIVER VIEW; Kansas City, Kansas.**

Meets in Chamber of Commerce Hall, 1st and 3d Thursdays at 7:30 P. M.

S. M. Davenport, 559 Park ave . . . . . Master  
C. H. Smelser, 568 Park ave . . . . . Secretary  
F. W. Fisher, 605 Splitlog ave . . . . . Collector  
C. H. Smelser, 568 Park ave . . . . . Receiver  
Henry Eavers, M. P. freight house, Omaha, Neb . . . . . Magazine Agent

**331. CHICAGO BELT LINE; Auburn Junction, Ill.**

Meets in Berndt's Hall 1st and 3d Mondays at 8:30 P. M.

Matthew Bauer, 8414 Union ave., South Englewood . . . . . Master  
E. P. Becker, 705 87th st., South Englewood . . . . . Secretary  
S. H. Lucas, 8807 Murry st., South Englewood . . . . . Collector  
W. E. Boyle, South Englewood . . . . . Receiver  
W. J. Kershau, Box 82, South Englewood, . . . . . Magazine Agent

**332. STONE MOUNTAIN; Augusta, Ga.**

Meets in K. P. Hall, cor. Broad and Jackson sts, 1st and 3d Sundays.

G. E. Florence, 1342 May ave . . . . . Master  
E. J. Graham, 461 Taylor st . . . . . Secretary  
O. M. Burch, 427 Walker st . . . . . Collector  
G. E. Florence, 1342 May ave . . . . . Receiver  
Magazine Agent

**333. FAIRMOUNT; Philadelphia, Pa.**

Meets in Errickson's Hall, 3947 Lancaster ave, alternate Wednesdays at 8 P. M.

H. E. Sterling, 3806 Atlanta st . . . . . Master  
W. H. Elliott, 3830 Linwood st, W. Philadelphia . . . . . Secretary  
H. B. Howter, 3835 Linwood st . . . . . Collector  
J. A. Boehm, 3818 Parrish st . . . . . Receiver  
C. H. Maul, 830 N. 40th st . . . . . Magazine Agent

**334. LONG DOUBLER; East Syracuse, N. Y.**

Meets in Masonic Hall every Tuesday at 7:30 P. M.

C. H. Smith . . . . . Master  
Isaac West . . . . . Secretary  
P. M. Joslin . . . . . Collector  
Isaac West . . . . . Receiver  
G. W. Studer . . . . . Magazine Agent

**335. SAINT ADOLPHUS; Hochelaga, Canada.**

Meets in B. of L. F. Hall alternate Mondays. at 8 P. M.

J. G. A. Brazeau, 214 St. Catherine st . . . . . Master  
Thos. Foley, 33 Archambault Block, Montreal . . . . . Secretary  
Arcade Langlois, 266 Dezery st . . . . . Collector  
J. G. A. Brazeau, 214 St. Catherine st . . . . . Receiver  
Maurice Cody, 305 Statacona ave . . . . . Mag. Agent

**336. FALL RIVER; Needesha, Kansas.**

Meets in Pierce's Hall, 2d and 4th Tuesdays at 3:30 P. M.

J. A. Miner . . . . . Master  
J. R. Young . . . . . Secretary  
I. K. Herrold . . . . . Collector  
Edw. Gray . . . . . Receiver  
J. A. Miner . . . . . Magazine Agent

**337. BIG FOUR; Kansas City, Mo.**

Meets in Carlson's Hall, N. E. cor. 16th and Penn sts., 2d and 4th Friday evenings.

Benj. McClellan, 1728 Jarboe st . . . . . Master  
C. T. Largent, 1639 Madison ave . . . . . Secretary  
N. F. Clough, 1812 Holly st . . . . . Collector  
Frank Dickens, 1311 Reservoir ave . . . . . Receiver  
J. D. Gould, 1735 Jarboe st . . . . . Magazine Agent

**338. WEST BRANCH; Renovo, Pa.**

Meets in Spangler's Hall, cor. 6th st. and Huron ave., 1st and 3d Sundays at 1:30 P. M.

L. L. Smart . . . . . Master  
Hector Hughes . . . . . Secretary  
Fred Kerby . . . . . Collector  
Fred Kerby . . . . . Receiver  
O. W. Long . . . . . Magazine Agent

- 389. RED MOUNTAIN; Birmingham, Ala.**  
Meets in Allen & Scott Building, every Friday at 8 P. M.  
W. O. McArdle, K. C. M. & B. R'd House Master  
J. G. Hardy, Box 708 . . . . . Secretary  
W. H. Davidson, L. & N. shops . . . . . Collector  
J. J. Dana, 2500 1st ave . . . . . Receiver  
F. O. Harvey, K. C. M. & B. R'd House . . . . . Magazine Agent
- 390. STAR OF THE WEST; Newton, Kansas.**  
Meets in Engineer's Hall, 1st Thursday evening and 3d Sunday at 2 P. M.  
W. H. Need, 217 5th st. . . . . Master  
J. H. Julian, 417 N. 10th st. . . . . Secretary  
P. D. Benfer, 612 E 2d st. . . . . Collector  
Henry Jack, 215 W 5th st. . . . . Receiver  
H. E. Cox, 944 S. Water st., Wichita . . . . . Magazine Agent
- 391. GOLD RANGE; Donald, B. C.**  
Meets in Firemen's Hall 1st and 2d Wednesdays, and 3d and 4th Sundays.  
H. J. MacSorley . . . . . Master  
Thos. Needham . . . . . Secretary  
J. J. Nealon . . . . . Collector  
Robt. Somes, Kamloops . . . . . Receiver  
A. J. Brandrett . . . . . Magazine Agent
- 392. CASCADE; Medicine Hat, Northwest Ter.**  
Meets in Colter's Hall, 2d Wednesday and 4th Thursday.  
Wm. Rutherford, Box 102 . . . . . Master  
Philip Hamel, Box 102 . . . . . Secretary  
Jas. Smeaton . . . . . Collector  
Jas. Canty, Box 102 . . . . . Receiver  
W. S. Brears, . . . . . Magazine Agent
- 393. NEW STATE; Lima, Montana.**  
Meets in Bailey's Hall every Wednesday at 7:30 P. M.  
A. T. Butler . . . . . Master  
Ellsworth Dilsaver . . . . . Secretary  
Arthur Cory . . . . . Collector  
A. T. Butler . . . . . Receiver  
D. A. King . . . . . Magazine Agent
- 394. LAS ANIMAS; Trinidad, Colo.**  
Meets at Odd Fellow's Hall 1st and 3d Saturdays.  
G. W. Miller, U. P. shops . . . . . Master  
H. B. Garvin, Box 406 . . . . . Secretary  
W. K. Hedges, Box 584 . . . . . Collector  
W. F. Bender, U. P. shops . . . . . Receiver  
Albert Butler, cor. Chacon st. and Lindon ave. . . . . Magazine Agent
- 395. FRONT END; Paris, Texas.**  
Meets in Public Square, 1st and 3d Saturday at 7:30 P. M.  
C. B. Vannasdale, W Sherman st . . . . . Master  
M. N. Mishler, 318 S. Wright st . . . . . Secretary  
A. J. Riggins, 706 W. Austin st. . . . . Receiver  
M. N. Mishler, 318 S. Wright st., . . . . Magazine Agent
- 396. FLOWERY LAND; Pensacola, Florida.**  
Meets in Rutherford's Hall 1st and 3d Mondays.  
J. I. Sizer . . . . . Master  
J. E. Lawless, 416 E. Wright st. . . . . Secretary  
J. R. Ross, L. & N. shops . . . . . Collector  
H. A. Smith, 819 E Belmont st. . . . . Receiver  
E. J. Amos, L & N shops . . . . . Magazine Agent
- 397. COKE KING; Scottsdale, Pa.**  
Meets in I. O. O. F. Hall alternate Sundays.  
S. F. Scheivley . . . . . Master  
W. F. Gallagher, Box 5 . . . . . Secretary  
Herbert Crippen . . . . . Collector  
G. A. Jackson, Box 504 . . . . . Receiver  
H. M. Kinkad . . . . . Magazine Agent
- 398. BLUE MOUNTAIN; La Grande, Oregon.**  
Meets in K. P. Hall every Wednesday at 2 P. M.  
H. M. Wall . . . . . Master  
F. E. Herr . . . . . Secretary  
J. R. Oliver, L. Box 116 . . . . . Collector  
F. E. Herr . . . . . Receiver  
J. R. Oliver, L. Box 116 . . . . . Magazine Agent
- 399. HUDSON RIVER; Union Hill, N. J.**  
Meets in Concordia Hall, 225 Bergenline ave., 2d and 4th Sundays.  
J. H. Lee, New Durham . . . . . Master  
J. J. Lawless, New Durham . . . . . Secretary  
J. J. Lawless, New Durham . . . . . Collector  
Henry Poynton, Box 2, New Durham . . . . . Receiver  
O. O. Ostrum, New Durham . . . . . Mag. Agent
- 350. JAMES DONNELLY; Perth Amboy, N. J.**  
Meets in Lyceum Hall, Smith st, 2d and 4th Sundays.  
Jno. Jones, 141 Washington st . . . . . Master  
B. B. Sheets, 209 Washington st . . . . . Secretary  
J. B. Voorhees, 14 William st . . . . . Collector  
T. R. Mertz, Broad st . . . . . Receiver  
Jno Fabey, 34 N. 1st st. . . . . Magazine Agent
- 351. HOME; White Haven, Pa.**  
Meets in Odd Fellows' Hall 2d and 4th Sundays.  
G. S. Heimbach . . . . . Master  
M. J. Costello . . . . . Secretary  
N. M. Smith . . . . . Collector  
J. N. Deterline . . . . . Receiver  
Robert Bush . . . . . Magazine Agent
- 352. CHAMPLAIN; St. Albans, Vt.**  
Meets in Engineers' Hall, 1st and 3d Sundays at 1:45 P. M. and 4th Monday at 7:45 P. M.  
A. F. Crown, 9 Fairfield st . . . . . Master  
J. W. Murphy, 19 Cedar st . . . . . Secretary  
Fred. Quebec, Foundry st . . . . . Collector  
J. W. Murphy, 19 Cedar st . . . . . Receiver  
M. C. Foster, 22 Bishop st . . . . . Magazine Agent
- 353. MARBLE CITY; Rutland, Vt.**  
Meets in Pythian Hall, cor. Wales and Centre sts., 1st and 3d Sundays.  
W. R. McQuirk, 96 State st . . . . . Master  
Wm. Connell, 143 West st . . . . . Secretary  
F. E. Bixby, 30 Howe st . . . . . Collector  
F. H. Earle, 22 Howe st . . . . . Receiver  
F. E. Bixby, 30 Howe st. . . . . Magazine Agent
- 354. HOBOKEN; Hoboken, N. J.**  
Meets in Bernitt's Hall, 1st and Bloomfield sts., 2d and 4th Saturdays at 8 P. M.  
Patrick Ash, South Orange . . . . . Master  
Chris. Dugan, 165 N. 5th st, Newark . . . . . Secretary  
Patrick Ash, South Orange . . . . . Collector  
L. E. Genuing, Chatham . . . . . Receiver  
J. R. Bilby, 239 N. & E. R. R., Newark . . . . . Magazine Agent
- 355. STONE CITY; Joliet, Ill.**  
Meets in B. of L. F. Hall, 222 Jefferson st., 1st Tuesday at 7:30 P. M. and 3d Sunday at 2:30 P. M.  
Chas. Quinlan, 213 Beach st . . . . . Master  
Jos. McGrath, 406 S. Chicago st . . . . . Secretary  
P. C. McGuire, 412 S. Chicago st . . . . . Collector  
Chas. Quinlan, 213 Beach st . . . . . Receiver  
J. D. Pollard, 200 N. Eastern ave . . . . . Mag. Agent
- 356. A. B. CAVNEK; Lorain, O.**  
Meets at Royal Arcanum Hall, cor. Broadway and Bank st, 1st and 3d Sundays.  
J. O. Hills, 25 Livingston ave . . . . . Master  
H. H. Ripley, Box 1156 . . . . . Secretary  
J. R. Schaar, Forest st . . . . . Receiver  
E. N. Rapstock . . . . . Magazine Agent
- 357. JUSTICE; Carleton, N. B.**  
Meets in City Hall, St. John, West End, 1st and 3d Sundays.  
Sam'l Richie, 105 Brussel st., St. John . . . . . Master  
E. W. Griffith, Box 53, Fairville . . . . . Secretary  
W. M. Beateay, Union st., St. John . . . . . Collector  
West end . . . . . Receiver  
W. A. Smith, Box 35, Fairville . . . . . Receiver  
W. B. Robertson, 88 Orange st, St. John, . . . . . Magazine Agent
- 358. COOKE; West St. Paul, Minn.**  
Meets in Paul Martin Hall, cor. Colorado and 86 Wabasha st, 1st Saturday at 7:45 P. M., 3d Sunday 2:30 P. M.  
Jno. Lynch, 246 Dunedin Terrace, St. Paul, Master  
T. P. Foley, 88 Augusta st, St. Paul . . . . . Secretary  
Patrick Hurlig, 88 Augusta st, St. Paul, Collector  
Jno. Truilaider, 516 12th ave. S., Minneapolis . . . . . Receiver  
J. W. Norton, 224 Dunedin Terrace . . . . . Mag. Agent
- 359. BIG FLINT; Wellington, Kansas.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d and 4th Tuesdays at 2 P. M.  
S. H. Barner . . . . . Master  
L. M. Landreth . . . . . Secretary  
J. G. Beard . . . . . Collector  
Louis Brinkmier, . . . . . Receiver  
Harrison Beard . . . . . Magazine Agent
- 360. COLD SPRING; Springfield, Ohio.**  
Meets in Engineers' and Firemen's Hall, 7 Main st, 1st and 3d Sundays.  
T. E. James, 445 E. Harrison st . . . . . Master  
A. W. Binns, E. High st . . . . . Secretary  
H. J. Teagarden, 207 Clifton st. . . . . Collector  
A. W. Binns, E High st . . . . . Receiver  
Lang McGhee, 268 East st. . . . . Magazine Agent



**TRIED AND TRUE; Washington, Ind.**  
Meets in B. of L. E. Hall 1st and 3d Sundays at 2 P. M.  
M. G. Myers . . . . . Master  
M. B. Wagoner . . . . . Secretary  
W. H. Cunningham . . . . . Collector  
M. P. Mooney . . . . . Receiver  
S. C. Mayes . . . . . Magazine Agent

**CATABACT; Suspension Bridge, N. Y.**  
Meets in Sons of St. George Hall, cor. Falls and 1st sts, Niagara Falls, 1st and 3d Thursday evenings.  
J. A. Shrimpton, 615 E. Elmwood st., Niagara Falls . . . . . Master  
A. W. White, Exchange Hotel . . . . . Secretary  
E. H. Blinco . . . . . Collector  
Chas. Baker, 524 4th st., Niagara Falls . . . . . Receiver  
R. J. Pitts, 4th st, Niagara Falls . . . . . Mag. Agent

**METROPOLITAN; New York, N. Y.**  
Meets in Webster Hall, cor. 140th st. and 3d ave., 2d and 4th Sundays at 2 P. M.  
F. R. Elliott, 600 E. 189th st. . . . . Master  
F. T. Greene, 366 Alexander ave. . . . . Secretary  
C. W. Pitts, 339 Alexander ave. . . . . Collector  
F. R. Elliott, 600 E. 139th st. . . . . Receiver  
C. W. Pitts, 359 Alexander ave. . . . . Magazine Agent

**SOUTHERN STAR; Sanford, Fla.**  
Meets in A. O. U. W. Hall, Hotchkiss Block, 1st and 3d Sundays.  
T. S. Moxley, C. J. T. & K. W. R. R., Jacksonvilleville . . . . . Master  
J. P. Wallace . . . . . Secretary  
T. D. Stone, Palatka . . . . . Collector  
A. J. Harvey . . . . . Receiver  
O. E. Adams, Palatka . . . . . Magazine Agent

**VIOLET; Bellows Falls, Vt.**  
Meets in Odd Fellows' Hall, 1st and 3d Saturday evenings.  
H. E. Bussey, Box 549 . . . . . Master  
E. F. Whitman, Box 614 . . . . . Secretary  
J. L. Keach, 26 Fulton st, Springfield, Mass . . . . . Collector  
J. W. Gallagher, Windsor . . . . . Receiver  
G. A. Hoffman, Box 267, Windsor . . . . . Mag. Agent

**OASIS; Ogden, Utah.**  
Meets in K. P. Hall every Sunday at 7:30 P. M.  
Henry Ward, Terrace . . . . . Master  
F. W. Johnston, 2429 Grant ave. . . . . Secretary  
C. H. Smith . . . . . Collector  
F. W. Johnston, 2429 Grant ave. . . . . Receiver  
T. L. Dwyer . . . . . Magazine Agent

**MORGAN CRANE; Somerset, Ky.**  
Meets in The Dill Moss Hall, Griffin ave, 1st and 3d Saturday evenings.  
W. L. Manpin . . . . . Master  
T. R. Harrison . . . . . Secretary  
G. L. Pepper . . . . . Collector  
Jos. Elliott, Box 61 . . . . . Receiver  
T. J. Heath . . . . . Magazine Agent

**DEEP WATER; Springfield, Mo.**  
Meets in K. of P. Hall, cor. College and Campbell sts., every Wednesday at 2 P. M.  
David Dingler, Hamilton st . . . . . Master  
Chas. Kirchner, 727 W. Walnut st . . . . . Secretary  
V. M. Shoup . . . . . Collector  
F. B. Squires, L Box 1068 . . . . . Receiver  
C. M. George, 731 W. Scott st. . . . . Magazine Agent

**WALNUT VALLEY; El Dorado, Kan.**  
Meets in B. of L. F. Hall, cor. Main st and Central ave, every Thursday at 2:30 P. M.  
E. O. Summers, Box 238 . . . . . Master  
J. S. McSpaden . . . . . Secretary  
G. T. Scott . . . . . Collector  
E. L. Temple, Box 641 . . . . . Receiver  
G. A. Maxwell, 252 N. Waco st, Wichita . . . . . Magazine Agent

**NEOSHO VALLEY; Council Grove, Kan.**  
Meets in A. O. U. W. Hall, 1st and 3d Tuesdays.  
A. H. Benson . . . . . Master  
I. S. Tolbert . . . . . Secretary  
J. A. Flynn . . . . . Collector  
C. N. Leeman, Box 271 . . . . . Receiver  
P. S. De Hoff . . . . . Magazine Agent

**COVENANT; Nevada, Mo.**  
Meets in B. of R. T. Hall, E. Cherry st., 2d and 4th Thursdays at 7:30 P. M.  
W. L. McBride, 1028 E. Locust st. . . . . Master  
C. T. Callahan, 330 E. Alcon st. . . . . Secretary  
E. H. Schader, 711 E. Lee st. . . . . Collector  
Squire Innis, 803 Commercial st. . . . . Receiver  
F. P. Rhodes, 1043 Pennsylvania ave, Joplin, Mo . . . . . Magazine Agent

**372. SIGNAL MOUNT; Big Springs, Texas.**  
Meets at Union Hall every Saturday at 2 P. M.  
F. W. Fahrtenkamp, Box 33 . . . . . Master  
Jno. Price, Box 33 . . . . . Secretary  
J. B. Ryan, Box 33 . . . . . Collector  
J. F. Scholz, Box 33 . . . . . Receiver  
Reynold Schwartzbach, Box 33 . . . . . Mag. Agent

**373. PAWNEE; Fairbury, Neb.**  
Meets in A. O. U. W. Hall 2d and 4th Wednesday at 7:30 P. M.  
L. E. Bagg, Box 208 . . . . . Master  
I. T. Arnold, Box 132 . . . . . Secretary  
H. A. Jaques . . . . . Collector  
I. T. Arnold, Box 132 . . . . . Receiver  
T. H. Jones . . . . . Magazine Agent

**374. McALLISTER; Herington, Kan.**  
Meets in I. O. O. F. Hall, 1st Thursday at 1:30 P. M. and 3d Thursday at 7:30 P. M.  
J. E. Cushman . . . . . Master  
A. J. Hoatson, Box 153 . . . . . Secretary  
A. J. Hoatson, Box 153 . . . . . Collector  
J. D. Hornberger . . . . . Receiver  
O. P. Amick . . . . . Magazine Agent

**375. FRIENDSHIP; Dayton, Ohio.**  
Meets in K. P. Hall 1st and 3d Sundays.  
M. P. Hoban, 635 E 2d st . . . . . Master  
E. B. Childs, 104 Horton st . . . . . Secretary  
Elmore Dorman, 269 Valley st . . . . . Collector  
N. W. Rose, 121 Torrance st . . . . . Receiver  
Jos. McMichael, 61 Horton st. . . . . Magazine Agent

**376. J. H. KIRK; Horton, Kan.**  
Meets in Kemper Hall, cor. Front and Main st., 1st and 3d Mondays at 1 P. M.  
G. H. Vansickle . . . . . Master  
M. E. Clark . . . . . Secretary  
M. M. Comstock . . . . . Collector  
Wm. Casey . . . . . Receiver  
F. C. Laine, Fairbury, Neb . . . . . Magazine Agent

**377. NICKEL PLATE; Conneaut, Ohio.**  
Meets in Harrington's Hall, cor. State and Chestnut sts, 1st and 3d Tuesdays at 8 P. M. and 2d and 4th Tuesdays at 8 A. M.  
W. S. Simpkins . . . . . Master  
F. M. Hubbard, Box 154 . . . . . Secretary  
L. C. Melson, Box 716 . . . . . Collector  
O. F. L. Wilkins, Box 596 . . . . . Receiver  
Jos. Simard . . . . . Magazine Agent

**378. HOLBROOK; Charters, Pa.**  
Meets in Christian Hall, McKees Rocks, every Sunday at 1 P. M.  
Wm. Dixon, McKees Rocks . . . . . Master  
J. S. Holloway, McKees Rocks . . . . . Secretary  
J. M. Galbraith, McKees Rocks . . . . . Collector  
C. L. Hinsdale, McKees Rocks . . . . . Receiver  
S. C. Beeson, McKees Rocks . . . . . Magazine Agent

**379. WEAYER; Sayre, Pa.**  
Meets in Fireman's Hall 2d and 4th Sundays at 2 P. M.  
W. E. Preston, 181 Providence st. . . . . Master  
J. H. Repp, Box 255 . . . . . Secretary  
F. E. Green . . . . . Collector  
Johnson Walt, Box 218 . . . . . Receiver  
Martin Plumsted, Box 212 . . . . . Magazine Agent

**380. HUB CITY; Aberdeen, South Dakota.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 1:30 P. M.  
C. A. Spink . . . . . Master  
G. B. Abell . . . . . Secretary  
Humphrey Davis . . . . . Collector  
J. J. Brownlee . . . . . Receiver  
E. A. Conright, Montevideo, Minn. . . . . Mag. Agent

**381. J. W. WALKER; Conemaugh, Pa.**  
Meets in Kullo Hall, Main st., 2d and 4th Mondays at 2:30 P. M.  
P. S. Coy . . . . . Master  
J. A. Kelper . . . . . Secretary  
H. A. Horton . . . . . Collector  
J. L. Williams, Box 16 . . . . . Receiver  
W. F. Stump . . . . . Magazine Agent

**382. BETHESDA; Waukesha, Wis.**  
Meets in Engineers' Hall 1st and 3d Sundays.  
Martin Murray, 200 Main st . . . . . Master  
Frank Zimmerman, 820 The Strand . . . . . Secretary  
Wm. Doyle, Sr., 204 Arcadian ave . . . . . Collector  
Chas. Vrooman, 611 Oakland ave . . . . . Receiver  
Martin Murray, 200 Main st. . . . . Magazine Agent

**383. PETROLEUM; Oil City, Pa.**  
Meets in Trax & Kramer's Hall, alternate Sundays.  
Patrick Sheehan, 105 Washington ave . . . . . Mas  
J. R. Canon, 112 Hoffman ave . . . . . Secretary  
W. D. McQuinn, 335 Washington ave . . . . . Collector  
A. G. Sittig, 56 Grove ave . . . . . Receiver  
Michael Fahey, 84 Spruce st. . . . . Magazine Agent

- 884. E. H. WILBUR; Lehighton, Pa.**  
Meets in Reber's Hall, Bank st., 2d and 4th Sundays 2 P. M.  
A. H. Miller, Weisport . . . . . Master  
L. O. J. Strauss . . . . . Secretary  
W. H. H. Plummer, Weisport . . . . . Collector  
Alfred Dreisbach, Weisport . . . . . Receiver  
A. T. Henry, Weisport . . . . . Magazine Agent
- 885. BOWER CITY; Jancerville, Wis.**  
Meets in B. of L. E. Hall 2d Sunday at 2:30 P. M. and 4th Wednesday at 7:30 P. M.  
J. C. Morris, 358 Centre st . . . . . Master  
L. W. Hagar, 259 Center ave. . . . . Secretary  
J. C. Morris, 358 Centre st . . . . . Collector  
R. H. Erdman, 407 North st. . . . . Receiver  
H. H. St. John, 159 Center ave . . . . . Magazine Agent
- 886. RAMONA; San Diego, Cal.**  
Meets in K. P. Hall, cor 6th and F. sts., 2d and 4th Sundays at 2 P. M.  
Frank Demaree, 2016 K st. . . . . Master  
T. H. Robertson, Pacific Beach . . . . . Secretary  
T. F. Fitzgerald, North San Diego . . . . . Collector  
R. V. Dodge, 5th and D sts . . . . . Receiver  
A. P. Tyler, 1056 3d st. . . . . Magazine Agent
- 887. RED ROCK; Schreiber, Ontario.**  
Meets in B. of L. F. Hall 1st and 3d Sundays at 2:30 P. M.  
P. H. Roemley . . . . . Master  
Jas. Beggs . . . . . Secretary  
Edw. Sale . . . . . Collector  
Harry West . . . . . Receiver  
Albin Davis, C. P. R.R. . . . . Magazine Agent
- 888. PHIL. H. SHERIDAN; Milwaukee, Wis.**  
Meets at Firemen's Hall, 170 Reed st 1st Sunday at 2:30 P. M. and 3d Sunday at 7:30 P. M.  
F. W. Archibald, 190 DeWitt st . . . . . Master  
W. F. Hogan, 379 Jefferson st . . . . . Secretary  
Chas. Cook, 322 Cass st . . . . . Collector  
J. C. Pier, 414 16th ave . . . . . Receiver  
G. I. Klotz, 243 Wisconsin st. . . . . Magazine Agent
- 889. LIVINGSTONE; Chillicothe, Mo.**  
Meets in G. A. R. Hall, east side Public Square, 1st and 3d Sundays.  
J. N. Maybanks, 302 E. Jackson st . . . . . Master  
W. E. Holland, 202 E. Webster st . . . . . Secretary  
J. W. Stipp, Box 68 . . . . . Collector  
Virgil Glore . . . . . Receiver  
H. P. Anderson, Box 68 . . . . . Magazine Agent
- 890. IRON MOUNTAIN; Carondelet, Mo.**  
Meets in Druids' Hall, 7001 So. Broadway, 2d and 4th Tuesdays at 8 P. M.  
E. F. Paul, 7205 S Broadway, So St. Louis, Master  
Peter Quinn, 7000 Pennsylvania ave, So St. Louis . . . . . Secretary  
Jos. Middleton, 7007 S Broadway, So St. Louis . . . . . Collector  
E. F. Paul, 7205 S Broadway, So St. Louis . . . . . Receiver  
L. N. Bauer, 7617 Penn ave, So St. Louis . . . . . Magazine Agent
- 891. NAUVOO; Ft. Madison, Iowa.**  
Meets in K. of P. Hall, James Block, 1st and 3d Wednesday evenings and 2d and 4th Wednesday afternoons.  
W. A. Scherle, 214 3d st . . . . . Master  
C. E. Kumlsh, 1221 5th st . . . . . Secretary  
F. E. Weisner . . . . . Collector  
Jas. Low, 1906 2d st . . . . . Magazine Agent
- 892. WEST PENN; Blairsville, Pa.**  
Meets in I. O. O. F. Hall every Tuesday at 2 P. M.  
E. A. Wiley, Box 509 . . . . . Master  
J. D. Davis, Box 20 . . . . . Secretary  
L. H. Martin, Box 89 . . . . . Collector  
W. R. Ransom, Cokeville . . . . . Receiver  
F. M. Bennett . . . . . Magazine Agent
- 893. BIG SANDY; Lexington, Ky.**  
Meets in I. O. O. F. Hall, E. Main st., 1st Monday at 7:30 P. M. and 3d Sunday at 2:30 P. M.  
F. W. Collier, 71 S. Upper st. . . . . Master  
T. W. Robertson, 71 S. Upper st . . . . . Secretary  
W. J. Burgess, C. & O. Shops . . . . . Collector  
J. A. Wyant, 101 S Limestone st . . . . . Receiver  
J. B. Cavins, Clay ave . . . . . Magazine Agent
- 894. PLEASANT VALLEY; Beatrice, Nebraska.**  
Meets in K. of P. Hall, N. Fifth st., every Sunday at 2 P. M.  
E. K. Cole, 809 S. 6th st . . . . . Master  
D. A. McCarter, 1708 E Ella st . . . . . Secretary  
E. K. Cole, 809 S 6th st . . . . . Collector  
Henry Cox, Pacific House . . . . . Receiver  
B. F. Eckles . . . . . Magazine Agent
- 895. MILLARD FOSTER; Armoirdale, Kan.**  
Meets at 601 Kansas ave., every Thursday at 7:30 P. M.  
Henry Tamblin, L. Box 26 . . . . . Master  
W. F. Remington, L. Box 26 . . . . . Secretary  
Henry Tamblin, L. Box 26 . . . . . Collector  
Thos. Quinn, L. Box 26 . . . . . Receiver  
D. J. Tamblin, Bellville . . . . . Magazine Agent
- 896. TIP TOP; Goodland, Kansas.**  
Meets in B. of L. F. Hall every Monday at 7:30 P. M.  
W. F. Hackett . . . . . Master  
L. K. Foster . . . . . Secretary  
L. K. Foster . . . . . Collector  
Welcome Sims, Roswell, Colo. . . . . Receiver  
Wm. Swearingen . . . . . Magazine Agent
- 897. LONG DIVISION; Holsington, Kansas.**  
Meets in Masonic Hall, 1st and 3d Wednesdays, at 2 P. M.  
L. E. Baker . . . . . Master  
C. E. Tindall, Box 42 . . . . . Secretary  
P. U. Day . . . . . Collector  
G. W. Brisby . . . . . Receiver  
J. M. Gleadail . . . . . Magazine Agent
- 898. CONSTANT; Olean, N. Y.**  
Meets in K. O. T. M. Hall alternate Sundays.  
A. F. Johnson, 192 6th st . . . . . Master  
Patk Driscoll, Jr., N. Washington st. . . . . Secretary  
A. F. Johnson, 192 6th st . . . . . Collector  
A. F. Johnson . . . . . Receiver  
A. F. Johnson, 192 6th st . . . . . Magazine Agent
- 899. CRESCENT CITY; New Orleans, La.**  
Meets in Teutonia Hall, 2d and 4th Thursdays.  
J. M. Gordon, 506 Chartres st . . . . . Master  
G. J. Dausst, 494 1/2 Poydras st . . . . . Secretary  
B. J. Meyer, 168 Clara st . . . . . Collector  
J. S. Brasill, 95 Locust st . . . . . Receiver  
G. H. Meyer, 168 Clara st . . . . . Magazine Agent
- 900. MARIAS DES CYGNE; Osawatomie, Kan.**  
Meets in Firemen's Hall every Friday at 7:30 P. M.  
E. B. Dorman . . . . . Master  
C. W. Cook, Box 97 . . . . . Secretary  
E. B. Dorman . . . . . Collector  
Jno. Sims . . . . . Receiver  
T. H. Rader . . . . . Magazine Agent
- 901. ITASCA; Two Harbors, Minn.**  
Meets in I. O. O. F. Hall, 2d and 4th Sundays.  
Martin Muth . . . . . Master  
Paul Tingenthal . . . . . Secretary  
Jas. Shea . . . . . Collector  
Paul Tingenthal . . . . . Receiver  
J. H. Olson . . . . . Magazine Agent
- 902. WATER LILY; Water Valley, Minn.**  
Meets in K. of P. Hall, 1st and 3d Thursdays, at 7:30 P. M.  
J. E. Myers . . . . . Master  
W. S. Bosma . . . . . Secretary  
W. S. Bosma . . . . . Collector  
W. W. Leland . . . . . Receiver  
W. S. Bosma . . . . . Magazine Agent
- 903. DEVOTION; Portsmouth, Va.**  
Meets in K. of P. Hall, 217 High st. Sundays at 2:30 P. M.  
C. K. Reece, 1412 Green st . . . . . Master  
A. W. Locke, N.W. cor. Washington and High sts . . . . . Secretary  
T. B. Griffin, 1413 Green st . . . . . Collector  
W. C. Thews, 1402 Green st . . . . . Receiver  
J. E. Morris, 1103 Washington st . . . . . Mag. Agent
- 904. GRAVITY; Danmore, Pa.**  
Meets in Swarts Hall, 2d and 4th Sundays at 2 P. M.  
W. H. Jennings . . . . . Master  
C. E. Collins, Box 227 . . . . . Secretary  
J. E. Stuart . . . . . Collector  
D. G. Wescott . . . . . Receiver  
C. E. Collins, Box 227 . . . . . Magazine Agent
- 905. VANDALIA; Ethingham, Ill.**  
Meets in K. of H. Hall 2d and 4th Sundays at 2 P. M. and 1st and 3d Sundays at 7:30 P. M.  
W. H. Crise, Box 251 . . . . . Master  
A. J. Cohea, Box 109 . . . . . Secretary  
W. H. Crise, Box 251 . . . . . Collector  
August Underriner, Box 251 . . . . . Receiver  
F. W. Mascher . . . . . Magazine Agent
- 906. THANKSGIVING; Foxburg, Pa.**  
Meets in Odd Fellows' Hall, 1st and 3d Sundays, at 2 P. M.  
G. H. McCleery . . . . . Master  
Albert Conant . . . . . Secretary  
F. W. Fulmer . . . . . Collector  
W. F. Keefer . . . . . Receiver  
C. E. Ritta . . . . . Magazine Agent

- 407. FUGET SOUND; Seattle, Wash.**  
Meets in Masonic Hall, cor. Second and Pike streets, 1st and 3d Sundays at 8 P. M.  
F. K. Shipley, C. & P. S. shops . . . . . Master  
Wm. Clausen, C. & P. S. shops . . . . . Secretary  
Horatio Selfridge, C. & P. S. shops . . . . . Collector  
J. E. Gullyly, C. & P. S. shops . . . . . Receiver  
J. E. Joerndt, C. & P. S. Shops . . . . . Mag. Agent
- 408. CRYSTAL; Jacksonville, Ill.**  
Meets in S. P. & P. H. Hall alternate Sundays at 2 P. M.  
F. P. Drew, 1008 E. Lafayette ave. . . . . Master  
Basil McMillan, 469 East st. . . . . Secretary  
F. P. Drew, 1008 E. Lafayette ave. . . . . Collector  
H. T. Benson, 788 E. College ave. . . . . Receiver  
Basil McMillan, 469 E. State st. Magazine Agent
- 409. AIR LINE; Princeton, Ind.**  
Meets in Beeler Hall 2d and 4th Sundays at 2 P. M. and 1st and 3d Wednesdays at 7:30 P. M.  
J. W. Hilliard, Box 467 . . . . . Master  
J. L. Ballard, Box 467 . . . . . Secretary  
J. M. Kell . . . . . Collector  
J. W. Hilliard, Box 467 . . . . . Receiver  
W. H. Shrigley . . . . . Magazine Agent
- 410. HERBERT P. LITTLEJOHN; Fitchburg, Mass.**  
Meets in G. A. R. Hall 2d and 4th Sundays at 11 A. M.  
Wm. Scott, 58 Pine st. . . . . Master  
M. H. Cadagan, 98 Cedar st. . . . . Secretary  
W. B. Hodges, 89 Highland ave. . . . . Collector  
H. G. Pope, 46 Blossom st. . . . . Receiver  
Albion Howe, Fitchburg r'd hse . . . . . Mag. Agent
- 411. WOLVERINE; Marshall, Mich.**  
Meets in G. A. R. Hall, cor. Madison and State sts, 2d and 4th Sundays.  
F. W. Smith . . . . . Master  
L. S. Johnson . . . . . Secretary  
Frank West . . . . . Collector  
F. W. Smith . . . . . Receiver  
W. T. Owens . . . . . Magazine Agent
- 412. MT. BAKER; Ellensburg, Wash.**  
Meets in G. A. R. Hall, Cor. 4th and Pearl sts, every Friday at 2:30 P. M.  
W. Y. Theal . . . . . Master  
H. F. Rowland, Box 496 . . . . . Secretary  
J. F. Clymer . . . . . Collector  
Orson Stevenson . . . . . Receiver  
O. P. Walden, Box 743 . . . . . Magazine Agent
- 413. TWO REPUBLICS; San Luis Potosi, Mexico.**  
Meets in Firemen's Hall, Calle Morales, 1st and 3d Sundays at 8 P. M.  
Dan'l Nolan . . . . . Master  
Geo. Richardson, Box 71 . . . . . Secretary  
Jno. Quinn, Box 71 . . . . . Collector  
Geo. Richardson, Box 71 . . . . . Receiver  
J. M. Worsener . . . . . Magazine Agent
- 414. ADAMANT; St. Louis, Mo.**  
Meets in Masonic Hall, cor. Chouteau ave. and Manchester Road, 1st and 3d Mondays at 2 P. M.  
E. J. Fish, 1419 Old Manchester Road . . . . . Master  
W. Keatley, 4222 Norfolk ave. . . . . Secretary  
J. W. Donahoe, 1204 Old Manchester road . . . . . Collector  
E. W. Keatley, 4222 Norfolk ave. . . . . Receiver  
J. F. Breagan, 1131 Tallmage ave. Magazine Agent
- 415. MAYFLOWER; Louisville, Ky.**  
Meets in Market Hall, Shelby st., bet Market and Jefferson sts., every Wednesday at 2 P. M.  
J. T. Reagan, 416 Bicket ave. . . . . Master  
Jos. Fitzpatrick, 510 Frankfort ave. . . . . Secretary  
G. P. Knochs, 1116 11th st. . . . . Collector  
Jos. Fitzpatrick, 910 Frankfort ave. . . . . Receiver  
E. R. C. Nashold 1310 Reservoir ave. Mag. Agent
- 416. RADIANT; Mahoningtown, Pa.**  
Meets in Smith's Hall 1st Sunday and 3d Tuesday.  
J. M. Yates . . . . . Master  
G. P. Jones, Box 77 . . . . . Secretary  
E. H. Grace . . . . . Collector  
E. H. Grace . . . . . Receiver  
J. H. McIlvenny, Cliff st., New Castle . . . . . Magazine Agent
- 417. DIAMOND; Champaign, Ill.**  
Meets in Kuhn's Hall, 45 Main st, 1st and 3d Mondays at 7:30 P. M.  
F. C. Sabin, 317 S. Randolph st. . . . . Master  
C. B. Vaughn, 402 Columbia ave. . . . . Secretary  
D. W. O'Brien . . . . . Collector  
H. C. Stitt . . . . . Receiver  
W. G. Tucker, 15 Eureka st . . . . . Magazine Agent
- 418. BALD EAGLE; Jersey Shore, Pa.**  
Meets in Engineer's Hall, cor. Allegheny and Wiley sts., 2d and 4th Sundays at 1:30 P. M.  
C. H. Wyant . . . . . Master  
F. H. Heinbach . . . . . Secretary  
F. N. Ballada . . . . . Collector  
D. E. Messner . . . . . Receiver  
C. H. Sherry . . . . . Magazine Agent
- 419. STEPTOE BUTTE; Tekoa, Wash.**  
Meets in Whitmore & McLean Hall, every Tuesday at 7:30 P. M.  
T. D. Connor . . . . . Master  
C. A. Panton, L. Box 35 . . . . . Secretary  
W. F. Corcoran . . . . . Collector  
T. D. Connor . . . . . Receiver  
W. F. Potts . . . . . Magazine Agent
- 420. ANN ARBOR; Owosso, Mich.**  
Meets in Richardson's Hall, Washington st., 2d and 4th Sundays.  
A. F. Yerkes, 438 E. Main st. . . . . Master  
A. F. Yerkes, 438 E. Main st. . . . . Secretary  
F. E. Harrington, 403 Michigan ave. . . . . Collector  
F. E. Harrington, 403 Michigan ave. . . . . Receiver  
A. F. Yerkes, 438 E. Main st. . . . . Magazine Agent
- 421. WINDSOR; Windsor, Ont.**  
Meets in A. O. F. Hall 1st and 3d Wednesdays.  
Thos. Noble, G. T. R. . . . . Master  
W. D. Atherton, G. T. R. . . . . Secretary  
J. T. Pryor, G. T. R. . . . . Collector  
Thos. Howe, G. T. R. . . . . Receiver  
M. J. King, G. T. R. . . . . Magazine Agent
- 422. LAKE VIEW; Ashtabula Harbor, Ohio.**  
Meets in Knights of Labor Hall, 8 Oak st, 1st and 3d Sundays at 1:30 P. M.  
J. W. Bunnell . . . . . Master  
Herman Richards, Box 630 . . . . . Secretary  
W. B. Porter, Box 434 . . . . . Collector  
T. A. Kagy, Box 407 . . . . . Receiver  
Magazine Agent
- 423. MOUNT HELENA; Helena, Mont.**  
Meets in B. R. T. Hall, N. P. Depot, Helena ave, 1st and 3d Fridays at 7 P. M.  
J. H. Daily, Bailey Bl'k . . . . . Master  
J. E. Morris, 1508 Phoenix ave. . . . . Secretary  
J. E. Morris, 1508 Phoenix ave. . . . . Collector  
J. H. Daily, Bailey Block . . . . . Receiver  
D. R. Bell, 1325 Bolder ave. . . . . Magazine Agent
- 424. FLEETWOOD; Covington, Ky.**  
Meets in Odd Fellow's Hall, cor. 5th and Madison sts, 2d Wednesday at 7:30 P. M. and 4th Sunday at 2 P. M.  
E. A. Brewer, 1514 Russell st. . . . . Master  
B. O. Chalkley, 1705 Russell st. . . . . Secretary  
Jno. King, 1209 Russell st. . . . . Collector  
Hewitt Myers, 1111 Banklick st. . . . . Receiver  
F. W. Roberts, 1305 Russell st. . . . . Magazine Agent
- 425. PETER BURNS; East Nashville, Tenn.**  
Meets in Burton's Hall, cor. Third and Forest sts., Nashville, every Tuesday at 9:30 A. M.  
T. M. Bledsoe, 205 Berry st. . . . . Master  
H. L. Tindall, cor. Stockell and Josephine sts., Nashville . . . . . Secretary  
Warner Campbell, 232 Foster st, Nashville . . . . . Collector  
H. L. Tindall, cor. Stockell and Josephine sts., Nashville . . . . . Receiver  
Warner Campbell, 232 Foster st. Nashville . . . . . Magazine Agent
- 426. TOMBIGEE; Avondale, Ala.**  
Meets in Moore's Hall, 1st Tuesday and 3d Monday evenings.  
D. H. O'Neal . . . . . Master  
W. B. Townley . . . . . Secretary  
W. H. Carithers . . . . . Collector  
J. A. Fulmer, Box 92 . . . . . Receiver  
G. L. Jones . . . . . Magazine Agent
- 427. CONGAREE; Columbia, S. C.**  
Meets in K. P. Hall, 225 Main st. every Sunday at 10:30 A. M.  
W. S. Fetter, 41 Richland st. . . . . Master  
J. C. Walker, 41 Richland st. . . . . Secretary  
D. A. Dillard, 119 Winn st. . . . . Collector  
J. D. Tuck, 209 Richland st. . . . . Receiver  
W. P. Hutchison, 133 Winn st. . . . . Magazine Agent
- 428. CHEROKEE; Van Buren, Ark.**  
Meets in A. O. U. W. Hall, 2d and 4th Wednesdays at 1:30 P. M.  
Jeff Cornish . . . . . Master  
J. C. Williams, Box 205 . . . . . Secretary  
F. B. Johnson . . . . . Collector  
Richard Mennesey . . . . . Receiver  
Jeff. Cornish . . . . . Magazine Agent

**439. MOUNT PLEASANT; Chicago, Ill.**

Meets in Baker's Hall, cor. Hart and Archer  
aves., 1st Sunday at 7:30 P. M. and 3d Sunday  
at 2:30 P. M.

Chas. Armstrong, 2369 Joseph st., Brighton  
Park . . . . . Master  
Gustave Spindler, 2551 38th st. . . . . Secretary  
Gustave Spindler, 2182 38th st. . . . . Collector  
Wm. Hayes, 2134 Joseph st. . . . . Receiver  
J. M. Brady, 2114 83th st. . . . . Magazine Agent

**440. WINCHESTER; Martinsburg, W. Va.**

Meets in K. P. Hall, every Wednesday at 2 P. M.  
W. F. Eberle . . . . . Master  
R. E. Baker, Box 193 . . . . . Secretary  
F. H. Brookman, Cumberland, Md. . . . . Collector  
Chas. Pennell . . . . . Receiver  
Jno. O'Leary . . . . . Magazine Agent

**441. IONIA; Ionia, Mich.**

Meets in K. P. Hall 2d and 4th Sundays.  
F. H. Williams, 527 Rich st. . . . . Master  
F. H. Williams, 527 Rich st. . . . . Secretary  
C. E. Hinds, 118 Mill st. . . . . Collector  
Patrick Kennedy, 148 Mill st. . . . . Receiver  
J. A. Garrity, 25 Railroad st. . . . . Magazine Agent

**442. PATAPSCO; Baltimore, Md.**

Meets in Mechanic's Exchange Hall, 2nd floor,  
2 E. Fort ave., cor. Charles st., 1st and 3d Sun-  
days at 2 P. M.  
H. H. Hildebrand, 1261 Riverside ave. . . . . Master  
W. A. Tribby, 533 E. Fort ave. . . . . Secretary  
Jacob Fishell, 120 E. Fort ave. . . . . Collector  
P. F. Donnelly, 22 Beverley st. . . . . Receiver  
W. A. Tribby, 533 E. Fort ave. . . . . Mag. Agent

**443. ENGLEWOOD; Chicago, Ill.**

Meets in Kerwin's Hall, Wentworth ave. and  
56th st., 1st Sunday morning and 3d Saturday  
evening.  
H. F. Brooks, 5711 Emerald ave., Engle-  
wood . . . . . Master  
Nicholas Simon, 5349 Princeton ave. . . . . Secretary  
Nicholas Simon, 5349 Princeton ave. . . . . Collector  
Chas. Naylor, 5506 Wentworth ave. . . . . Receiver  
C. E. Fair, 5361 Tracy ave. . . . . Magazine Agent

**444. WILLOW GROVE; Bennett, Pa.**

Meets in Mechanic's Hall 1st and 3d Thursday  
evening.  
F. H. Welk . . . . . Master  
Wm. Canavan, 187 45th st., Pittsburgh . . . . . Secretary  
C. O. Sprague . . . . . Collector  
F. E. Woodford, Box 178 . . . . . Receiver  
Ford Welk . . . . . Magazine Agent

**445. NOTTOWAY; Crews, Va.**

Meets in Masonic Hall, 2d Saturday and 4th Sun-  
day at 2:30 P. M.  
J. B. Neale . . . . . Master  
N. H. Cheatham . . . . . Secretary  
J. R. Neale . . . . . Collector  
N. H. Cheatham . . . . . Receiver  
L. N. Kelley . . . . . Magazine Agent

**446. JAMES I. WATT; McComb City, Miss.**

Meets in Masonic Hall every Tuesday.  
E. L. Huntley . . . . . Master  
J. C. Whiddon . . . . . Secretary  
J. J. Pimm . . . . . Collector  
W. L. Munn . . . . . Receiver  
A. F. Gray . . . . . Magazine Agent

**447. EMERALD; Leavenworth, Kan.**

Meets in K. P. Hall, cor. 4th and Delaware sts.,  
2d Sunday and 4th Saturday evening.  
Jas. McNeerney, 4th and Kiowa sts. . . . . Master  
Chas. Curtin, 720 Kiowa st. . . . . Secretary  
Thos. Cronin, 718 Kiowa st. . . . . Collector  
Chas. Curtin, 720 Kiowa st. . . . . Receiver  
E. K. Dustin, 602 So Espanade st., Magazine Agent

**448. COMFORT; Cheyenne, Wyo.**

Meets in Engineers' Hall, 112½ W. 16th st. every  
Friday at 7:30 P. M.  
J. K. Baldwin, 200 E. 20th st. . . . . Master  
Ralph Robertson, Box 646 . . . . . Secretary  
T. E. Holland, 1817 Vanlienen st. . . . . Collector  
H. F. Zinn, 307 E. 16th st. . . . . Receiver  
P. H. Conway, 508 E. 18th st. . . . . Magazine Agent

**449. APACHE CANON; Las Vegas, New Mexico.**

Meets in K. of P. Hall, E. Las Vegas, every Sat-  
urday at 2 P. M.  
J. A. Fairbairn, E. Las Vegas . . . . . Master  
C. U. E. Pierson, E. Las Vegas . . . . . Secretary  
Edw. Sears, E. Las Vegas . . . . . Collector  
Richard Jacquemin, E. Las Vegas . . . . . Receiver  
Benj. Suller, E. Las Vegas . . . . . Magazine Agent

**440. CHERISH; Monett, Mo.**

Meets in B. of L. E. Hall, bet. 3d and 4th sts. on  
Broadway, every Tuesday at 2 P. M.  
W. H. Smith, Box 60 . . . . . Master  
Robt Gardner . . . . . Secretary  
Thos. Mansfield . . . . . Collector  
W. H. Smith, Box 60 . . . . . Receiver  
J. D. Heyburn . . . . . Magazine Agent

**441. MIAMI; Cincinnati, Ohio.**

Meets in G. A. R. Hall, Eastern ave. and Rigley  
st., 1st and 3d Sundays at 2 P. M.  
A. E. Merrill, 1195 Eastern ave. . . . . Master  
W. J. Brennan, 1141 Eastern ave. . . . . Secretary  
Jno. Denner, Loveland . . . . . Collector  
A. E. Merrill, 1195 Eastern ave. . . . . Receiver  
Mike Carroll, Morrow . . . . . Magazine Agent

**442. BARRIE BAY; Allandale, Ontario.**

Meets in Firemen's Hall 1st and 3d Sundays.  
T. C. Royce . . . . . Master  
W. J. Church, Box 114 . . . . . Secretary  
J. N. Harpe, Box 202 . . . . . Collector  
W. J. McKinley, Box 207 . . . . . Receiver  
Luke Spear . . . . . Magazine Agent

**443. VIRGINIA; Danville, Va.**

Meets in Odd Fellows' Hall, 514 Main st., 2d and  
4th Mondays at 1:30 P. M.  
R. L. Pierce, 848 Battery st. . . . . Master  
W. H. Moore, Box 132, North Danville . . . . . Secretary  
A. E. Boat, Box 84 North Danville . . . . . Collector  
C. F. Gills, Box 171, North Danville . . . . . Receiver  
A. E. Boat, L. Box 84, North Danville . . . . . Mag. Agent

**444. MISSION MIDDLE; Knoxville, Tenn.**

Meets in French & Roberts Building, every  
Monday at 2 P. M.  
R. H. Hart, 1220 Luttrell ave. . . . . Master  
J. W. Lobach, 624 Luttrell st. . . . . Secretary  
Tim O'Connor, 728 W. Clinch st. . . . . Collector  
C. W. Pry, 708 Richard st. . . . . Receiver  
E. L. Shell, 817 McGee st. . . . . Magazine Agent

**445. MOUNTAIN GEM; Glenn's Ferry, Idaho.**

Meets in N. Schroder's Hall, every Tuesday at  
7:30 P. M.  
E. H. Rice . . . . . Master  
R. D. Gorby . . . . . Secretary  
Jno. Kiehm . . . . . Collector  
R. D. Gorby . . . . . Receiver  
S. E. R. White . . . . . Magazine Agent

**446. BLUESTONE; Bluefield, W. Va.**

Meets in Stanger's Hall, 1st and 2d Sundays at  
7 P. M. and 3d and 4th Sundays at 2 P. M.  
Wm. Dougherty, Box 135 . . . . . Master  
C. A. Paul, Box 116 . . . . . Secretary  
Jos. Werner . . . . . Collector  
W. R. Yockey, Box 88 . . . . . Receiver  
W. A. Taylor, Box 167 . . . . . Magazine Agent

**447. FRENCH BRUAD; Asheville, N. C.**

Meets in B. of L. F. Hall 2d and 4th Sundays at  
10:30 A. M.  
O. M. Losey, Box 228 . . . . . Master  
H. A. Ragle, Box 412 . . . . . Secretary  
R. B. Lee, Box 412 . . . . . Collector  
B. T. Egerton, Box 412 . . . . . Receiver  
R. H. Means, Depot at . . . . . Magazine Agent

**448. ALTA MONT; Keyser, W. Va.**

Meets in I. O. O. F. Hall every Tuesday at 1:30  
P. M.  
J. W. Dayton, Box 68 . . . . . Master  
Porter Kinney, 64 Maryland ave., Cumber-  
land, Md. . . . . Secretary  
H. B. Rice . . . . . Collector  
W. W. Davis, Box 85 . . . . . Receiver  
J. W. Jones . . . . . Magazine Agent

**449. NOLAN RIVER; Cleburne, Texas.**

Meets in B. of L. F. Hall every Tuesday evening.  
C. M. Rodgers . . . . . Master  
Jno. Mobley, Box 152 . . . . . Secretary  
G. L. Wilson . . . . . Collector  
C. E. Winther, Box 88 . . . . . Receiver  
Dan'l Ross . . . . . Magazine Agent

**450. CLEVELAND; Cleveland, Ohio.**

Meets in Fraternity Hall, cor. Lorain and Pearl sts  
2d Saturday evening and 4th Sunday at 2 P. M.  
J. A. Kreiss, Gustave Court No. 1 . . . . . Master  
E. L. Banks, 483 Pearl st. . . . . Secretary  
E. L. Banks, 483 Pearl st. . . . . Collector  
Jas Hugo, 110 Root st. . . . . Receiver  
G. C. Woodard, 50 Bridge st. . . . . Magazine Agent

**451. BOIS D'ARC; Bonhall, Texas.**

Meets in I. O. O. F. Hall 1st and 3d Sundays at  
2:30 P. M.  
B. E. Mathews . . . . . Master  
T. L. Cox . . . . . Secretary  
H. J. Pierce . . . . . Collector  
T. L. Cox . . . . . Receiver  
H. E. Collett . . . . . Magazine Agent

**442. WM. BRAXLEY; Parkersburg, W. Va.**

Meets in U. O. A. M. Hall, 511 Market st., every Sunday at 2 P. M.  
 N. F. Bishop, 1827 Spring st. . . . . Master  
 L. W. Broughton, 384 9th st. . . . . Secretary  
 F. McLaughlin, 612 Green st. . . . . Collector  
 W. C. Scrogin, 128 8th st. . . . . Receiver  
 W. S. Carlsen, Elborn, Parkersburg. Mag. Agent

**443. RADFORD; Radford, Va.**

Meets in Odd Fellows' Hall, East Radford, 2d and 4th Sundays.  
 W. E. Marlon, East Radford . . . . . Master  
 M. P. Corvin, L. Box 468, East Radford . . . . . Secretary  
 M. P. Corvin, L. Box 468, East Radford . . . . . Collector  
 W. S. Hutton, Bristol, Tenn. . . . . Receiver  
 J. F. Blackard, Box 127, East Radford . . . . . Magazine Agent

**444. MOUNTAIN PARK; Ashley, Pa.**

Meets in Metz's Hall, Main St., 1st and 3d Sundays at 2 P. M.  
 J. W. Richards . . . . . Master  
 W. H. Dennis, Box 170 . . . . . Secretary  
 H. H. Ruhl, Box 147 . . . . . Collector  
 J. C. Ruhl, Box 147 . . . . . Receiver  
 K. E. Butts . . . . . Magazine Agent

**445. JOHN BRANDT; Roseburg, Ore.**

Meets in A. O. U. W. Hall 2d Tuesdays and 4th Wednesdays at 2 P. M.  
 Walter Drennan . . . . . Master  
 Thos. Herbig . . . . . Secretary  
 G. B. Happersett . . . . . Collector  
 W. E. Everton, Box 526 . . . . . Receiver  
 G. R. Singleton . . . . . Magazine Agent

**446. SUN RIVER; Great Falls, Mont.**

Meets in Minot Hall, cor. Central ave and 2d st, 2d and 4th Sundays at 7:30 P. M.  
 Chas. Peck . . . . . Master  
 W. G. Locher, Box 630 . . . . . Secretary  
 M. J. O'Reilly . . . . . Collector  
 Chas. Peck . . . . . Receiver  
 Chas. Weller . . . . . Magazine Agent

**447. NECKLENBERG; Charlotte, N. C.**

Meets in Odd Fellows' Hall every Sunday at 9 A. M.  
 Wm. Garraux, 501 N. Smith st. . . . . Master  
 J. C. Lanyoex, 216 W. 4th st. . . . . Secretary  
 W. E. Nesbett, 500 N. Graham st. . . . . Collector  
 C. A. Sigman, 505 W. 9th st. . . . . Receiver  
 E. L. Hanks . . . . . Magazine Agent

**448. MACKINAW; Van Wert, Ohio.**

Meets in K. of P. Hall, 2d and 4th Sundays.  
 Emord Conaway . . . . . Master  
 H. E. Welch, Box 518 . . . . . Secretary  
 T. E. Cooney, Box 577 . . . . . Collector  
 J. A. Butters . . . . . Receiver  
 Jas. Steele . . . . . Magazine Agent

**449. GRACE; Wabash, Ind.**

Meets in Firemen's Hall, every Sunday at 2 P. M.  
 Clyde Olive, 225 W. 8th st, Anderson . . . . . Master  
 J. L. Rogers 150 W. 4th st, Anderson . . . . . Secretary  
 G. A. Reeves, Anderson . . . . . Collector  
 Angus McIntosh, 118 S. Sheridan st., Anderson . . . . . Receiver  
 J. L. Rogers, 150 W. 4th st, Anderson . . . . . Magazine Agent

**450. HILL CITY; Vicksburg, Miss.**

Meets in K. of P. Hall, cor. of Washington and Clay sts., 1st and 3d Saturdays at 7:30 P. M. and 2d and 4th Saturdays at 8 A. M.  
 E. F. Hatchett, 512 Henry st. . . . . Master  
 Irwin Calkins, Box 16 . . . . . Secretary  
 W. H. Shaw, 121 Pearl st. . . . . Collector  
 E. W. Hoffeman, 413 Crawford st. . . . . Receiver  
 Henry Dold . . . . . Magazine Agent

**451. MANCHESTER; Marcelline, Mo.**

Meets in I. O. O. F. Hall, cor. Kansas and Howell aves., alternate Sundays at 2 P. M.  
 J. H. Gray . . . . . Master  
 David Jenkins . . . . . Secretary  
 Chas. Billingsley . . . . . Collector  
 J. W. Kendig . . . . . Receiver  
 J. D. Huffman . . . . . Magazine Agent

**452. LAKE CITY; Erie, Pa.**

Meets in Metcalf's Hall, 724 State st., 3d floor, 1st and 3d Sundays at 2 P. M.  
 W. A. McClain, 234 W. 23d st. . . . . Master  
 F. S. Olmstead, 330 W. 19th st. . . . . Secretary  
 B. B. Northup, 311 W. 18th st. . . . . Collector  
 H. B. Burr, 136 W. 20th st. . . . . Receiver  
 Jos. Brady, Westfield, N. Y. . . . . Magazine Agent

**453. ELMIRA; Elmira, N. Y.**

Meets on 3d floor, 224 S. Main st., Miller's Bl'k, 2d and 4th Sundays at 2:30 P. M.  
 D. R. Jackson, 273 Baty st. . . . . Master  
 C. A. Washburne, 708 Spaulding st. . . . . Secretary  
 P. P. Davies, 510 Penn ave. . . . . Collector  
 F. C. Harper, 382 Baty st. . . . . Receiver  
 M. H. Dunbar, 230 W. Miller st. . . . . Magazine Agent

**454. WHEAT CITY; Brandon, Manitoba.**

Meets in Workman's Hall, 2d and 4th Sundays at 3 P. M.  
 J. C. Massender, Box 85 . . . . . Master  
 Wm. Glenn . . . . . Secretary  
 Edw. Shingfield . . . . . Collector  
 D. E. Crawford, Box 45 . . . . . Receiver  
 R. H. Hardy, Moose Jaw, N. W. Ter., . . . . . Magazine Agent

**455. ORMSBY; Pittsburgh, South Side, Pa.**

Meets in Weber's Hall, cor. 27th and Sarah sts., 1st and 3d Sundays.  
 A. M. Harvey, Sierra st, 27th Ward . . . . . Master  
 J. L. Rogerson, 118 25th st. . . . . Secretary  
 D. F. Plunkard, Warten st., 25th ward . . . . . Collector  
 Thos. Jones, 3470 Carson st. . . . . Receiver  
 Geo. Hoffman, 2832 Sarah st. . . . . Magazine Agent

**456. ORPHANS' HOPE; Dennison, Ohio.**

Meets in Ewen & Van Ostrans Hall, cor. Second and Grant sts., every Monday at 1:30 P. M.  
 W. T. Wright, Box 108 . . . . . Master  
 C. H. Clendenning . . . . . Secretary  
 Edw. Lamb . . . . . Collector  
 W. T. Wright, Box 108 . . . . . Receiver  
 C. H. Clendenning . . . . . Magazine Agent

**457. WESLEY CRAIG; Corning, O.**

Meets in K. P. Hall 2d and 4th Sundays.  
 D. E. Davis . . . . . Master  
 Fabe Cody . . . . . Secretary  
 J. B. Pace . . . . . Collector  
 Alexander Morrison . . . . . Receiver  
 J. B. Pace . . . . . Magazine Agent

**458. ONTARIO; London, Ontario.**

Meets in I. O. O. F. Hall, cor. English and Dundas sts., 1st and 3d Sundays at 2 P. M.  
 Jas. Hand, Box 38, London East . . . . . Master  
 J. T. Cochrane, 9 Wellington ave., Windsor . . . . . Secretary  
 J. H. Hubert, 670 Adelaide st. . . . . Collector  
 Russell Follis, 468 Dundas st. . . . . Receiver  
 P. J. Kane, 672 Adelaide st. . . . . Magazine Agent

**459. MOUNT KATAHDIN; Henderson, Me.**

Meets in B. of L. F. Hall 2d Sunday and 4th Monday.  
 G. B. Allen, Box 215 . . . . . Master  
 M. F. Fuller, Box 101 . . . . . Secretary  
 W. E. McLeod, Box 215 . . . . . Collector  
 M. F. Fuller, Box 101 . . . . . Receiver  
 E. G. Ryder, Box 223 . . . . . Magazine Agent

**470. JOHN A. LOGAN; Murphysboro, Ill.**

Meets in Bodaker Hall, 1st and 3d Sundays at 1:30 P. M.  
 G. W. Hilleary . . . . . Master  
 J. H. Delano, Jr. . . . . Secretary  
 A. L. Dixon . . . . . Collector  
 W. R. Childers . . . . . Receiver  
 J. J. Norris, Box 381 . . . . . Magazine Agent

**471. INTERNATIONAL; Ft. Erie, Ont.**

Meets in Odd Fellows' Hall, International Bridge, 1st and 4th Sundays at 2 P. M.  
 Jno. Kingston, Amigari . . . . . Master  
 Alex. McIntyre, Amigari . . . . . Secretary  
 Geo. Metter, Amigari . . . . . Collector  
 Richard Clark, International Bridge . . . . . Receiver  
 Reuben Piato, Amigari . . . . . Magazine Agent

**472. JOHN J. MANNING; Buffalo, N. Y.**

Meets in Klocke's Hall, cor. Gold and Lovejoy sts., every Tuesday at 8 P. M.  
 P. L. Carey, 319 S. Division st. . . . . Master  
 F. C. Keebler, 1008 Lovejoy st. . . . . Secretary  
 J. L. Ruffy, 45 Chestnut st. . . . . Collector  
 F. C. Keebler, 1008 Lovejoy st. . . . . Receiver  
 R. W. Ginkinger, 863 Eagle st. . . . . Magazine Agent

**473. MAUMEE; Air Line Junction, Ohio.**

Meets in K. P. Hall, 2d and 4th Sundays and 1st and 3d Mondays.  
 W. N. Cooper . . . . . Master  
 . . . . . Secretary  
 C. L. Boehm . . . . . Collector  
 G. E. Phelps . . . . . Receiver  
 A. B. Woodman, . . . . . Magazine Agent

- 474. TAUNTON; Taunton, Mass.**  
Meets in Good Templar's Hall 2d and 4th Monday evenings.  
E. B. Mitchell, 39 Porter st. . . . . Master  
J. T. Bishop, 34 Myrtle st. . . . . Secretary  
S. E. Cunningham, 419 Purchase st., New Bedford . . . . . Collector  
J. T. Bishop, 34 Myrtle st. . . . . Receiver  
C. L. Freeman, 12 Washington st. . . . . Mag. Agent
- 475. JAMES LEAHY; Grand Junction, Colo.**  
Meets in I. O. O. F. Hall every Tuesday at 3 P. M.  
C. F. Schrader . . . . . Master  
O. H. Kearns . . . . . Secretary  
W. E. Dean . . . . . Collector  
E. A. Bliss, Box 395 . . . . . Receiver  
Robt. Rowe . . . . . Magazine Agent
- 476. W. J. WARD; Woodstock, N. B.**  
Meets in K. P. Hall, King st, 2d Friday and 4th Saturday at 7:30 P. M.  
L. N. Dow . . . . . Master  
W. R. King . . . . . Secretary  
I. E. Richardson, St. Stephens . . . . . Collector  
Zebedee Gabel, Gibson . . . . . Receiver  
John Keezer . . . . . Magazine Agent
- 477. GLENWOOD; Kenova, W. Va.**  
Meets in I. O. O. F. Hall, Ceredo, 1st and 3d Sundays.  
Ralph Fields . . . . . Master  
J. B. Coleman, Ceredo . . . . . Secretary  
S. L. Cryer . . . . . Collector  
E. E. Lane . . . . . Receiver  
C. J. Lindner, 1108 Scott st, Portsmouth O. . . . . Magazine Agent
- 478. NARRAGANSETT; Providence, R. I.**  
Meets in Trainmen's Hall, 297 Canal street, 1st and 3d Sundays at 2:30 P. M.  
G. W. Sawtell . . . . . Master  
E. E. McCarthy, 240 Charles st. . . . . Secretary  
J. D. McSheehy . . . . . Collector  
R. E. McCarthy, 240 Charles st. . . . . Receiver  
Wm. Smith, Valley Falls . . . . . Magazine Agent
- 479. ST. GEORGE; Smiths Falls, Ont.**  
Meets in Haley's Hall 2d and 4th Mondays.  
H. C. Pye . . . . . Master  
Edw. Pennett . . . . . Secretary  
Stephen Smith . . . . . Collector  
Andrew Boyd . . . . . Receiver  
S. B. O'Hara . . . . . Magazine Agent
- 480. CHIPETA; Ridgway, Colo.**  
Meets in B. of L. F. Hall every Monday at 8 P. M.  
Thos. McKenna . . . . . Master  
C. C. Ervin . . . . . Secretary  
J. W. Sowers . . . . . Collector  
P. R. Blakely . . . . . Receiver  
J. T. Stewart . . . . . Magazine Agent
- 481. EASTER; St. Louis, Mo.**  
Meets in Brighton Hall, cor. Broadway and Salisbury sts., 2d and 4th Wednesday at 8 P. M.  
T. M. Lynch, 1014 St. Louis ave . . . . . Master  
W. S. Ferguson, 4030 N. 9th st. . . . . Secretary  
J. H. Frohoff, 919 St. Louis ave . . . . . Collector  
E. J. Keiflein, 2714 N. 13th st . . . . . Receiver  
W. C. Linck, 8326 Halk Ferry Road, Mag. Agent
- 482. STILLWATER; Kalispell, Mont.**  
Meets in K. P. Hall, 2d and 4th Saturdays at 7:30 P. M.  
Robt. Pauline . . . . . Master  
A. J. McGinn . . . . . Secretary  
Robt. Pauline . . . . . Collector  
Ole Olson . . . . . Receiver  
J. N. Reynolds . . . . . Magazine Agent
- 483. INDEPENDENCE; Barnesville Minn.**  
Meets in U. A. O. D. Hall, 1st Sunday at 2 P. M. and 3d Monday at 10 A. M.  
G. W. Lumm . . . . . Master  
N. A. Gray . . . . . Secretary  
N. E. Varney . . . . . Collector  
Jas. Hendry . . . . . Receiver  
N. E. Varney . . . . . Magazine Agent
- 485. PAUL REVERE; Charlestown, Mass.**  
Meets in Bigelow Hall, S. Eden st, entrance Tibbetts Town Way, 1st and 3d Sundays at 10 A. M.  
F. G. Judkins, East Lexington . . . . . Master  
W. H. Hildreth, 57 Rutherford ave. . . . . Secretary  
F. F. Derby, 9 Auburn st. . . . . Collector  
C. G. Bates, 17 Harvard Square . . . . . Receiver  
R. W. Miller, 31 Russell st. . . . . Magazine Agent
- 486. CHIPPEWA VALLEY; Chippewa Falls, Wis.**  
Meets in Odd Fellows' Hall, Spring st., 1st and 3d Tuesday evenings.  
Jno. Enright . . . . . Master  
C. F. Korth, Box 256 . . . . . Secretary  
W. H. Barker, W. C. Eng house . . . . . Collector  
Jno. Enright, 710 Bay st . . . . . Receiver  
C. P. Dill, 1708 Lombard st. . . . . Magazine Agent
- 487. WHIRLPOOL; Niagara Falls, Ont.**  
Meets in B. of L. F. Hall, Lundy's New Block, 1st and 3d Thursdays at 8 P. M.  
G. A. Cook . . . . . Master  
W. A. Dalton . . . . . Secretary  
Alexander Mitchell . . . . . Collector  
G. A. Cook . . . . . Receiver  
Wm. Wright . . . . . Magazine Agent
- 488. CUMBERLAND; Cumberland, Md.**  
Meets in J. R. O. U. A. N. Hall 1st and 3d Sunday evenings.  
J. F. Little, Elkins, W. Va. . . . . Master  
C. J. Graft, 29 Springvale st. . . . . Secretary  
C. A. Twigg, 61 S. Mechanic st. . . . . Collector  
W. H. Rice, 11 Harrison st. . . . . Receiver  
J. H. Strong, 325 N. Mechanic st, Magazine Agent
- 489. RESUBRECTION; Creston, Iowa.**  
Meets in Brotherhood Hall, 1st and 3d Mondays at 1:30 P. M. and 2d and 4th Mondays at 7:30 P. M.  
W. N. Nell, 511 N. Vine st. . . . . Master  
J. P. O'Connor, 100 Howard & Pine sts, Secretary  
W. H. Van Wormer, 100 Howard and Pine sts . . . . . Collector  
F. T. Wilson, 614 N. Vine st. . . . . Receiver  
A. G. Smith, 217 N. Pine st. . . . . Magazine Agent
- 490. MIDNIGHT; East Brady, Pa.**  
Meets in Odd Fellows' Hall 2d and 4th Sundays at 2 P. M.  
I. B. Wike . . . . . Master  
J. A. Williams, 4118 Main st, Pittsburgh. . . . . Secretary  
J. E. Patterson . . . . . Collector  
A. L. Gill, Verona . . . . . Receiver  
M. W. Boyd, Verona . . . . . Magazine Agent
- 491. BARTON SPRING; Austin, Tex.**  
Meets in K. of P. Hall, Congress ave., 2d and 4th Sundays, at 8 P. M.  
O. T. Moore, 1101 E. 3d st. . . . . Master  
E. E. Clappart, 1109 E 8th st. . . . . Secretary  
C. B. Doran, Hampstead . . . . . Collector  
E. E. Clappart, 1109 E 8th st . . . . . Receiver  
A. Davis, care Round House . . . . . Magazine Agent
- 492. IVANHOE; Alvarado, Tex.**  
Meets in B. of L. F. Hall every Sunday at 2:30 P. M.  
J. B. Loftin, L. Box 2 . . . . . Master  
C. W. Avery . . . . . Secretary  
J. B. Wesson . . . . . Collector  
Geo. Brinklow . . . . . Receiver  
W. H. Coble . . . . . Magazine Agent
- 493. FULTON; Atlanta, Ga.**  
Meets in Industrial Council's Hall, 26½ E. Alabama St., every 2d and 4th Sunday at 2:30 P. M.  
B. B. Plunkett, 662 S. Pryor st. . . . . Master  
Harry Huddleston, 41 Buena Vista ave. Secretary  
Harry Huddleston, 41 Buena Vista ave. Collector  
A. N. Thom, 68 McDaniel st. . . . . Receiver  
Harry Huddleston, 41 Buena Vista ave, Mag. Agent
- 494. BAY DE NOC; Gladstone, Mich.**  
Meets in K. of P. Hall, 2d and 4th Thursday evenings.  
C. W. LaFaver . . . . . Master  
J. A. Houle, Box 136 . . . . . Secretary  
F. W. Suddaby . . . . . Collector  
L. H. Wintel, L Box 646 . . . . . Receiver  
N. D. McIntyre . . . . . Magazine Agent
- 495. BANNING; Cedartown, Ga.**  
Meets in K. P. Hall, every Sunday at 8:30 A. M.  
Master  
W. N. Tumlin . . . . . Secretary  
J. W. Niles . . . . . Collector  
W. N. Tumlin . . . . . Receiver  
W. H. King . . . . . Magazine Agent
- 496. ROBERT E. LEE; Manchester, Va.**  
Meets in Toney's Hall 1st Saturday at 7:30 P. M. and 3d Monday at 10 A. M.  
J. R. Prettyman . . . . . Master  
R. M. Hilton, 207 E. 12th st . . . . . Secretary  
R. M. Woodbury, 809 Simms st. . . . . Collector  
J. W. Waldball, 21st and Chicago sts . . . . . Receiver  
J. H. Barnes . . . . . Magazine Agent
- 497. SINCERE; Richmond, Va.**  
Meets in Odd Fellow's Hall, corner Mayo and Franklin sts., 1st and 3d Mondays at 9:30 A. M.  
C. R. Alley, 210 S. Laurell st. . . . . Master  
I. L. Parker, Jr., 608 S. Pine st. . . . . Secretary  
J. A. Turner, 68, 2d st. . . . . Collector  
Michael Kelly, 611½ S. Pine st. . . . . Receiver  
W. T. Day, C. & O. shops, 2d st . . . . . Mag. Agent

**VIGILANT; Bellwood, Pa.**  
 Meets in Cornmessers Hall, 2d and 4th Sundays  
 at 2 P. M.  
 G. Potter . . . . . Master  
 C. Nearhoof, Box 672 . . . . . Secretary  
 H. Dunn . . . . . Collector  
 J. L. Ledy, Box 606 . . . . . Receiver  
 E. M. Donley . . . . . Magazine Agent

**COMPOUND; Chicago, Ill.**  
 Meets at 356 63d st. 2d Tuesday at 8 P. M. and  
 4th Sunday at 2 P. M.  
 Geo. Godding, 6406 Ellis ave . . . . . Master  
 A. A. McLaughlin, 6938 Stony Island  
 ave . . . . . Secretary  
 L. Coleman, 5423 Dearborn st. . . . . Collector  
 E. Leckle, 329 34th st . . . . . Receiver  
 I. M. Landis, 3927 Wabash ave . . . . . Magazine Agent

**QUICKSTEP; Spooner, Wis.**  
 Meets in I. O. O. F. Hall 2d and 4th Wednesdays  
 at 8 P. M. and 4th Sunday at 2 P. M.  
 D. D. Campbell . . . . . Master  
 B. Savage . . . . . Secretary  
 D. D. Campbell . . . . . Collector  
 D. D. Campbell . . . . . Receiver  
 E. F. Boyle . . . . . Magazine Agent

**SPOKANE; Spokane, Wash.**  
 Meets in K. P. Hall, G. N. Shops, every Monday  
 at 7:30 P. M.  
 Alex. Laing, Box 422 . . . . . Master  
 Peter Olson, Box 422 . . . . . Secretary  
 V. B. DeBush, Box 422 . . . . . Collector  
 C. Mowrey, Box 422 . . . . . Receiver  
 Florence Moriarty, 96 Jamieson Bl'k. Mag. Agent

**PRIDE; Louisville, Ky.**  
 Meets in Scanlon's Hall, N. W. cor. 13th and  
 Kentucky sts., every Monday at 1:30 P. M.  
 V. W. Slaby, 1609 Kentucky st. . . . . Master  
 L. L. Bryant, 1521 Southgate st. . . . . Secretary  
 S. Riney, 1735 12th st. . . . . Collector  
 V. W. Slaby, 1609 Kentucky st. . . . . Receiver  
 E. Kreamer, 1651 Prentice st. . . . . Mag. Agent

**MT. SOPRIS; Aspen Junction, Colo.**  
 Meets in Frey's Hall every Saturday at 2 P. M.  
 C. C. Andrus . . . . . Master  
 As. Weaver . . . . . Secretary  
 Fred Stiffner . . . . . Collector  
 E. W. Burgin . . . . . Receiver  
 C. Frison . . . . . Magazine Agent

**GOLDEN ROD; Halifax, Nova Scotia.**  
 Meets in Creighton's Hall, 1st Wednesday and  
 Fourth Saturday.  
 Cornelius McTierman, 285 Campbell Rd. . . . . Master  
 J. H. Skinner, 51 Duffus st. . . . . Secretary  
 F. M. Wilson, 159 Campbell Road . . . . . Collector  
 no. Hessian, 14 Kage st . . . . . Receiver  
 Arthur Parmeter, Kentville . . . . . Magazine Agent

**COMPACT; Bankia, Ill.**  
 Meets in Odd Fellow's Hall every Sunday at 2  
 P. M.  
 A. T. Rallsback, Box 58 . . . . . Master  
 H. Boherty . . . . . Secretary  
 A. J. Eschenback . . . . . Collector  
 A. T. Rallsback, Box 58 . . . . . Receiver  
 W. Doud . . . . . Magazine Agent

**HOUSTON; Houston, Texas.**  
 Meets in Fischer's Hall, 1103 Houston ave., 1st  
 and 3d Wednesdays at 1:30 P. M., and 2d and  
 4th Wednesdays at 8:30 P. M.  
 W. White, 1503 Johnson st. . . . . Master

Secretary  
 Henry Tiekoeffer, 1617 Crockett st. . . . . Receiver  
 V. J. Guynes, Box 262 . . . . . Magazine Agent

**MOUNTAIN ECHO; Hazleton, Pa.**  
 Meets in Union Hall, cor. Wyoming and Green  
 sts., 1st and 3d Sundays, at 2 P. M.  
 As. Higgins, 444 E. Cranberry ave. . . . . Master  
 W. Rocking, 438 E. Walnut st. . . . . Secretary  
 D. B. Gilem, 126 E. Mine st. . . . . Collector  
 Fred Meier, 100 E. Chestnut st. . . . . Receiver  
 Magazine Agent

**WAYNE; Detroit, Mich.**  
 Meets in Lincoln Hall, 265 Dix st., every 2d and  
 4th Sundays, at 2 P. M.  
 D. N. Sowle, 463 Dragon st. . . . . Master  
 W. Knight, 1790 Michigan ave . . . . . Secretary  
 J. L. Unruh, cor. Dix st. and Infantry  
 ave., West Detroit . . . . . Collector  
 D. N. Sowle, 463 Dragon st. . . . . Receiver  
 F. H. Martin, 4 Wesson st. . . . . Magazine Agent

**509. SALT CITY; Syracuse, N. Y.**  
 Meets in D. L. & W. Hall, over D. L. & W. Depot,  
 2d and 4th Sundays at 2 P. M.  
 Thos. Riley, 240 Talman st. . . . . Master  
 Webster Roof, 126 Cortland ave . . . . . Secretary  
 Henry Granish, 1004 Geddes st. . . . . Collector  
 C. B. Bandall, 806 Oswego st. . . . . Receiver  
 Webster Roof, 126 Cortland ave . . . . . Mag. Agent

**510. SHOREHAM; Minneapolis, Minn.**  
 Meets in I. O. O. F. Hall, cor. 22d ave and Central  
 ave., 2d and 4th Sundays at 2 P. M.  
 G. A. Raynor, 2423 Central ave. N. E. . . . . Master  
 Fred Willson, 2401 Filmore st. N. E. . . . . Secretary  
 G. M. Tibbs, 2540 Quincy st. N. E. . . . . Collector  
 T. H. Lyons, 2541 Quincy st . . . . . Receiver  
 F. W. Larkins, 740 26th ave. N. E. . . . . Mag. Agent

**511. DIADEN; Blue Island, Ill.**  
 Meets in Commercial Hall, Western ave. and  
 Cook st., 1st and 3d Fridays at 7:30 P. M.  
 L. R. Frink . . . . . Master  
 W. B. Merriman . . . . . Secretary  
 F. L. Edwards, 414 44th st. . . . . Collector  
 H. J. Parry, 4757 Dearborn st., Chicago Receiver  
 Albert Cary . . . . . Magazine Agent

**512. ANTIETAM; Hagerstown, Md.**  
 Meets in Odd Fellows' Hall, cor. Franklin and  
 Potomac sts., 1st and 3d Sundays at 10 A. M.  
 D. B. Menefee, 218 High st. . . . . Master  
 W. T. Kenner, 38 Walnut st. . . . . Secretary  
 W. T. Kenner, 38 Walnut st. . . . . Collector  
 J. H. Moore, Shenandoah, Va. . . . . Receiver  
 V. K. Dayhoff, Chewsville . . . . . Magazine Agent

**513. MT. MONADNOCK; Nashua, N. H.**  
 Meets in Mechanic's Hall 2d and 4th Sunday af-  
 ternoons.  
 C. B. F. Horton, 11 Norton st. . . . . Master  
 F. M. Chapman, Box 334, Hudson . . . . . Secretary  
 W. T. McQuesten, Hudson . . . . . Collector  
 F. B. Little, L. Box 365, Hudson . . . . . Receiver  
 E. M. Aldrich, 142 Canal st. . . . . Magazine Agent

**514. PENOBSCOT; Bangor, Me.**  
 Meets in G. A. R. Hall, Hammond st., 2d and 4th  
 Sundays at 2:30 P. M.  
 Geo. Trueworthy, 25 Pleasant st. . . . . Master  
 P. A. Stafford, 210 Main st. . . . . Secretary  
 W. T. Pierce, 46 Lincoln st. . . . . Collector  
 H. E. Coleman, 165 Main st. . . . . Receiver  
 A. I. Plummer, M.C.R.R. Eng. House. Mag. Agent.

**515. WASHITA; Chickasha, I. T.**  
 Meets every Tuesday at 7 P. M.  
 J. F. Taylor, 110 Ryan st., Ft. Worth,  
 Tex. . . . . Master  
 Ludy Hawley, Box 67 . . . . . Secretary  
 C. C. Scott, 110 Ryan st., Ft. Worth,  
 Tex. . . . . Collector  
 J. H. Sterba, Caldwell, Kan . . . . . Receiver  
 Ludy Hawley, 110 Ryan st., Ft. Worth,  
 Tex. . . . . Magazine Agent

**516. ACORN; Chicago Junction, Ohio.**  
 Meets in O. R. C. Hall, 2d and 4th Thursdays at  
 7:30 P. M.  
 O. R. Worley, Chicago . . . . . Master  
 J. C. Tinkey, Chicago . . . . . Secretary  
 B. H. Brooks, Chicago . . . . . Collector  
 Melvill Ebersole, Chicago . . . . . Receiver  
 Harry Millership, Chicago . . . . . Magazine Agent

**517. PALMETTO; Palatka, Fla.**  
 Meets every Sunday.  
 O. E. Adams . . . . . Master  
 S. A. Coleman . . . . . Secretary  
 J. N. Brooks . . . . . Collector  
 T. M. Hyers . . . . . Receiver  
 A. J. Smith . . . . . Magazine Agent

**518. CUMBERLAND VIEW; Nashville, Tenn.**  
 Meets in Knights of Honor Hall, cor. Market  
 and Centre sts., every Tuesday at 9 A. M.  
 A. T. Rogers, 1109 S. Market st. . . . . Master  
 F. D. McMurry, 100 Maury st. . . . . Secretary  
 Andrew Frey, 469 Chestnut st. . . . . Collector  
 C. J. Weidenbacher, 1006 S. Cherry st Receiver  
 J. W. Bills, 117 Maple st . . . . . Magazine Agent

**519. AGATE; Duluth, Minn.**  
 Meets in Seva Hall, W. Superior st., bet. 18th  
 and 19th aves., 1st and 3d Sundays at 2:30 P. M.  
 L. L. Hood, 1534 W. Superior st . . . . . Master  
 G. F. Watson, 1902 W. Superior st . . . . . Secretary  
 J. A. Marshall, 1908 W. Superior st . . . . . Collector  
 T. W. Robinson, 1905 W. Superior st . . . . . Receiver  
 P. L. Whalen, 1421 W. Michigan st . . . . . Mag. Agent





## DIES' SOCIETY, B. OF L. F.

## GRAND LODGE.

E. A. BALL . . . . . Grand President  
Box 123, Stratford, Ontario.

J. A. LEACH . . . . . Vice Grand President  
Sedalia, Missouri.

JAMES I. MOORE . . . . . Grand Secretary and Treas.  
Box 389, Stratford, Ont.

W. CALKINS . . . . . Grand Insurance Agent  
Sedalia, Missouri.

## BOARD OF GRAND TRUSTEES.

W. H. COFFEY, 436 A ave. . . . . W. Cedar Rapids, Ia  
LOVEJOY, 318 St. Joe st . . . . . Elkhart, Indiana

SLUSSER . . . . . Huntington, Indiana

## GRAND EXECUTIVE BOARD.

F. P. SARGENT . . . . . Terre Haute, Indiana

DU BOIS . . . . . Boone, Iowa

KING . . . . . San Francisco, California

## ORGANIZERS.

E. A. BALL, Box 123 . . . . . Stratford, Ontario  
for Canada.

T. KILLIAN, 22 East Pacific st. . . . . Sedalia, Mo  
for the State of Missouri.

M. J. SCHIEDY . . . . . Mauch Chunk, Pa  
for the State of Pennsylvania.

M. L. FIELD, 731 South Water st . . . . . Denver, Colo  
for the State of Colorado.

W. S. COOK, West Ridge st. . . . . Marquette, Mich  
for the State of Michigan.

W. H. COFFEY, 434 A ave. . . . . W. Cedar Rapids, Ia  
for the State of Iowa.

T. J. ROBERTS, 1762½ 8th st. . . . . W. Oakland, Cal  
for the State of California.

J. H. KUHN . . . . . Delphos, Ohio  
for the State of Ohio.

LOVEJOY, 318 St. Joe st . . . . . Elkhart, Ind  
for the State of Indiana.

## SUBORDINATE LODGES.

## GOOD ENDEAVOR; Stratford, Ont.

Mrs. E. A. Ball, Box 123 . . . . . President

Mrs. J. I. Moore . . . . . Secretary

Treasurer

## QUEEN OF THE WEST; Cedar Rapids, Iowa.

Mrs. W. McMullen, 507 F. ave. . . . . President

Mrs. G. P. Smith, 189 C. ave. . . . . Secretary

Mrs. W. C. Byers, 382 G. ave. . . . . Treasurer

## DILIGENCE; Perry, Iowa.

Mrs. Banyard . . . . . President

Mrs. E. G. Crawford, Box 518 . . . . . Secretary

Treasurer

## EXCELSIOR; Marquette, Mich.

Mrs. W. Reany, 742 Bluff st. . . . . President

Miss Agnes Healey, 307 Fisher st. . . . . Secretary

Mrs. W. Boesler, 416 Washington st. . . . . Treasurer

## OUR PRIDE; Waterloo, Iowa.

Mrs. A. Livingston, 110 Barclay st. . . . . President

Mrs. Ella Sweet . . . . . Secretary

Mrs. Charles Vroom, 202 Fremont st. . . . . Treasurer

## GARFIELD; Garrett, Ind.

Mrs. Katie McClarthy, Box 6 . . . . . President

Mrs. Millie Fullmer, Box 64 . . . . . Secretary

Mrs. Jennie Cramer, Box 218 . . . . . Treasurer

## WELCOME; Needles, California.

Mrs. J. A. Stout . . . . . President

Mrs. A. D. Ensign . . . . . Secretary

Mrs. J. G. Mills . . . . . Treasurer

## HELPMATE; Elkhart, Ind.

Mrs. Lizzie Lovejoy, 206 Kinzy st. . . . . President

Mrs. Jennie Miller, 416 High st. . . . . Secretary

Mrs. Clara Shasberger, Middlebury st. . . . . Treasurer

## HEART AND HAND; Delphos, Ohio.

Mrs. J. A. Kuhn, Lock Box 343 . . . . . President

Mrs. A. T. Hogarth, Lock Box 35 . . . . . Secretary

Mrs. J. A. Slagle, Lock Box 119 . . . . . Treasurer

## 13. EUREKA; Huntington, Ind.

Mrs. Jennie Robertson, 12 Allen st. . . . . President

Mrs. Maggie Slusser, 115 Court st. . . . . Secretary

Mrs. Georgia Jones, 63 Fredrick st. . . . . Treasurer

## 14. UNITY; Hornellsville, N. Y.

Mrs. H. R. Clark, 9, McDougall ave. . . . . President

Mrs. E. McMullen, 20 Greeley ave. . . . . Secretary

Mrs. J. C. Collins, 43 East Main st. . . . . Treasurer

## 15. PROTECTION; Mauch Chunk, Pa.

Mrs. Geo. Tosh . . . . . President

Mrs. Geo. Swartwood, Box 181 . . . . . Secretary

Mrs. M. J. Schiedy . . . . . Treasurer

## 16. HEADLIGHT; Boone, Iowa.

Mrs. E. A. Cross . . . . . President

Mrs. H. C. Barron . . . . . Secretary

Mrs. M. Crane . . . . . Treasurer

## 17. STAR OF HONOR; Moberly, Mo.

Mrs. Parsons . . . . . President

Mrs. Kellogg, 400 So Ault st. . . . . Secretary

Mrs. Lois Nicholson . . . . . Treasurer

## 18. GOLDEN WEST; San Francisco, Cal.

Mrs. J. C. Miller, 1723 Luther st. . . . . President

Miss Kate Smith, 2332 Harrison st. . . . . Secretary

Mrs. F. E. Pope, 2049½ Mission st. . . . . Treasurer

## 19. QUEEN CITY; Sedalia, Mo.

Mrs. Helen Lester . . . . . President

Mrs. Della Kinzie, 1400 E. Fifth st. . . . . Secretary

Mrs. Laura Buchanan . . . . . Treasurer

## 20. SILVER STATE; Pueblo, Colo.

Mrs. Geo. Lamont, 1107 11th st. . . . . President

Mrs. Geo. Loy, 73 Block st. . . . . Secretary

Mrs. J. R. Mihover, 707 3d st. . . . . Treasurer

## 21. FRANKLIN; Columbus, Ohio.

Mrs. Ellen Colt, 999 Pennsylvania ave. . . . . President

Maude Rhehart . . . . . Secretary

Mrs. Mary Dickerson, 1208 E. Atchison st. . . . . Treasurer

## 22. SCENIC ROUTE; Denver, Colo.

Mrs. M. L. Field, 731 S. Water st. . . . . President

Mrs. Ida Curtis, 860 S. 9th st. . . . . Secretary

Mrs. Harriet Bennet, 1250 S. 9th st. . . . . Treasurer

## 23. FRIENDSHIP; Sanbury, Pa.

Mrs. Kate Snipe . . . . . President

Mrs. Jennie Randles . . . . . Secretary

Mrs. Kate Mills . . . . . Treasurer

## 24. PROGRESSIVE; Conneaut, Ohio.

Mrs. E. A. Wilcox . . . . . President

Miss Myrtle Bleasdale . . . . . Secretary

Treasurer

## 25. FAVORITE; Arkansas City, Kan.

Mrs. Annie Caldwell, 1326 So G st. . . . . President

Mrs. S. H. Ballou, 609 So. C. st. . . . . Secretary

Mrs. Emma Kizer, 829 So. C. st. . . . . Treasurer

## 26. PROGRESS; Carbondale, Pa.

Mrs. G. W. Osborne, 158 Cannon st. . . . . President

Mrs. Geo. Brandon, 154 Belmont st. . . . . Secretary

Mrs. G. P. Berry, 83 Park st. . . . . Treasurer

## 27. McKEEN'S PRIDE; Chanute, Kan.

Mrs. J. W. Henaman . . . . . President

Mrs. T. H. Schunty . . . . . Secretary

Mrs. T. H. Jackson . . . . . Treasurer

## 28. CORAL LEAF; West Oakland, Cal.

Mrs. T. J. Roberts, 1762½ 8th st. . . . . President

Miss Mollie Roberts, 808 Cedar st. . . . . Secretary

Miss Gertrude Payne, 927 Pine st. . . . . Treasurer

## 29. FARRIE MAY; Topeka, Kan.

Mrs. J. Galletty . . . . . President

Mrs. Cora Barnes . . . . . Secretary

Mrs. Laura Verlin . . . . . Treasurer

## 30. AURORA; Los Angeles, Cal.

Mrs. Eagan, 843 Bloom st. . . . . President

Miss Mildred Kingsley, 122 Railroad st. . . . . Secretary

Treasurer

## 33. PROTECTION'S HELPMATE; Eldon, Iowa.

Miss Ella M. Taylor, Lock Box 52 . . . . . President

Miss Grace L. Vass, Box 670 . . . . . Secretary

Miss Annie Flowers . . . . . Treasurer

## 34. WHITE CITY; Chicago, Ill.

Mrs. Kate Bradley, 135 Avers ave. . . . . President

Miss Laura Bradley, 135 Avers ave. . . . . Secretary

Mrs. Kate Bradley, 135 Avers ave. . . . . Treasurer

"WORTH A GUINEA A BOX."

**BEECHAM'S  
PILLS**

The Favourite of

**All Railroad Men.**

*A Standard Remedy the World over  
FOR ALL*

**BILIOUS AND NERVOUS  
DISORDERS,**

Such as Sick Headache,

Weak Stomach,

Impaired Digestion,

Liver Complaint,

**Constipation,**

and all Similar Ailments.

Covered with a Tasteless and Soluble Coating.  
Of all druggists. Price, 25 cents a box.

New York Depot, B. F. Allen Co.,  
365 Canal St.

Send postal for our valuable book, "Constipation."

**MODEL**

**OF LINK**

**VALVE**

**MOTION,**

**Neatly Made  
of Brass.**

**PRICE, \$4.00.**

A great help in the study of Valve Motion. Just what is required for the Lodgeroom. Perfect in Design and Works Smoothly in all its parts. A great object lesson. Address

**WM. WEILER,**

Box 25.

Port Morris, N. J

**A COOL SKIN,**

FREE from Rash, Eczema, Irritation, Scalds, Burns or Cutaneous Troubles, will ensure sleep to the

**TIRED RAILROAD MAN.**

He will find a comforter and healer in a cleansing and refreshing wash with

**Glenn's  
Sulphur  
Soap.**

It is not a fancy toilet soap—but a plain, every-day remedy for the mechanic, the busy housewife and the children. No household should be without it. Ask your druggist—he keeps it.

N. B.—Beware of vile imitations. Ask for and obtain

**GLENN'S SULPHUR SOAP**



**SCHRAGE'S**

**Rheumatic**

**CURE.**

**"THE \$1,000,000.00 CURE"**

Doesn't cure everything, but does cure Rheumatism, Gout and Neuralgia, every time. We refer to three bank presidents, doctors, lawyers, brokers, farmers, soldiers, R. R. men and magnates of all kinds; the rich and the poor, priest and potentate.

**SCHRAGE'S RHEUMATIC CURE** has never failed yet. The discovery of the age. Endorsed by 2,700 newspapers. Will not injure the most delicate persons; builds up the system. All vegetable, no poisonous matter. Every bottle numbered. Refuse substitutes and buy direct of owners. Highest endorsements in Milwaukee.

REFERENCES: Morton E. Davis, formerly trainmaster, Ill. Cent. Ry., Mutual Reserve Building, New York City; J. K. Tremaine, ex-master mechanic, H. & St. J. Ry., Rookery, Chicago, Ill.

Get free testimonials. \$1.50 per bottle.

**SWANSON RHEUMATIC CURE CO.,**

**OWNERS,**

167 Dearborn St.,

**CHICAGO.**

# Engineers and Firemen!

## STANDARD LITERATURE.

**These Books Will Help You to Master Your Calling and Get "On Top."**

***"Locomotive Catechism,"*** by ROBERT GRIMSHAW. Nearly 400 pages. Full of cuts and illustrations. Fresh from the press and fully up to the times; **Price, \$2.00.**

***"New Catechism of the Locomotive,"*** by M. N. FORNEY. More than 700 pages and more than 500 engravings. Greatest book published. **Price, \$3.50.**

***"Compound Locomotives,"*** by ARTHUR T. WOODS. The only book on the subject. Should be in the hands of every student of the locomotive. **Price, \$1.**

***"Air Brake Practice,"*** by J. E. PHELAN, of the Northern Pacific R. R. An exhaustive treatise on the Air Brake; explains in simplest language how to operate it under all conditions. **Price, \$1.00.**

***"Progressive Examinations of Locomotive Engineers and Firemen,"*** by JOHN A. HILL. A capital little book for new beginners. An excellent pocket companion. **Price, 50 Cents.**

***"Alexander's Ready Reference,"*** by S. A. ALEXANDER, for engineers and firemen. This book contains more valuable information in fewer words, and is easier understood by railroad men than any other book now in print. **Price, \$1.50.**

***"Twenty Years with the Indicator,"*** by THOS. PRAY, JR., M. E. Copiously illustrated and containing many rules as to the best way to run any steam engine to get the best results. **Price, \$2.50.**

***"Simple Lessons in Drawing,"*** by ORVILLE H. REYNOLDS (Chief Draftsman, Northern Pacific Railway). A splendid book. Every student of locomotive engineering and every explorer in the field of mechanics should have it. **Price 50 cents.**

***"Roper's Hand Book of the Locomotive,"*** by STEPHEN ROPER. One of the most valuable treatises ever written on the subject. It is fully illustrated, and contains a description of the most approved locomotives in use. **Price, \$2.50.**

***"Locomotive Running Repairs,"*** by L. C. HITCHCOCK. A splendid little book for locomotive men. **Price, 50 cents.**

**END ORDERS TO**

**DEBS PUBLISHING CO.,**

**TERRE HAUTE, INDIANA.**



Do You Want a Picture of the

## FAMOUS "999" LOCOMOTIVE?

We've had hundreds of letters asking for a picture—now we have it. Something better than a photograph. A **transparent**, copper-plate engraving of the famous flyer; you can see everything **outside** and **inside**. Every part is numbered and named. Fit for a gold frame in a palace. Printed on satin gloss paper, 14x28, and mailed in a tube (without folding) for 50 cents (stamps are good, but we would rather have postal notes or money orders). This is an educational device, up to date, unique, beautiful and correct. Once seen, no other picture of this beautiful locomotive will satisfy you at all. Send cash with order. **LOCOMOTIVE ENGINEERING, 5 Beekman St., New York City.**



If you are a subscriber, for 1894, to our paper, **Locomotive Engineering**, you get the above picture and our other little school masters, the **Traveling Engineer's Examination Chart** and the **Working Model of the Triple Valve**,

► **FREE.** ◄

The paper has over 40 large pages and is the best illustrated and "**most interesting railroad paper published.**" Practical, instructive, interesting! No engineer, fireman or shop man can afford to be without it. Sent to any address in the world for \$2.00. Angus Sinclair and John A. Hill, Editors. Specimen Copy, free. Address

## LOCOMOTIVE ENGINEERING,

256 Broadway,

NEW YORK CITY.



**JUST PUBLISHED.****LOCOMOTIVE CATECHISM**By **ROBERT GRIMSHAW.**

Containing nearly 1300 questions and answers concerning Designing and Constructing, Repairing and Running various kinds of Locomotive Engines.

Intended as examination questions, and to post and mind the engine runner, fireman and learner.

**A STANDARD BOOK FRESH FROM THE PRESS.**

**FULLY UP TO THE TIMES.**

**EVERY TYPE OF LOCOMOTIVE TREATED.**

Nearly 400 pages; filled with Cuts, Diagrams and Illustrations. Tells all about the Locomotive in language any schoolboy can understand. Difficult problems made easy. A popular book for the masses.

**PRICE, \$2.00, PREPAID TO ANY ADDRESS.**

**AGENTS WANTED!**

We want an agent at every round house in the country. Liberal commissions and exclusive agency given. Several agents sold more than 50 copies each the first week. **SEND NOW** for copy and full particulars to

**NORMAN W. HENLEY & CO.,**

**PUBLISHERS,**

**150 Nassau Street,**

**NEW YORK.**

**ENDORSED BY FAIRMOUNT LODGE, No. 333,  
BROTHERHOOD OF LOCOMOTIVE FIREMEN.**

# Locomotive Mechanism and Engineering.

By **H. C. Reagan.** Explaining Fully and Clearly the Construction and Action of Simple and Compound Locomotives. Illustrating the principal "break-downs" which happen to a Locomotive, with Complete Directions what should be done when one occurs "on the road." Questions and Answers are so arranged that they can be used by Master Mechanics or Traveling Engineers, or by the Demonstrator in the Lodge Room. 145 Illustrations. 120 pages. 12mo, cloth. \$2.00.

**JOHN WILEY & SONS,**

**53 East 10th St.**

**New York.**

Agents wanted.

# LOCOMOTIVE CATECHISM

—BY—

**ROBT. GRIMSHAW**

**1300 Questions and Answers  
360 Pages.**

**ALL ABOUT REPAIRING AND RUNNING THE  
VARIOUS KINDS OF LOCOMOTIVES.**

**NEW AND COMPLETE.**

**FULLY - UP - WITH - THE - TIMES.**

**Diagrams and Illustrations Galore.**

**PRICE, \$2.00.**

**Address Orders to**

**DEBS PUBLISHING CO.,**

**TERRE HAUTE, INDIANA.**

## Helpful Books for Ambitious Men.

**Locomotive Engine Running**, by ANGUS SINCLAIR. Price, \$2.00.

**Progressive Examinations for Engineers and Firemen**, by

JOHN A. HILL. Price, 50 cents.

**Air Brake Practice**, by J. E. PHELAN. Price, \$1.00.

**Block Signalling**. Explains how the different forms of block signals are worked. Price, \$2.00.

**Catechism of the Locomotive**, by M. N. FORNEY. Price, \$3.50.

**Hand-Book of Instructions for Engineers and Firemen**,

by N. HAWKINS, M. E. Illustrated. Price, \$2.50.

**How to become a Successful Engineer**, by B. STUART. Price, 50 cents.

These books are well known stand-bys, and the man who buys one of them, will never regret his investment.

**CATALOGUE FREE.**

## ENGINEERING LITERATURE CO.,

East Orange, New Jersey.

# To all Union Men: - -

Greeting:--

We, the members of Local Union No. 18, United Garment Workers of America, employes of Sweet, Orr & Co., of Newburgh, N. Y., hereby certify that all garments in this Factory are made under strictly Union regulations; a fact which we shall be very glad to have Union men remember when they have occasion to buy an Overall.

MARY F. CAHILL, Rec. Sec.      GEORGE GASKING, Pres.

L. O. BEDFORD, Treas.      EVELINE MCGUIRE, Fin. Sec.

## N. B.--EVERY GARMENT WARRANTED.

Pants from \$1.00 to \$4.00.

*Ask your dealer for a pair of yellow ticket pants, price \$1.50*

Newburgh, N. Y.  
Chicago, Ill.  
New York City.

# Sweet, Orr & Co.

# INSTRUCTION <sup>by</sup> MAIL

In Architectural Drawing,  
Architecture,  
Plumbing, Heating and Ventilation,  
Bridge Engineering,  
Railroad Engineering,  
Surveying and Mapping,  
Electrical Engineering,  
Mechanical Drawing,  
Mining,  
English Branches and

## MECHANICS.

Diplomas awarded. To begin students need only know how to read and write. Send for FREE Circular of Information stating the subject you think of studying to

**THE CORRESPONDENCE SCHOOL  
OF MECHANICS AND INDUSTRIAL SCIENCES,  
SCRANTON, PA.**

## 4000 STUDENTS

**JAS. I. LYONS**

78 FIFTH AVE. CHICAGO.

MANUFACTURER OF

ARTIFICIAL  
LIMBS WITH-

**ALUMINUM  
PNEUMATIC FEET**

NO DEAD SOUND  
NO STIFF ANKLE  
NO HEAVY JAR.

LIFE LIKE IN MOTION NEAREST APPROACH TO NATURE IN ACTION.  
DURABLE IN CONSTRUCTION.

THE ONLY RUBBER FOOT MADE WITHOUT  
A WOOD CORE OR FILLING



**FREE** A fine 14k gold plated watch to every reader of this paper. Cut this out and send it to us with your full name and address, and we will send you one of these elegant, richly jeweled, gold finished watches by express for examination, and if you think it is equal in appearance to any \$25.00 gold watch pay our sample price \$3.50, and it is yours. We send with the watch our guarantee that you can return it at any time within one year if not satisfactory, and if you sell or cause the sale of six we will give you One Free. Write at once, as we shall send out samples for 60 days only. Address **THE NATIONAL MFG & IMPORTING CO.,** 334 Dearborn St., Chicago, Ill.

## LOOK! A NEW INVENTION! LOOK!

Can light your headlight while running. This patent Lighter is especially adapted to service in stormy weather. Can be used with any headlight without removing the chimney. No oil, no caps nor wicks used. Only a match, easily carried in Pocket. No engineman can afford to be without one. Once used, always used. Price \$1.00 each, by mail. Address **HANS TWETE, Box 38, Member Div. 69 B. of L. E., Barnesville, Minn.**

## NATIONAL HOTEL.

**J. H. BREWER, Proprietor.**

(B. of L. E. Div. 182.)

**102 Park Avenue, opp. Avenue Hotel.  
HOT SPRINGS, ARK.**

(Correspondence solicited. Letters of Inquiry promptly answered.)

When addressing our advertisers mention this Magazine.

## OF INTEREST TO R. R. MEN AND THEIR FAMILIES.

U. S. CENSUS, 1880, REPORTS

**35,000 DEATHS  
FROM  
CANCER**

### The IOLA SANITARIUM

is an institution thoroughly equipped for the treatment of Cancer, Tumors and all malignant growth without the use of the knife, and effects a permanent cure where the circumstances are at all favorable for treatment. References on application.

Address DR. GEO. DALE, Iola, Wisconsin.

## MONEY

Invested **NOW** in good Gold Mining Stocks will return enormous profits in the next one or two years. The Gold Mining Boom of '49 and '50 now being repeated.

Write or call for our list of mining investments sure to return large profits.

**The Consolidated Mining Brokerage Co.**

244 Washington St., Room 11, Boston, Mass.



## ON TRIAL

For 30 DAYS, a

**"Never-Slip" Truss.**

For Particulars, and Circulars on

**RUPTURE BRUCH**

Address **O. W. F. SNYDER, M. D.,** 246 McVicker's Theater Building, Chicago.

### How's This.

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.

F. J. CHENEY & CO., Props., Toledo, O.

We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions and financially able to carry out any obligation made by their firm.

West & Truax, Wholesale Druggists, Toledo, Ohio.  
Walding, Kinnan & Marvin, Wholesale Druggists, Toledo, Ohio.

Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Price, 75c per bottle. Sold by all Druggists. Testimonials free.

## THE BROTHERHOOD SEAT.

IS SENT ON ONE WEEK'S TRIAL.

Patented and Manufactured by

**STANNARD & WHITE,  
APPLETON, WIS.**

B. of L. E., No. 88. B. of L. F., No. 28.

Send stamp for full particulars.



TRIAL FREE.



**\$2.75** Buys our \$9 Natural Finish Baby Carriage complete with plated steel wheels, axle, springs, and one piece steam bent handle. Made of best material, finely finished, reliable, and guaranteed for 3 years. Shipped on 10 days' trial. FREIGHT PAID; no money required in advance. 75,000 in use. We are the oldest and best known concern of any kind, reliable and responsible. Reference furnished at any time. Make and sell nothing but what we guarantee to be as represented, sold at the lowest factory prices. WRITE TO-DAY for our large FREE illustrated catalogue of latest designs and styles published.

**OXFORD MFG. CO., 340 Wabash Ave., Chicago, Ill.**



# FREE TO SUFFERERS.

Why waste time, money and health with "doctors," wonderful "cure-alls," specifics, etc., when **when I will send FREE** the prescription of a new and positive remedy for a **prompt lasting cure**. Lack of strength, vigor and manhood quickly restored in young or old man. **I send this prescription FREE of charge**, and there is no humbug or advertising catch about it. Any good druggist or physician can put it up for you, as every thing is plain and simple. I can not afford to advertise and give away this splendid remedy unless you do me the favor of buying a small quantity from me direct or advise your friends to do so. But you may do as you please about this. You will never regret having written me, as this remedy cured me after everything else had failed. Correspondence strictly confidential, and all letters sent in plain sealed envelope. Enclose stamp if convenient. Address **E. H. HUNGERFORD, Box A 314, Albion, Mich.**

**COOK REMEDY CO**

**Blood Poison!** Primary, Secondary or Tertiary permanently cured in 15 to 35 days. We eliminate all poison from the system, so that there can never be a return of the disease in any form. Parties can be treated at home as well as here, (for the same price and under the same guarantee,) but with those who prefer to come here, we will contract to cure them or refund all money and pay entire expense of coming, railroad fare and hotel bills.

**Our Magic Remedy** Eight Years in Use and **Never Failed** to cure the most obstinate cases. We challenge the world for a case we can not cure. Since the history of medicine a true specific for **BLOOD POISON** has been sought for but never found until our Magic Cyphlene was discovered. We solicit the most obstinate cases and challenge the world for a case we cannot cure. This disease has always baffled the skill of most eminent physicians.

**\$500,000 CAPITAL** behind our unconditional guarantee. **Absolute proofs** sent sealed on application. Address, **COOK REMEDY CO., Room 307 Masonic Temple, Chicago, Ill.**

**COOK REMEDY CO**

We will send you the **MARVELOUS and UNFAILING** French Preparation,

**MEN BE CALTHOS**

**FREE BY MAIL**, and a legally executed guarantee that **CALTHOS** will **RESTORE** your **HEALTH, STRENGTH AND VIGOR.**

*Use it & pay if satisfied.*

Von Mohl Co., Importers, Cincinnati, Ohio.

**MY WIFE CANNOT SEE HOW YOU DO IT AND PAY FREIGHT.**

**\$14** Boys our 3 drawer walnut or oak improved high arm sewing machine finely finished, nickel plated, adapted to light and heavy work; guaranteed for 10 years; with Automatic Bobbin Winder, Self-Threading Cylinder Shuttle, Self-Setting Needle and a complete set of Steel Attachments; shipped any where on 30 Day's Trial. No money required in advance. 75,000 now in use, World's Fair Medal awarded machine and attachments. Buy from factory and save dealer's and agent's profits. **FREE** Cut This Out and send to-day for machine or large free catalogue, testimonials and glimpses of the World's Fair. **OXFORD MFG. CO., 342 Wabash Ave. CHICAGO, ILL.**

## THE ASTRONOMICAL WONDER, PLAY OF THE PLANETS,

Reveals that: **MERCURY** People Have Executive Power and Oratory; **VENUS** People Make Good, True Friends; **MARS** People are Leaders and Rulers; **JUPITER** People Make Money; **SATURN** People are Sickly; **URANUS** People Think, Work and Advance. **NEPTUNE** People are Travelers and Statesmen.

Most people are out of their sphere—where do you belong? Send one dollar for the Play of the Planets and ascertain. Address, **PLANETARY PUB. CO., 60 Wabash Avenue, Chicago, Ill.**

**\$1.98**

**STEM WIND**

**CHAIN AND CHARM FREE**

**STEM SET**

**CUT THIS OUT** and send it to us with your name and address, and we will send you this elegant watch by express for examination. You examine it and if you consider it a bargain pay the express agent our sample price, \$1.98, and it is yours. Fine gold plate chain and charm **FREE** with each watch, also our written guarantee for 5 years. Write to-day, this may not appear again. **THE NATIONAL MFG. & IMPORTING CO., 334 Dearborn Street, Chicago, Ill.**

**Shipped C. O. D.**

**BABY CARRIAGES**

Anywhere to anyone at Wholesale Prices without paying one cent in advance. We pay freight. Buy from factory. Save deal: **\$18.50** Carriage for **\$9.25** ers' profits. Large **\$12.00** " " **\$5.95**. Illustrated catalog **\$5.00** " " **\$2.75**. free. Address **Cash Buyers' Union, 164 West Van Buren Street, B18 Chicago, Ill.**

**\$12 to \$35 Per Week**

Can be made working for us. Parties preferred who can give their whole time to the business. Spare hours, though may be profitably employed. This announcement is of special interest to stirring men who wish to rise in the world. Good openings for town and city work as well as country districts.

**B. F. JOHNSON & CO., No. 3 So. 11th St., Richmond, Va.**

**Artificial LIMBS**

**BEST LEG—\$50**

Wood or Rubber Foot

**TRUSSES, Elastic Stockings, Crutches, etc.**

Catalogue Free. State particulars.

**GEO. R. FULLER, U. S. Government Mfr. Dept. No. A A ROCHESTER, N. Y.**

**BUY DIRECT AND SAVE DEALER'S \$12 AND AGENT'S PROFITS.**

Buy our Oxford Boss Bicycle, suitable for either sex, made of best material, strong, substantial, accurately adjusted and fully warranted. Write to-day for our large complete catalogue of bicycles, parts, repairs, etc. free. **OXFORD MFG. CO., 338 Wabash Avenue, CHICAGO, ILL.**

**MRS. WINSLOW'S SOOTHING SYRUP**

**FOR CHILDREN TEETHING**

For sale by all Druggists. 25 Cents a bottle.



# PERFECT RAILROAD WATCHES

HIGHEST GRADE

ROCKFORD

WATCH CO.

15 JEWEL

MOVEMENT.



GUARANTEED

TO PASS

RAILROAD

INSPECTION.

**COSTS NOTHING  
TO EXAMINE.**



**Jos. Fahys & Co.'s "Montauk,"** dust proof, open face case, 14k gold filled, screw back and bezel, neatly and artistically engraved, and accompanied by the manufacturer's signed guarantee to wear for fifteen years. Fitted with No. 87 Rockford movement as described below,

**\$22.50.**

**American 14k Gold Filled Hunting Case,** elegantly engraved and finely finished, and accompanied by the manufacturer's own guarantee to wear for twenty years. Fitted with No. 84 Rockford movement as described below,

**\$25.15.**

The No. 87 Open Face and No. 84 Hunting Movements are the highest grade 15-jeweled movements made by the Rockford Watch Co. They have fifteen finest ruby jewels, in solid gold settings, Breguet hair-spring, patent micrometer regulator, fancy or double sunk dials, and are elegantly damaskeened in gold on solid nickel. They are fully adjusted to heat, cold and positions, will pass railroad inspection, as they comply with the requirements of railway time orders, and are acknowledged the best movements ever offered for the money.

With each movement is sent a signed and numbered guarantee and our agreement to clean and oil movement once a year for five years from date of purchase.

For the benefit of those who do not wish to purchase higher priced cases, we will furnish these movements in **Dueber Silverine Cases** at the following prices: No. 87, \$15.95; No. 84, \$16.60, and will allow a credit of 75 cents for the open face and \$1.25 for the hunting case (when returned) on any purchase of a solid gold or gold filled case for the movement made within one year..

**Samples** of these watches can be seen and purchased for above prices at any Express Office in the United States. If the agent of the express company doing business in your town has not samples on hand, write us, giving his name and name of the company, also stating which watch you wish to examine, and we will at once forward samples for your inspection. If the watch is satisfactory, pay the agent our price and he will deliver it to you, otherwise you do not pay a cent.

**MOORE & EVANS, WHOLESALE JEWELERS,**

**MASONIC TEMPLE, CHICAGO.**

When addressing our advertisers mention this Magazine.

# Marks' Patent Artificial Limbs

## WITH RUBBER HANDS and FEET

ARE NATURAL IN ACTION, NOISELESS IN MOTION AND THE MOST DURABLE IN CONSTRUCTION.

Over 15,000 in use, scattered in all parts of the world. Eminent surgeons and competent judges commend the Rubber Foot and Hand for their many advantages. At every industrial exhibition where exhibited they have received the highest awards. They are endorsed and purchased by the U. S. and foreign governments. A treatise, containing 430 pages, with 300 illustrations, sent FREE; also a formula for taking measurements, by which limbs can be made and sent to all parts of the world with fit guaranteed.



To A. A. MARKS:

DEAR SIR: I was a professional tight rope walker and acrobat before I lost my leg, and I do not allow the loss of a leg to compel me to seek another occupation. With your patent artificial leg I can walk a tight rope nearly as well as I ever could. The rubber foot enables me to balance with safety. The absence of an ankle joint removes the risk of falling to a large degree.

While walking on the ground I never feel the necessity of looking for uneven or bad places. I feel safe and sure on my rubber foot, no matter where I place it. I consider your invention of the rubber foot the most valuable and important to persons who have lost their natural limbs than any invention that has been made.

If any person doubts my ability to walk on a tight rope with an artificial leg applied, I will wager \$100.00 with them that I can perform for 30 minutes on a one and one-half inch rope elevated fifty feet above the ground.

Respy's yours, PROF. F. E. JACOBY,  
157 Bank St., Waterbury, Conn.

RECEIVED THE HIGHEST AWARD AT  
WORLD'S COLUMBIAN EXPOSITION.

ADDRESS

A. A. MARKS,  
701 Broadway, N. Y. City.

## RAILWAY OFFICIALS & EMPLOYEES

### ACCIDENT ASSOCIATION

INDIANAPOLIS, IND.

WE PAY AGENTS TO REPRESENT US AND NOT TALK AGAINST OTHER COMPANIES.

WM. K. BELLIS, SECRETARY.

Some of the  
Claims Paid  
to Firemen:

## Death Claims--Firemen.

Wm. Whitzig, Wis. C. Ry.	\$1 500	E. Skillman, Ill. C. Ry.	\$1 000
Frank Strub, N. P. Ry.	1,500	S. McInnes, Big Four Ry.	1,000
C. W. Ryan, Ill. C. Ry.	1,000	Geo. E. Wells, C. R. I. & P. Ry.	2,000
C. Z. Boynton, Ill. C. Ry.	1,500	E. B. Good, C. B. & N. Ry.	1,500
Hugh Gilmer, St. L. & S. F.	1,500	Ira L. Owens, U. P. Ry.	1,500
Jno. C. Moore, U. P. Ry.	1,000	P. F. Leyha, Ft. W. & D. C.	1,000
Wm. B. Doane, C. B. & N. Ry.	2,000	James Bowen, L. N. A. & C.	1,000
John Hunter, Ill. C. Ry.	1,500	Frank Nichols, St. L. S. W. Ry.	1,000
Evans Jones, St. L. N. & N. W.	1,000	Orlia Fowler, M. L. S. & W. Ry.	1,000
N. J. Chauncey, E. T. V. & G. Ry.	2,000	John Werkhoff, L. N. A. & C. Ry.	1,000
H. P. Shriner, B. & M. Ry.	1,000	Samuel Horne, L. N. O. & T. Ry.	2,000
Thomas McGee, Ill. C. Ry.	2,000	O. W. Bean, B. & M. R. Ry.	1,000
B. B. Arthur, R. & D. Ry.	1,500	Jno. McJohnson, St. L. & S. F. Ry.	2,000
H. W. Clements, C. & O. Ry.	2,000	C. D. Hasemier, B. & M. R. Ry.	1,000
W. J. Wheeler, St. L. S. W. Ry.	1,500	C. H. Crosby, Soo Line	2,000
Joe Hartley, U. P. Ry.	2,000	J. T. Stewart, N. N. & M. V. Ry.	2,000
T. R. Wallace, M. P. Ry.	3,000	A. P. Baer, D. & R. G. Ry.	2,000
George Knuckles, E. T. V. & G. Ry.	2,000	Andrew Conna, D. & R. G. Ry.	1,500
B. W. Needham, N. P. Ry.	1,000	Chas. L. Myers, M. P. Ry.	2,000
Chas. A. King, St. L. I. M. & S.	1,000		

## Disability Claims--Firemen.

H. N. Hancock, C. B. & Q. R. arm	\$750	Elmer E. Barbee, C. & O. Ry., arm	\$1,000
F. T. Wilson, C. B. & Q. Ry., arm	1,000	W. C. King, C. B. & N. Ry., arm	1,000
W. H. Smith, St. L. & S. F. Ry., hand	750	Charles Brown, C. U. Ry., arm	1,000
J. E. Kennedy, Big Four Ry., foot	500	John Long, C. & O. Ry., arm	500

ADDRESS W. K. BELLIS, Secretary and General Manager, Lock Box 93, Indianapolis, Ind.

# S. N. Clarkson & Co., The Railroad Jewelers.

126 STATE ST., CHICAGO, ILL.  
American Railway Union Emblems.



No. 20—Solid Gold Button, \$1.00



No. 21—Solid Gold Pin, \$2.00



No. 22—Solid Gold Charm, \$5.00



No. 23—Solid Gold Charm, \$5.00



## ARTIFICIAL LEGS AND ARMS.

For Railroad Service a Specialty.

Unparalleled List of Awards.

Free Illustrated Catalogue.

HON. WADE HAMPTON (Ex-Senator from Virginia), writes: "Wore leg 6 years. I commend your workmanship cordially."

FRANCIS FESSENDEN, Brig. and Bvt. Maj. Gen'l U. S. Army. "I wore your leg with entire satisfaction, and have lately procured a third."

JOHN CONNERY, Conductor B. N. F. & W. Ry. "For the past year have run a passenger train. Best have ever seen."

J. W. HAIGHT, Conductor N. Y., L. E. & W Ry. "I would not part with artificial limb for five times its cost."

Send description of your case.

**C. A. FREES,**

781 Broadway, New York,

Branch Office, 106 Fifth Ave., cor. Washington St., Chicago, Ill.

Established 26 Years.



## FIRE UP!

## FIREMEN!



You have a furnace in front, cool drafts about you, and mishaps all the time.

## ST. JACOBS OIL

**CURES BURNS, SPRAINS, BRUISES, CUTS, WOUNDS, SORENESS,  
STIFFNESS, SWELLINGS, BACKACHE, NEURALGIA,  
SCIATICA AND RHEUMATISM.**



## "PULL YOUR LEG"

Is less to fear with Railroad men than to Lose Your Leg. In the latter case you surely want to replace it with a **Patent Adjustable Slip Socket**. Warranted not to Chafe the Stump. Received the Gold Medal and the Diploma at the World's Fair.

**LARGEST FIRM IN THE UNITED STATES.**

The Inner Socket, seen outside the limb in cut, is made over a plaster cast of the stump, giving an exact fit, being held permanently upon the stump by elastic fastened to lacer above, and in act of walking moves up and down in the Outer Socket, bringing all the friction between the two sockets, instead of between the stump and the socket as is the case of all wooden socket limbs. With our SLIP SOCKET the most tender, sensitive stump can be fitted and limb worn with perfect ease and comfort. Endorsed and purchased by United States Government. Send for our New Catalogue with illustrations

**THE WINKLEY ARTIFICIAL LIMB CO.**

323 Nicolet Ave., Minneapolis, Minn.

BRANCH OFFICES: 84 Adams St., Dexter Building, Chicago. California Mid-Winter Exposition, East Gallery Liberal Arts Building, San Francisco.

**—ELY'S CREAM BALM—**Cleanses the Nasal Passages, Allays Pain and Inflammation, Heals the Sores, Restores Taste and Smell, and Cures

# CATARRH

**Gives Relief at once for Cold in Head.**  
*Apply into the Nostrils. —It is Quickly Absorbed.*  
 50c. Druggists or by mail. ELY BROS., 66 Warren St., N. Y.



**FREE** Examination  
**FOR 60**  
**DAYS.**



**AN EXTRAORDINARY OFFER! NO MONEY REQUIRED IN ADVANCE.**  
**BOX OF 50 CIGARS AND WATCH FOR \$2.75. 100,000 TESTIMONIALS RECEIVED.**  
 CUT THIS OUT and send it to us with your name and address, (no money required in advance) and we will send to you by express, same day we receive your order, one box containing 50 of Our Celebrated 5c. Cigars, and in the same package a genuine Solid Nickel Plated Watch, stem winder and setter, enamel dial, oil tempered, unbreakable mainspring, finely finished train, jeweled balance, dust proof, finely polished case, a splendid timekeeper. A written guarantee for 5 Years sent with every watch. You examine the goods at the express office and if satisfactory, pay the express agent \$2.75 and express charges, and the box of 50 Cigars, Watch, Chain and Charms are yours. As this offer is made solely to introduce our famous 5c. Cigars, to protect ourselves against dealers and speculators ordering in large quantities, we will not sell more than 3 boxes and watches to any one person. Write to-day. **THE CHICAGO WATCH CO., 281 Wabash Ave., Chicago, Ill.**

**ALL GENUINE**  
**INGOTS & MANUFACTURES**  
 BEAR OUR  
**REG. TRADE MARKS.**



*"Phosphor-Bronze."*

## PHOSPHOR-BRONZE

**INGOTS, CASTINGS, WIRE, SHEET &C.**  
**THE PHOSPHOR BRONZE SMELTING CO. LIMITED**  
**2200 WASHINGTON AVE. PHILADELPHIA, PA.**  
**ORIGINAL MANUFACTURERS OF PHOSPHOR-BRONZE IN THE UNITED STATES AND SOLE MAKERS OF "ELEPHANT BRAND" PHOSPHOR-BRONZE.**



**FIREMEN! HAVE YOU TRIED IT?**

The Marvelous Metal Polish

## BURNISHINE

**HOT OR COLD METAL—NO MATTER WHICH.**

The only Polish adopted and used in the Transportation Building at the World's Fair.

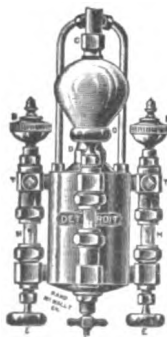
Note these SPECIAL PRICES to Firemen:

One pound boxes, \$2.00 per dozen; one-half pound, \$1.25 per dozen; five pound pails, \$7.50 per dozen.

Cash with order. Money refunded if anything is wrong with the polish. Samples free on application. Send 10c for quarter pound box, prepaid.

J. C. PAUL & CO.,  
 121 Lake Street,  
 Chicago, Ill.

H. B. LEONARD & CO.,  
 Sole Eastern Agents,  
 Somerset, Mass.



## "THE DETROIT"

**Lubricators No. 2 and 3 for Cylinders and Air Pumps of Locomotives are THE BEST.**

**No Variation of Feed; Oil Cannot Syphon Out.**

**Sight Feed Glasses not WORN AWAY by STEAM or WATER.**

**Always Sure and Reliable. Buy the "DETROIT."**

**ADDRESS DETROIT LUBRICATOR CO.,**

**DETROIT, MICHIGAN.**

**No. 2 Improved Cylinder Lubricator.**

**CASTNER & CURRAN,**

General Tide Water

**COAL AGENTS.**

CELEBRATED

**POCAHONTAS****Semi-Bituminous Coal.**

1 Broadway, New York. 308 Walnut St., Philadelphia  
 70 Kilby St., Boston. 38 Main St., Norfolk, Va.  
 1 Fenchurch Ave., London, England.

The Pocahontas Coal is acknowledged by all railroads that have used it to be the best American coal for Locomotive use. It generates steam with great rapidity, and at the same time holds the fire an unusually long time. The merits of the coal are shown by the unprecedented growth of the mines, which were not opened until 1883. Since that time the out-puts have increased over 1,200 per cent. beyond all precedent, amounting during 1892 to 3,000,000 tons. During the present year it will be at least 2,000,000 tons. We are therefore prepared to fill all orders with prompt dispatch.

## **BERWIND-WHITE COAL MINING CO.**

Miners and Shippers of the

**EUREKA  
BITUMINOUS COAL.**

55 Broadway, New York.

Bullitt Building, 139 South Fourth St., Philadelphia.

19 Congress St., Boston, Mass.

**An Unexcelled Fuel for Locomotives and Steam Ships.**

Shipments Last Year, 3,500,000 Tons.

SHIPPING WHARVES:

PHILADELPHIA, Greenwich Point.

NEW YORK, Eureka Pier, Harsimus (foot Sixth St.)  
 Jersey City, N. J.

BALTIMORE, Canton Piers.

**CAST STEEL WORKS**

—OF—

**FRIED. KRUPP,****ESSEN, GERMANY.**

American office, 15 Gold St., New York

Represented by THOMAS PROSSER & SON,  
 P. O. Box 2878.

**Locomotive Tires,  
 Crank Pins,  
 Piston Rods,  
 Spring Steel,  
 Steel Tired Wheels.**

After a test of over twenty-five years the "KRUPP TIRE" has proved itself the best in the market.

If a reliable article is wanted which will give satisfaction, get KRUPP'S.

**Important to  
 Railroad Managers and  
 Master Mechanics.**

## **Sibley's Perfection Valve Oil.**

More perfect lubrication insured, and guarantee entire freedom from corrosion, honey-combing of cylinders and destruction of joints of steam chest by fatty acids.

In exclusive use upon eighty-two railroads.

References furnished upon application.

Make exclusive specialty of Valve and Signal Oil for railroad use. BEWARE OF IMITATIONS.

**SIGNAL OIL WORKS,  
 LIMITED.**

J. C. SIBLEY, President.

- - - **FRANKLIN, PA.**



HIGHEST AWARD AND MEDAL, WORLD'S COLUMBIAN EXPOSITION

## THE OLD RELIABLE STANDARD METAL POLISH FOR ENGINE WORK

Firemen Should be Careful and Avoid Imitations.

PRICES REDUCED FOR 1894.

For this year prices to firemen (as agents) will be: One pound boxes, per dozen, \$2. Three pound pails, per doz. \$5. Five pound pails, \$7.50 per dozen.

Cash must always come with orders to avoid delay.

Bed Rock prices are here given to firemen as agents and they cannot and must not expect to buy from dealers at these prices. Samples sent free on application. Address,

**THE MATCHLESS METAL POLISH CO.,**

69 Frankfort St. New York.

88 Market St. Chicago.

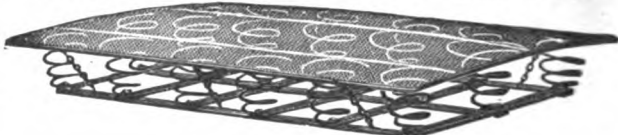
### WHAT THEY SAY ABOUT OUR

ELDON, IA., Dec. 18, 1893.  
DEAR SIR:—Please send me one of your seats for locomotive use. I find that they are the best seat for engine use that I have seen yet. I want it 24 inches long and 20 inches wide. Weight, 170 pounds. Send it C. O. D.

Yours respectfully,  
(Signed) **W. T. Brown,**  
Engineer C. R. I. & P. R. R.

We refer by permission to the following users: D. J. Crowley, Engineer S. F. & W. Ry., 16 Jones St., Savannah, Ga.; Jno. Horton, Engineer Grand Junction, Colo.; Wm. Malloch, Engineer G. T. Ry., Belleville, Ont.

## ALL STEEL CAB SEAT.



**ROUGH RIDING MADE EASY.** Just put this seat in the box and lay your cushion on it. Made only of finest tempered steel spiral springs, heavy band steel bottom frame, and tempered woven wire fabric. Any size or shape desired. Usual size, 18x24. Price for seat not over 24 inches long, \$2.00. Terms, C. O. D. or cash with order. Please give your weight.

MANUFACTURED ONLY BY

**SMITH & HAGGARD CO., Dept. B.**

Cor. Sacramento and Carroll Aves.,

CHICAGO, ILL.



CHAS. MILLER, President

## Galena Oil Works, Limited. FRANKLIN, PA.

### SAFETY, SPEED, ECONOMY

Are the results of the use of Galena Oils. Scientific and practical tests of the past twenty years have demonstrated the fact that Galena Oils are superior to any other oils in the market.

Galena Oils in winter stand a cold test of from ten to fifteen degrees below zero, and will not freeze in the coldest weather.

The superiority of Galena Oil is demonstrated by their exclusive use upon a large majority of the railways of this country. They are in use upon three continuous lines of railways from Boston and New York to the Pacific coast and on one to the City of Mexico, thus demonstrating their adaptability to all climates and all temperatures.

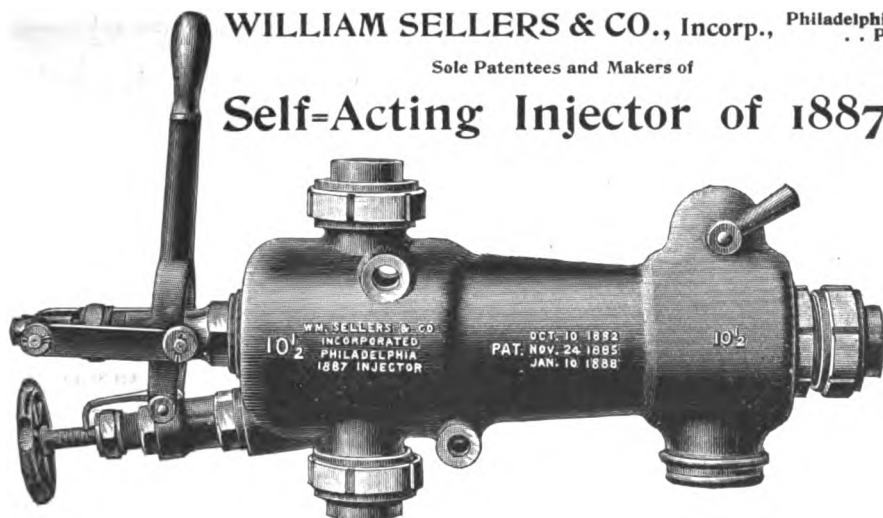
We also supply our patrons with Sibley's Perfection Valve Oil, which is in exclusive use upon a large majority of the leading railroads of the country.

When addressing our advertisers mention this Magazine.

WILLIAM SELLERS & CO., Incorp., Philadelphia, Pa.

Sole Patentees and Makers of

# Self-Acting Injector of 1887.



**NOTE**—There are many injectors which will work well when the conditions are favorable. This injector is designed to work well under all conditions and is, therefore the most reliable.

**IT WILL RE-START ITSELF.**

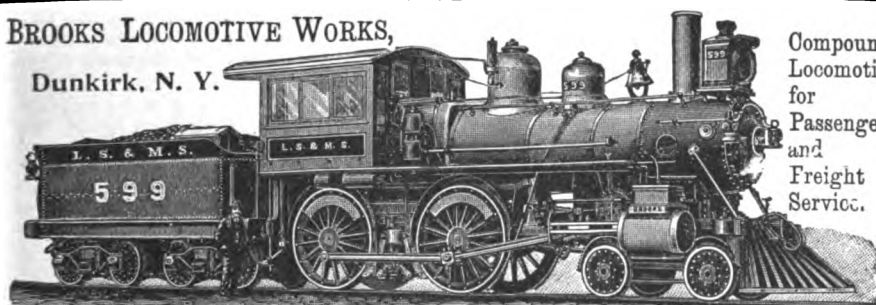
**IT WILL ADJUST ITSELF.**

**IT WILL LIFT HOT OR COLD WATER.**

Its range of capacity is over 60 per cent. and it can be regulated, therefore, to work continuously for light or heavy trains. It is operated by a simple lever motion which readily starts and stops its action.

## BROOKS LOCOMOTIVE WORKS,

Dunkirk, N. Y.



Compound Locomotives for Passenger and Freight Service.

Builders of Locomotive Engines for any required service from our own designs or those of purchasers. Perfect interchangeability and all work fully guaranteed.

M. L. HINMAN, Pres't and Treas.

R. J. GROSS, Vice Pres't.

D. RUSSELL, Superintendent.

F. H. STEVENS, Ass't to the President.

T. M. HEQUEMBOURG, Sec'y.

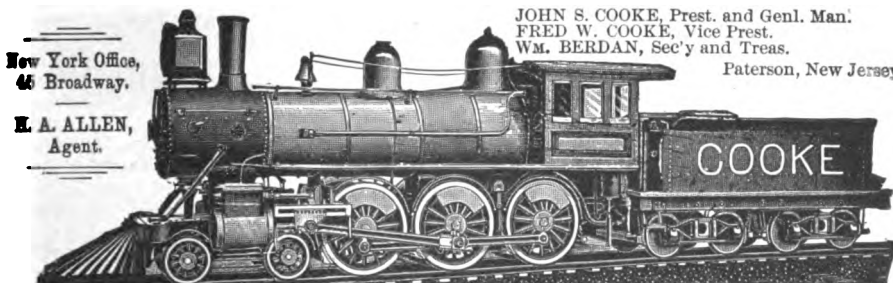
H. TANDY, Ass't Supt.

New York Office,  
46 Broadway.

E. A. ALLEN,  
Agent.

JOHN S. COOKE, Prest. and Genl. Man'  
FRED W. COOKE, Vice Prest.  
WM. BERDAN, Sec'y and Treas.

Paterson, New Jersey.



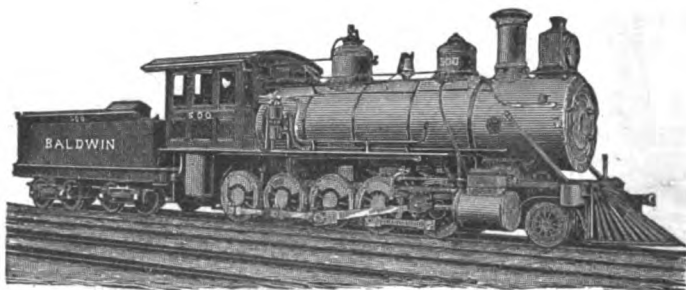
**COOKE LOCOMOTIVE AND MACHINE CO.** (Formerly Danforth Locomotive and Machine Co.)

**PATERSON, NEW JERSEY.**

ESTABLISHED 1831

# Baldwin Locomotive Works.

ANNUAL CAPACITY, 1,000.



## Locomotive Engines

Adapted to every variety of service, and built accurately to standard gauges and templates. Like all parts of different engines of same class, perfectly interchangeable. Broad and Narrow Gauge Locomotives; Mine Locomotives by Steam or Compressed Air; Plantation Locomotives; Noiseless Motors for Street Railways, Furnaces, etc. **Compound Locomotives.**

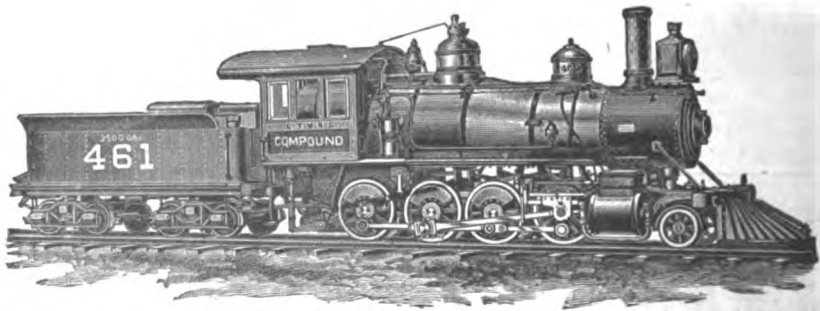
**Burnham, Williams & Co., Proprietors,**  
Philadelphia, Pa.

EDWARD ELLIS, President.  
WM. D. ELLIS, Vice-President and Treasurer.

A. J. PITKIN, Superintendent.  
A. P. STRONG, Secretary.

## Schenectady Locomotive Works,

SCHENECTADY, NEW YORK.



Locomotives of Standard Design for all Classes of Service, or from  
Designs Furnished by Railroad Companies.

### COMPOUND - LOCOMOTIVES,

Showing an Economy of 15 to 25 Per Cent. in Fuel and Water.

ANNUAL CAPACITY, 400

When addressing our advertisers mention this Magazine.



# LOCOMOTIVE FIREMEN'S MAGAZINE.

SEPTEMBER, 1894.

## THE PERVERSITY OF LAW.

BY WILFRED P. BORLAND.

The utter perversity of that thing called "law" is something fearful to contemplate. It works at cross purposes entirely; it is almost impossible to tell where it is going to strike or whom it will hit. There seems to be only one thing certain about it, and that is, if you want a law for one purpose you must make one that is ostensibly for a totally different purpose, in order to accomplish your object. There is a science of law making which our statesmen have not yet studied sufficiently. The science of the matter is that they ought not to proceed straight at their object in such an open, bull-headed manner, but should proceed by roundabout methods; make it appear that they want something different, and then the thing that they really do want will come as a consequence. It would be a good thing for the government to appoint a commission to develop this science of law. Facts might be collected and classified in such a manner as would be a great help to our law makers in their noble work of legislating for the good of the people, but the old, worn out canons of logic would certainly receive a terrible shock. The real science of the matter would explain the failure of our legislators to accomplish things for the people which they have been earnestly trying to accomplish for so long. It might even furnish an impregnable theory upon which they might proceed to settle without further difficulty that much vexed question of tariff reform. It would certainly appear that our legislators were wrong in letting it be known that they wanted tariff reform, and the science of the matter might teach that the proper way to secure tariff reform was to pass a law requiring every citizen of the United States to wear wooden shoes. Or it might appear that the proper sort of a law for the restriction of immigration would be one compel-

ling people to cut their hair short, or to go to church on Sundays. Anyway, there is a wide field for investigation, and the true connection between cause and effect in this field of action ought to be established so clearly that "he who runs may read." Look, for instance, at that magnificent instrument, the inter-state commerce law. There was a law that was enacted to protect the people against the exactions of the railway corporations, but it has never done it. The law has been on our statute books for seven years now, and beyond furnishing fat situations for a few worn out politicians it is as useless as though it had never been enacted. Not a single one of its ostensible objects has been accomplished. The law has been openly and shamelessly violated, and when its violators have been called to account they have escaped conviction and punishment on petty and transparent technicalities, until it has come to be regarded as a mere waste of time and money for the government to attempt to enforce its mandates regarding inter-state commerce. The corporations have even ceased to oppose the law, its provisions are so easily violated. One railroad president, Mr. Stickney, publicly said that "If all who have offended against the law were convicted there would not be jails enough in the United States to hold them." And this has been going on ever since the law was enacted.

Here is a significant passage from a recent report of the inter-state commission: "It may be fairly claimed that much greater benefits would have been realized had the statute as enacted expressed the evident purpose of those who framed it, and received a construction according to its apparent import. It is not too much to say that judicial interpretation has limited its scope and ascribed to it an intent not contemplated when it was passed. If its supposed meaning, as understood at the time of its passage, had been upheld by the courts, it is believed that its operation

would have been much more effective and its usefulness greatly increased. So far as failure has attended the efforts to give it proper administration, that failure can be mainly attributed to differences between its apparent meaning and the judicial interpretation which some of its provisions have received."

There is vaguely perceived the necessity for that science of law making of which I spoke above. Isn't it perfectly conceivable that the mistake in the first instance laid in the fact that, instead of an inter-state commerce law, they did not enact a law requiring locomotive engineers to wear standing collars, or compelling locomotive firemen to wear Peters' overalls? What a terrible mistake we have made in not attempting to develop that science sooner. I take great credit to myself for suggesting the matter even at this late day. I feel sure that fame and fortune await me as soon as I get the idea a little further along. If there are any political scientists who are out of a job, and who want to aid me in putting the science on a working basis, they had better apply right away, so as to get themselves in on the ground floor. Look at the result! All at once this useless thing springs into life; its form is instinct with life and power; its grand potentialities are recognized, but in a direction its projectors never thought of at all. Verily, the law is wonderfully afflicted with ataxia, and its ways are hard to determine.

Who would have thought that this law, which was enacted to restrain the robbing tendencies of the railroads, was such a powerful force in another direction as it has proved itself to be? Who would have thought that a law of that sort was competent to invest the general government with sufficient power, and the kind of power, to call out the whole military force of the country to shoot down strikers, in aid of the very corporations whose villainies it was aimed to suppress by the law? But, there is the fact staring us in the face, and what is to be done about it? Is there any man so sunk in ignorance as to deny that we need a new science of law making? The peculiar thing about the matter is that the government never rose to a realization of the supreme importance of sustaining the majesty of this law until after it had become warped and twisted so as to make it operative against the very people it was not intended to hit, and to apply to acts and conditions that entered not into the original theory at all. For the past seven years the law has been in existence, and the people against whom it was directed have paid no more attention to it than as though it had never been enacted; and all this time the government has been as meek as a mouse. But the moment it is dis-

covered that the law can be strained so as to make it hit somebody else, the government becomes as bold as a lion, and suddenly discovers that the majesty of the law must be supported at all hazards, even if it takes the whole strength of its military arm to do it.

Now, make no mistake about it, the inter-state law has a new lease of life, a new object to live for, a new purpose to fulfill, and it becomes a force in this country from this time forth. Henceforth, all the power of the general government will be put forth to sustain and enforce this law, but it will not be against the Counsellmans, the Gowans, the Depews, or the interests they represent, it will be against the employees of the railway corporations. Chauncey Depew cables to the *London Times* that "Congress, in enacting the inter-state law, had assumed to regulate commerce between the states, and unconsciously with it the responsibility to keep open inter-state lines as national highways." There we come right back to that question of perversity in the law again. It seems impossible to get away from it, turn which way we will. The power that was attempted to be exercised, *consciously*, was never exercised at all; it was no power. But the power that was assumed *unconsciously*, that which was not realized, is active and potent; it was, and is, the only power in the law. If there is not a field for investigation, I don't know where one would go to look for it.

In the issue of July 13th, the *Railway Age* asks the question: "Can there be such a thing as a lawful strike on any railway engaged in inter-state commerce?" After examining this question at some length the *Age* answers it in the negative; and its answer is eminently correct.

Whether we may like it or not, the facts of the situation are just to place railway employees in this position: The moment they enter upon a strike their quarrel is no longer with their employers, or the interests they represent, *it is with the government of the United States*. They are no longer in the position of employees trying to force concessions they are entitled to from the hands of their employers, but in the position of rebels, insurrectionists against the government; they must overthrow the whole power of the government in order to win their strike.

How this condition has been brought about is a matter of secondary importance just now; the question involves a long story of outrage, oppression, and defiance of the people's rights that cannot be entered into just here; but it illustrates the perversity of law, and the point I want to emphasize is that the condition must be dealt with as it actually exists.

In the course of a lecture to the daily

press, in the columns of the *Railway Age*, "Auditor" puts the case just this way: "The daily press forgets that *any railway strike* just as soon as it stops (whether by open violence or by intimidation) one train engaged in commerce between states becomes from that instant criminal and a defiance of the authority of this government." That's his language, emphasis and all, and for this once that monumental pervaricator must be given credit for telling the truth. That is the exact theory upon which the powers that be proceed to interpret the inter-state commerce law, and it requires very little straining of the theory to turn the most innocent acts of a body of strikers so as to make them conform with the definitions of conspiracy or insurrection and place strikers in the attitude of rebels. There is probably not a single provision of the inter-state law but has been violated by every railway corporation in the United States times without number, and that with the utmost impunity, and there is something ghastfully incongruous in the fact that the only effective use that has ever been found for the law has been to repress strikers and bring them into subjection to conditions against which they rebelled; but there is the fact, and what is to be done about it? If the government has so much power to enforce this law in one direction, is it not pertinent to ask why has it not the same power to enforce it in another direction? Is this law to be enforced against one class of citizens while another class are allowed to violate its provisions with impunity? Is it to be believed, or is it the proper thing to believe, that this government has power enough to compel railway employes to observe the spirit of the law, as interpreted by the courts, while it is powerless to compel railway corporations to observe the letter of the law? Suppose it had been thoroughly understood from the start that the government was powerful enough, or was disposed to use its power, to enforce the law against the corporations, to exert the whole force of its military arm to force the corporations into obedience to its mandates, does anyone suppose that the law would have been the dead letter that it has been? There is no room for any such a supposition. Then why is it that the power of government is not exerted so as to compel the corporations to observe the law? Aye, there's the rub; why is it not? Simply because the corporations are above the law; they are stronger than the government; the laws cannot touch them; the only laws that the government can enforce are such laws as are not antagonistic to the corporations, or those whose enforcement will be in their interests. When the corporations and their sycophantic agents, like Archbishop Ireland, for instance, are crying out

with such a loud voice for the enforcement of law and order, the word "law" is a useless and meaningless word. They don't mean "law" at all, they simply mean "order;" they use the word "law" simply through force of habit, or for its alliterative effect. They care nothing about law, all they want is order. No matter that their own acts may have been the means of producing disorder, that cuts no figure; they are above the law and cannot be called to account; but the poor miserable dupes who are not above the laws must be forced into order at all hazards. Social order is certainly something that must be maintained, and it is about time we made up our minds to secure social order by putting a quietus on those who are responsible for social disorder. Social order is not to be arrived at by a display of guns and bayonets; it is to be obtained by simply doing justice, and it must be understood that the laws which are regarded as necessary for the maintenance of social order are just as binding on one class of citizens as they are on another, just as necessary to be observed by the rich as they are by the poor. If the theory is correct that regards all our laws as necessary for the protection of property and the maintenance of order, then there must be no half way measures about it at all, but the laws must be obeyed *in toto*. There is no place in our theory of government for the doctrine that any part of our population are superior to the laws; the laws must be enforced impartially or not at all. If the rich have any right to break the laws the poor have the same right; and if the army is to be called out to force the poor into submission to law, then must it be used for the same purpose whenever the rich are concerned. This remarkable reverence for law should not be allowed to go to seed among that class that exhibits it; it should be diffused over our whole population so that all may profit by whatever good there is in it. In delivering himself of some profound opinions concerning the Pullman strike, Archbishop Ireland says: "Labor must learn that however sacred its rights are, there is something above them and absolutely supreme—social order and the laws of public justice. There is no civil crime as hideous and pregnant of evil as resistance to law and the constitutional authorities of the country. This resistance is revolution; it begets chaos; it is anarchy; it disrupts the whole social fabric which insures life and safety to the poor as well as to the rich, to the employe as well as to the employer."

In delivering himself of this apotheosis of law, the worthy archbishop probably did not intend to hit the big guns so hard as he did, but it is always dangerous to play with fine phrases, and in attempting to uphold

social order as against the excesses of the few poor dupes of the law he has unconsciously delivered a stinging rebuke to his patrons and admirers. "There is no civil crime as hideous and as pregnant of evil as resistance to law and the constitutional authorities of the country." Why don't he thunder that into the ears of the monopolists and shylocks of the country upon every possible occasion? Why don't he reiterate it from his pulpit and through the press of the country until it is brought home to the understanding and the conscience of every lawbreaker in this country, be he rich or poor, great or small, Jew or Gentile, Christian or infidel? Well, there is good reason why he does not; it doesn't do for these Christians for revenue only to speak such sentiments except when they are applicable only in one direction, or, rather, when they can be made to appear so. And whatever these Dogberrys may say, there is nothing superior to the rights of labor. The rights of labor is the question that is absolutely supreme; it is above all other questions; all other considerations sink into positive insignificance when measured by this one, because until the rights of labor are fully recognized we shall never have true social order. Standing armies and displays of military force cannot maintain social order. Repression is not the remedy for oppression. When the workingmen get their rights we shall have social order, and not before; and if those rights cannot be got without a revolution, then the revolution must come; all the military force in Christendom cannot prevent it. "After me the deluge," is a mighty poor motto for our plutocratic masters to act upon now, because we have reached a period in the march of our destinies when it is absolutely impossible for anyone to declare with certainty just how soon the deluge is liable to arrive, if present conditions are allowed to continue, and those who hope to escape the deluge may wake up some fine morning to find themselves engulfed. These monopolists and privilege mongers seem to be incapable of learning anything from the experience of their prototypes in past historical periods. They are not able to see that the civilization they are so much in love with cannot be maintained on the basis of privilege, no more in this age of the world than it could be in past ages, and all their efforts are directed towards keeping the workingmen in order whilst preserving their own privileges intact. They will wake up some fine day to the discovery of their mistake.

In philosophizing on the course of history, Professor Ridpath says: "When the iron jaws of monopoly have once closed on the marrow-bone of privilege, they have never relaxed until they were broken." Is it pos-

sible that these great lovers of order, and of civilization, have not the courage to reverse this dictum of philosophy? It begins to look that way. The attitude of these privilege mongers towards that instrument of law, which they are so insistent that workingmen shall observe in the interest of order, is one of supreme contempt. Look at Mr. Pullman, for instance. The laws which permitted him to oppress his employees were lived up to for all they were worth, while the laws which were calculated to free his employees from oppression were entirely ignored. There are many instances where employees received for two weeks' labor, after deducting rent and water and gas rates, all of which are under the control of the Pullman company, from one cent up to one dollar. That to purchase the necessities of life for themselves and families! But such outrages as that might be perpetrated according to law, and when Pullman was grinding his employees in that manner he was a law-abiding citizen. Other cases are numerous enough, however, where laws were directly violated whenever they favored the employees or conflicted with Pullman's interests. The law of the state of Illinois requires corporations to pay their employees weekly, but Pullman pays his workmen semi-monthly. It would be idle for workingmen to attempt to force Pullman to observe the weekly pay-day law, as to do so would only be to throw themselves out of situations; but isn't it a wonder that persons who are capable of developing so much respect for law as Pullman and his like have shown lately, should be willing to place themselves in the attitude of law breaker, to any extent whatever? Cases are numerous where, if an employee earned—say \$25 in two weeks, and his rent, water and gas rates amounted to \$17, and he owed the company \$10 back, not only would the \$17 be retained, but the remaining \$8 of the \$25 earned also, to apply on the \$10 back. The labor laws of Illinois forbid that sort of work, but what does Pullman care for the labor laws, or any other laws for that matter, when they interfere with his own laws? Wherever the state laws conflict with the Pullman laws, the latter always prevail. And why should they not? The state laws are merely supposed to represent the will of the sovereign people of Illinois, while the Pullman laws represent the will of George M. Pullman. It would be absurd to attempt to place the latter in subordination to the former. In fact, it is never intended that the laws which are placed on our statute books in the interests of the workers are to be observed by the capitalists. The lovers of law will find that out after a while. There is not the slightest intention of enforcing laws that limit the privileges of capitalists, or forbid them from entering into conspira-

cies which involve the most barefaced schemes of robbery of the workers; those laws are merely thrown out as a bait to catch the votes of the workers. Our law makers are naught but a pack of highway robbers, an organized band of pirates and freebooters; none but thieves and scoundrels can remain in the business of law making and make a decent living at it. The one who tries to be honest loses influence so that his honesty does not count, or else he is kicked out of office for fear his honesty may do some harm. And it is to this pack of highway robbers that we have entrusted the business of making regulations for the maintenance of social order! The very idea is sickening. The experience of an honest legislator in the state of Iowa is graphically presented by Hanlin Garland in "A Spoil of Office."

"Bradley Talcott, an honest young farmer, is elected to a seat in the legislature and goes to the capital with high hopes of reform and a totally inadequate idea of the character of the average legislator. The first three or four weeks of legislative life sickened and depressed Bradley. He learned in that time not only to despise, but to loathe some of the legislators. The stench of corruption got into his nostrils and jovial vice passed before his eyes. The duplicity, the monumental hypocrisy of some of the leaders of legislation made him despair of human kind and to doubt the stability of the republic. He was naturally a pure-minded, simple-hearted man, and when one of the leaders of the moral party of his state was dragged out of a low resort, drunk and disorderly, in company with a leader of the senate, his heart failed him. He was ready to resign and go home. Trades among the committees came obscurely to his ears; hints of jobs, getting each day more definite, reached him. Railway lobbyists swarmed about and began to lay their cajoling, persuasive hands upon members, and he could not laugh when the newspaper said, for a joke, that the absent-minded speaker called the house to order one morning by saying, 'Agents of the K. C. & C. will please be in order.' It seemed too near the simple fact to be funny. The school book lobby, the university lobby, the Armour lobby, each had its turn with him through its smooth, convincing agent."

"He reached his lowest depth one night after a conversation with Floyd Smith, an ex-clerk, and a couple of young fellows who called upon him at his room. Floyd noticed his gloomy face and asked him what the trouble was. He told them frankly that he was disgusted."

"Oh, you'll get used to it!" the ex-clerk said. "When I first went into the house I believed in honesty and sincerity, like yourself, but I came out of my term of

office knowing the whole gang to be thieves. My experience taught me that legislators in America think it's a Christian virtue to break into the United States treasury."

"The others broke out laughing, believing him to be joking, but there was a ferocious look on his face, and Bradley felt that he might be mistaken, but he was not joking."

"They stole stationery, spittoons, waste baskets. By God, they stole every thing that was loose and at the end of the term they seemed to be looking around unsatisfied, and I told 'em there was just one thing left—the gold leaf on the dome."

"The others roared with laughter, and Bradley was forced to join in. But the face of the ex-clerk did not lose its dark intensity."

"Take salary grabbing. Why they wanted me to certify to their demands for Sunday pay for themselves and their clerks, and I refused and they went wild. I'm not an angel nor a Christian man, but I won't sign my name to a lie, and blamed if they didn't pass the order without my signature! Yes, sir; it's there on record."

"Take nepotism. The members bring their wives and daughters down here, put them in as pages and clerks, or divide the proceeds when they have no relatives. Every device, every imaginable chicanery, every possible scheme to break into the state money box is legitimate in their eyes and worthy of being patented. Public money is fair game, and yet," he said, with a change of manner, "we have the fairest, purest and most honorable legislature, take it as a whole, that there is in the United States, because our state is rural and we're comparatively free from liquor. Our legislature is a Sunday school compared to the leprous rascals that swarm about the capitol at Albany or Springfield."

"What is the cure?" asked Bradley, whose mind had been busy with the problem."

"God Almighty! There is no cure except the abolition of government. Government means that kind of thing. Look at it! Here we enthrone the hungry, vicious, uneducated mob of incapables and then wonder why they steal and gorge and riot like satyrs. The wonder is they don't scrape the paint off the walls."

"Oh, you go too far. A legislator would not steal a spittoon."

"No, but the fellow he recommends for clerkship does."

"My idea is that there are very few men who take money."

"I admit that; but they'll all trade their job for another job. Honesty is impossible. The angel Gabriel would become a boddler under our system of government. The cure is to abolish government."

"This conclusion, impotent to Bradley,

was practically all the savage critic had to offer. Either go back to despotism or go ahead to no government at all."

This is a picture true to life, as any person who knows much of our legislative affairs will admit, of the average law-making body in this republic; and it will serve to explain in great measure the perverse action of the thing called "law." Senator Beck said, upon the floor of the United States senate chamber, that "it is impossible to have an honest legislature, state or federal, so long as representatives are sent who owe their election to or are personally interested in great moneyed corporations or monopolies. No matter whether they call themselves Democrats or Republicans, they are not the representatives of the people; they are simply the agents or attorneys of those who seek their own aggrandizement by taxing the masses." Many of our old common law maxims read nicely, and it is supposed that they furnish a stable basis for the theory of law, but they are entirely meaningless; they merely serve to give an appearance of respectability to the Christian theory, they are never observed in practice. One of those old maxims, *legis constructio non facit injuriam*—"the interpretative construction of the law shall wrong no person"—might as well be expunged from the legal records, as it is no longer binding. The interpretative construction of the law harms every person connected with it, even those whom it construed so as to benefit, in nine cases out of ten. Look at the anti-trust law of 1890. Not a single one of its provisions have been enforced, or even been attempted to be enforced against the trusts; it is "anti-trust" only by its title, but a federal judge found occasion to interpret this law so as to make it operative against a labor union in New Orleans, and now another federal judge in Chicago has seen his way clear to the interpretation of this law so as to make it operative against Mr. Debs and his associates. Here is another law that was enacted to suppress monopolies of capital, but it is only useful in suppressing monopolies of labor. Monopolies of either sort are not the thing, but they must be treated alike; the law that touches one without touching the other with the same force is entitled to no respect whatever. Law is effective only in proportion as it is felt to be just. Unjust laws cannot long exist in this country in this age of enlightenment, and in this fact lies the hope of the laboring masses. A little more pressure, a little more tightening of the screws by their capitalist masters and the laboring masses will be ready to rise in their might and sweep the whole miserable code of unjust and iniquitous laws which afflict them as with a leprosy into well merited and well earned oblivion.

## A REVELATION.

BY MARIE LOUISE.

What is the true position and the real power of the capitalistic class, and what is the true position and real power of the toiling class in this republic at the present time, are questions which, previous to the great railroad strike, but a few persons could answer with accuracy. The masses of the people put a blind faith in the adequacy of a republican form of government to protect and preserve popular liberties. They viewed without alarm, nay, with equanimity, the stupendous growth of monopolies, the building of princely fortunes, the erecting of colossal factories, the forming of trusts, combines and mighty corporations, never questioning whether the rapid growth and concentration of fortunes operated not against their own opportunities to earn their livelihood. They saw a new and strange phenomenon appear—the tramp. They wondered at his repulsive aspect and attributed his condition to a lazy instinct which made him select to beg and roam instead of working. The idea did not suggest itself that the degradation of the poor wretch had a reflex action on them, they failed to notice the coincidence which brought to the surface of society at one and the same time the millionaire and the tramp. On all these significant manifestations the working class remained blind. To preserve what they considered fair wages they organized trades-unions, elected leaders and became absorbed in the warfare these leaders kept lively among themselves and the organized bodies.

The capitalists on their side rejoiced to see the workingmen sinking considerable money and time into labor organizations the very nature of which was a certificate for the permanency of the present wage system. They encouraged and lauded those societies, praised the "noble, manly bearing" of the men who paraded on labor's day, exalted the magnificent brilliancy of the turn-out and rewarded in *diverse ways* "efficient and level-headed" leaders, whose Janus faces at one and the same time looked grave and disciplinarian at their flock and gave a smirking wink to the capitalist spectators. The toilers, children-like, were furnished with toys of different kinds, and as long as the toys captivated their attention the monopolists felt secure in raking up more money, capturing more land, taking control of the seas, counting the votes cast by the masses, inaugurating presidents with military solemnity and monarchical paraphernalia, sitting on the benches of the congress and senate, increasing the number and the pay of the army and police, taking up and polishing anew obsolete laws of puritanic rigidity and performing

several other dexterous tricks of legerdemain.

The press of the country found it profitable to give elaborate accounts of the happy condition and satisfaction of the American workingmen, of their love for the laws and the constitution, of their solicitude for the preservation of the present highly gratifying economic régime, of their pride of our national institutions. The press further devoted columns to the publication of the princely gifts by multi-millionaires to their cherished and honored fellow-citizens of the working class, to the devotion and self-sacrifice of the millionaires' wives who leave their palaces to go slumming and sit on the only chair with four legs in the poor's room, and take on their knees the unkempt, unwashed, unfed, wasted form of a child of poverty-stricken parents. How enchanting the whole picture! Just glance at that dainty, well-dressed, well fed female millionaire sitting in the midst of dirt and strewed debris (sorrowful remnants of furniture) smiling on the ragged, hollow-cheeked, crippled forms of the wife and children of an American king, and bestowing alms with her gracious hand! Assuredly, when wealth has gravitated to such power, greatness and kind sympathy; when poverty has reached the last ditch of misery, is humble, patient and full of gratitude, the millenium has entered, for all reachable points above and below are reached and they harmoniously stretch out and link in the center.

Thus the perfidious tactics of a subsidized press succeeded in harmonizing the most antagonistic elements and coloring in gay tints the grimest of all pictures. Now and then a speaker or a writer would be rash enough to mention the sufferings of the poor and the unemployed and the iniquity of the economic conditions which produce the billionaire and the tramp. But they were soon silenced with scorn and railery, were called discontented idlers, maniacs and calamity shriekers, and sometimes (God forgive me for penning the word) the were denounced as *anarchists*!

The capitalists rested easy, everything around them appeared smiling and smooth—whatever of grim poverty there was, was hidden from view, whatever of wailing there was, was smothered by the cackling of a brainless, soulless press.

The poor and the unemployed suffered in that silence which hopelessness and despair create, attributing the woes, perhaps not to divine will, but to an inevitably irremediable calamity, under which they must groan until death or a favorable incident relieve them from their pains. Of late I have spoken with many, and, to my question, "What shall we do?" they invariably answer: "Nothing; we have to beg, starve and die; we dare not complain aloud or

show ourselves in day-light, for we fear the police and the jail. We must bear our misery until business gets better.

I have walked the streets of New York after midnight to see hundreds, thousands of specters, shod with shoe debris, tattered, unkempt, haggard, surge from no one knows where, creep and limp along the house-walls, mute, noiseless as ghosts. Opposite the barrels of refuse with which the New York streets are studded at night, a specter and his shadow detached from the house wall and made a bee-line towards the barrel, plunged his hands into it, brought out pieces of bread or other edible more or less foul, cast around a furtive glance and sneaked to the corner to devour his miserable pittance.

Shall I say that tears came to my eyes and my heart broke at the sight of that unutterable human degradation? No! tears came not to my eyes and my heart broke not. In the presence of so appalling a social fact, tears refuse to flow, the heart refuses to break. The dread calamity calls not for soft emotion, it calls for solid action.

On the scene of that terrible piece of realism did newspaper reporters appear? No, they were in their offices arranging notes to construct the sensational report of a supper at Delmonico, or of a ballet where nudelims kicked and slippers flew in the air to the great delight of decrepit old millionaires. The editors of newspapers were better engaged, they gathered matter to write a rousing editorial about the wealth and greatness of the American Republic and the fizzle of a republican or a democratic convention. And when, a few hours later, the dawn gilded the gates of the east, the phantoms which prowled around the barrels of refuse had vanished, no one knows where, the city awoke, traffic made the streets lively and the newspapers full of good news delighted the hearts of the Wall street gamblers, the politicians, the capitalists, the aristocracy of labor and the brainless dudes.

Not until the last days of June, this year, were we aware that we lived in a "fool's paradise." At that time a spark revealed to us the chasm over which we hang. A boycott made by one labor organization to redress the grievances of one of their sections suddenly called up tens of thousands of sympathizers and culminated in a strike whose ramifications embraced the largest part of our territory and threatened to clasp in its powerful arms every one of our states. System after system of railroads was tied and commerce depending on transportation came to a standstill.

At the first indications of a strike the managers smiled with pity and contempt. They had never stood in fear of their employes

who were too much divided to make a stand look anything else but a ludicrous attempt to smash their heads against a stone wall. But that strike under notice burst out and rolled with the impetus of a flood breaking through dams. Wherever it passed, men, women and boys rushed to join in the loud protest of labor against corporate oppression. The smile of the managers was now a grin. Above the uproar of congregated protesting toilers (called a mob by the virtuous press) two words rang like a tocsin, "sympathetic strike." Managers listened, turned livid pale and trembled with dread. "That means unity in the ranks of labor," they muttered, in quivering voices; "let us hamper their movements and prevent a fusion or we are lost!" In their terror they cried to the government: "Turn out all the force you have, crush this uprising or we and you are lost!"

At the words "sympathetic strike" the government went frantic with apprehension. Troops were called and shipped with a haste which indicated great danger to face. No sudden invasion by foreign armies ever created more tremor. State sovereignty was trampled under foot, and to the calm, judicious protest of Gov. Altgeld, the head of the republic replied with a tone of haughtiness which his state of trepidation alone can excuse. Government attorney Olney, private attorney of the corporations and stockholders on roads, ran through volumes of statute laws to find those he could best twist and warp to crush labor and save his and the corporations' property. The press yelled itself hoarse clamoring for the blood of all those who dare injure a wheel or scratch a panel of Pullman cars. "Protect property!" they shouted in morning editions, in evening and middle-day extras.

But over and above all that fanfaronade and judicial clap trap, one thing alone terrorized the capitalist and legislators. The boycott—strike-hurricane—embracing all the toilers of the land in a common bond of sympathy, the hundreds of thousands of workers whom all the devices of their gentee, law-worshipping leaders aided by the force at the command of established authority, could hardly restrain from throwing up their work and forcing on insurrected capitalism and the legislature a surrender to labor rights and demands. In all the nightmares that late suppers and champagne set on a gambol in the brains of the capitalists, nothing so awfully startling had ever appeared. "A general uprising of labor for the redress of the grievances of a small body among them! By all the powers in hades, did so infernal a freak ever happen in history?"

For, being new, the thing was none the less real, and mightily tangible at that. Newspaper editors, where were you while

this tremendous force of labor gathered and solidified? Why were you not alive and give the hint to capitalists? You feared to dim their peaceful felicity! I believe you; for a wonder, you speak the truth.

Labor in its turn was ill informed about the power of capitalism. The workmen cherished their belief in political equality, and looked upon the law and the government as a third party, an umpire, a mediator impartial between them and the capitalist. Man to man, they had a fair chance of victory. That government troops could be called out to shoot them and protect the corporations which overtly prevented the running of mail cars by hitching to them and next to the locomotive Pullman sleepers; that such a treason and distortion of statute laws could take place not one toiler in ten thousand would have suspected. This strike has likewise been a revelation to them. It is not capitalism alone they are called to fight, it is the entire country outside of themselves, the entire force of the army and the police, the combined array of the state, the church and the club. To the upright, unsuspecting, genial sons and daughters of toil what an amazing revelation!

### LIVE QUESTIONS.

BY S. D. GUTON.

Even if the object of the present strike should be attained it would be at a tremendous cost; a cost altogether beyond any benefits possible to be gotten from it. The mere forcing Pullman to arbitrate, even though it should result in opening his shops and increasing wages, could affect the situation but temporarily, and then in no degree commensurate with the wants, demands, and rights of the masses. It would be but a palliative, and a weak one at that. Not only a palliative and a weak one at that, but as soon as they find their condition even a little improved they would lose in some degree their anxiety to maintain a warfare, and their energy in their own cause would weaken and die out, and at the next election they would vote the same old ticket, and monopoly would still have them firmly in its power.

The A. R. U. was gotten together not to compel their masters to give it a palliative, a mere temporary boon, but to demand and enforce the placing upon the statute books such laws as will compel monopoly to do to labor complete and lasting justice. As long as the present laws are in force and the present system is maintained, the condition of labor cannot be improved except temporarily and in isolated cases.

I say that it is utterly impossible that anything permanent can be gained by striking; it is not in the nature of the case. The attempt might as well be made to bail



out one of the great lakes as to attempt to benefit labor by striking. The lake cannot be bailed out while water lasts, neither can striking benefit labor while the present system is maintained.

They have got together. The biggest labor organization ever known has been gotten together, and if properly managed, and those economic doctrines promulgated throughout its ranks, doctrines which when formulated into laws and placed upon the statute books will permanently benefit labor, make this the prime object of its being, restrict strikes to but incidents that may possibly occur, and its membership will surely continue to increase.

Success can only come to any cause—it can be attained only by conforming strictly and undeviatingly to the natural law of cause and effect. Figs cannot be grown from thistles, neither can labor be benefited by keeping in force those laws which must necessarily impoverish the laborer, though they may even be maintained by the sword and by public opinion. Success can only be gained by conforming the civil to the natural law. Strikes can only act as impediments.

Labor is impoverished. Why? What is the cause? Will strikes remove the cause, or even lessen the impoverishment? Will the abolition of immigration remove the cause or lessen the impoverishment? It might lessen it in a degree for a short time, but so long as the present system is maintained monopoly will find means to absorb all that labor can produce. These and other schemes that labor may propose are but palliatives and can be of no permanent value; in fact, inasmuch as they seem to do some good they put off to a later day the realization of the permanent and lasting, and so are evils. Strikes are illogical, and when entered into for the purpose and with the expectation of gaining any good, it evinces some degree of lunacy.

To insure success the means used must always and in every case conform to, and have direct and intimate relation to the end sought for. Labor organizes for the purpose of bettering its condition. It wants higher wages, shorter hours, some of the pleasures and luxuries of life. Is striking the natural and most direct means to attain these ends? Will it enrich the employer so that he can afford to pay higher wages? Will it enable him to lessen the hours of toil? Surely not. It will have a contrary effect. It will anger him, thus he will become an antagonist, and render him less able to pay higher wages or lessen the hours of toil. Again, striking will deprive the members of work and wages entirely, produce hunger, nakedness and unhappiness. Natural law cannot be abrogated, evaded, nor set aside; therefore,

strikes must produce these results. Every effect must accord with its cause. These are the logical and inevitable effects of strikes.

The object of labor in getting together is to devise ways and means to bring about a betterment of the condition of the laborer. These ways and means must be in conformity to, must be in accord with, the natural law of cause and effect. A fireman wishing to get up steam in his boiler will put coal in the furnace, not asbestos; wishing a hot fire as quickly as possible he will open the damper and put on the blower, so as to create a draft, he would not turn steam into the furnace. He would follow natural law. If labor would better its condition it likewise must follow natural law and pursue scientific methods.

But what is the condition of labor? It says that it does not get work or wages enough, that it can get but few or none of the enjoyments, comforts and pleasures of life. It sees vast quantities of wealth, great storehouses filled with food, more than enough for all, mighty warehouses piled up story above story with good things. Labor has a natural longing for a sufficiency of these things, declares that it produces them all, and that it exerts itself to its utmost to obtain all it can of them, yet as the years roll around, though it tries ever so persistently and faithfully, it finds itself with less and less, and it ever must beset while the present system of taxation is maintained. Labor, to better its condition, to get some of the comforts and pleasures, and obtain the good and necessary things of life, must insist that the present system be abolished, and exert all its power to have adopted a just and equitable system. The present inequitable system compels labor to pay all interest, profits and taxes. Monopoly has arranged it so that all these are first paid from the product of labor, and so what finally come to labor as wages is but an infinitesimal part of what it has produced—about one dollar in seven. The present system of taxation robs labor and enriches monopoly.

The great masses of mankind have been defrauded of their heritage and it has been done by taxation. The fraud has been and is continually being perpetrated in such a manner as to make it seem a good thing, a very blessing to the poor and helpless. The arguments used to prove that is righteous instead of fraudulent and wicked are sophistical, and that sort by which black can be proven white, and white no color at all. For centuries the people, by such arguments, have been led to believe the superstition that private property was God ordained, and that the landlord was such by decree of the Almighty. As long as the landholding class can hold the masses in

subjection to that superstition monopoly will not fear but that it can draw to itself all the wealth the world can be made to produce, except a bare living for those who labor and produce it.

The landlords having the monopoly of the land, have every good thing they desire while the masses having no land are beggars. The reason there are so many beggars, the reason there are any beggars, is because the right to private property in land is maintained, and this is done by the power of superstition, the people believing that it was divinely ordained. But the power which did ordain or could ordain it was the power of the landlords. They assumed the right and enforced it by the power of might. Every title to land in England can be traced back to force and fraud, and were written in blood with the point of the sword. It was only by following the customs and usages of England that private property in land came to be recognized in this country, and is having the same malign and pernicious effect in this country that it has had there. When the masses have come to understand that their condition, that the poverty, misery and degradation that exists, was and is not caused by a God, and that such an idea is a pure superstition, but that all the evils which afflict society are caused by man-made laws, they will then be ready to wipe those laws from the statute books. Civilized man must have a government; it must be supported, and society must furnish a fund for its support. Society does now, and at every stage of its growth has furnished this support. Since civilized society has existed land has had value. Society causes the value (which is a self-evident fact), but the landlords, having made the people believe in a superstition, have been able to appropriate that fund to their own use. It has been clearly shown that the only authority to hold private property in land is given by man-made laws; then, by man-made laws it may be taken away, and inasmuch, and because the holding private property in land is the sole cause of poverty, misery and degradation, and all kinds of evil, these man-made laws must be abolished, must be rendered null and void. All that is necessary to do this is to take by taxation that fund which society annually creates for the support of government, and abolish all other taxes. Natural law gives every man the right to use any idle land, but society may compel every man who uses land to pay into the public treasury the rental value of the land for the support of the government. If labor will study this subject it will find that under this system it will get higher wages, shorter hours, and an equitable share of the comforts and pleasures, the good and necessary things of life.

## FREEDOM UNDER CORPORATE BARONS.

BY JOSÉ GROS.

There is no doubt that this nation of ours has recently had an admirable object lesson of our own blunders. We refer to the events in Chicago during the first two weeks, July 1894.

We shall not waste our breath against individuals. We are dealing with national sins. We don't really see how we could expect better results from the policy we have been following all along in our national history, constantly sanctioned by the masses and the classes, by the poor and the wealthy, by the ignorant and the wise. We should, of course, recognize that, in God's eyes, the wise and the wealthy in each historical period, are far greater criminals from any social deformities allowed to go on year in, year out. Yet, the wealthy are constantly rising out from poverty, and the wise out from among the ignorant.

All social deformities must necessarily spring up from empirical conceptions in the science of social growth. But who knows anything about any such science? A few cranks here and there. That is all. Has that science been taught in churches or schools high or low? Never. Far from that. On this side of the ocean we have been made to worship our own institutions as the *ne plus ultra* of human growth. Yet, when we study the struggles of the men who established our institutions, we discover there what? A bitter fight to mix up good and evil. An intense distrust on the part of the men with property against the men without it, or very little of it. To be sure, that is the history of humanity everywhere. And all because of no conception about a science of social development.

Science means precision, symmetry, harmony, equilibrium. All that implies the brotherly interlinking of forces and forms, unity of purpose in a march towards grand results for universal good. Has that been the object of any civilization, of any code of human laws, of any constitution?

Can you give us any reason for the few to always have masses of property and the many mighty little, if any? We mean reasons based on laws in nature. You will tell us, because some men are born with great ability and others are not. Grant for a moment that that is so. Take two men, one with great ability and the other with but the average ability of most men. Place the two men by themselves on two different islands with the same natural resources and conditions. Let even the great ability man start in island No. 1 with a capital of 20 millions, and the average ability man in island No. 2 with but a capital of \$5,000. Leave each man there, with his wife, a baby, for any fifty years. Go there, to those

two islands, at the end of that half century. Do you expect to find any especial difference between those two family groups, in their general comfort. Hardly. Why? Because neither of those two men has been able to humbug any other men, to rob any other men through monopoly in natural resources, and much less through patents or franchises with which to intensify monopoly by additional restrictions in this or that line of production or commercial activities.

Look now at that historical Pullman town, with about 11,000 population and shops for the manufacture of a certain line of goods, employing, say, 4,000 people, men, women and children, in that population of 11,000. What do you see there? The value of the labor products, buildings, machinery, materials at hand or in process of exchange, conducive to the working of those shops or factory, is about three millions of dollars. The capital of the company is sixty-one millions, of them, twenty-five in surplus. Out of those sixty-one millions total capital, about fifty-eight millions, call it fifty-five millions if you like, what are they? Nothing but land values, or accumulated land rents, and patent profits, nothing but profits resulting from human laws of privilege sinning against the law of equal rights, violating the *thou shalt not steal* of the Decalogue, blaspheming against the brotherhood preached by the Christ we pretend to worship.

Should we blame the barons of the Pullman Company for all that, or their brethren, the railroad barons? They are all created by our own laws and in virtue of our own constitution. Grant that we could interpret that constitution a little better; but, have we not ordained that laws should be interpreted by a group of men whom we call judges?

Just before writing this article we had a little talk with a man who is now in very comfortable conditions, the son of a poor mother, himself a hard worker, a model man in most respects, with no grasping instincts, generous, willing to improve humanity; but, like millions of other men, unable to conceive how humanity can go on if government limits itself to enforce the law of equal rights, the law of universal brotherhood. We should have no railroads, no telegraphs, no telephones, no men shall give us any useful inventions unless human laws come to transgress God's laws of equal rights, inviting the ability men to do what they like with the earnings of those who have less ability, for the time being. The laws of a wise creator, or of nature if you so prefer, are deficient in wisdom, and selfish men must come with human laws to the rescue, and invite the selfishness of the ability chap, otherwise the inventive fac-

ulty shall remain dormant forever in the brains of that being whom we are told was built up after the image of his own creator.

What can you expect of humanity as long as profoundly religious men, good men too, men with golden souls, have yet such low perceptions about the intrinsic beauty of their own God.

The destinies of this nation are in the hands of the workers; but they need high moral aspirations, considerably higher than those we find anywhere among most people in all classes, high or low. Each one of us needs to have the courage of his own convictions, sufficient courage to look at truth face to face. If we want freedom we have to work for it. We have been working for freedom under corporate barons, and we have it. If we don't like it let us suppress it. The barons that human laws have created, human laws can destroy, and should destroy, if they, the barons, interfere with the grand divine ideal of manhood universal.

The problem of humanity is not that of living wages, or fair wages or anything like it. The problem is to give to the workers the whole product of labor. The whole wage system is wrong from top to bottom, under King Monopoly. That king converts republics into dens of thieves with a mask of righteousness.

The task before us is great indeed, because of the inertia of the working masses. Without that, we could march to the polls in 1896, 10,000,000 strong, with one, two or three short, precise, fundamental bills, with executive officers of our own, from the people, and just break the doors wide open, for every one of us to step into that *Promised Kingdom of Righteousness*.

Sooner or later it must come to that or to a military despotism. It is for us to choose.

We are inclined to think that all our evils arise from worshiping our own institutions too much and God's institutions too little.

## LESSONS FROM THE STRIKE OF 1894.

BY JAMES MIDDLETON.

The great railway strike of 1894 is practically over. Another great battle between laborers and capitalists has been fought. The laborers have met defeat.

For a time great arteries of the nation were paralyzed. Passengers and freight were blockaded. Vast quantities of fruits and other perishable products were ruined, and would-be consumers in Chicago and elsewhere suffered for lack of them.

If the strike had been more widespread, more determined on both sides, and of greater duration, the mind can hardly conceive of the suffering from hunger in the large cities and of the desperate state of af-

fairs that would have been evoked.

Unless some remedies are applied the time is coming, and may not be far distant, when labor on railways will be more completely organized, and will join in battle to the bitter end with those who control our steel highways; highways that are just as essential to our social existence now as were the wagon roads of our forefathers to their social life.

What shall be done? Shall strikes on railroads be forbidden by legal penalties? Shall railway employes be forbidden to organize or to consult together and to advise each other concerning the wisdom or unwisdom of striking?

Such is the remedy some propose. Such is the remedy some high in legal authority have sought to employ, making laws without the formality of legislatures.

In all conflicts between the strong and the weak there have been found judges and officials who make haste to act as the tools of the strong in crushing the weak. On the other hand, there are always some whose ermine is not stained; officials who dare do right, regardless of friend or foe. In their increase is hope.

The right to organize, the right to strike, is a sacred right which must be jealously guarded. Yet it is a right that may be sadly abused. It may be used to further wrong and injustice, but the right must remain.

Compulsory arbitration is advocated. Let the workman beware of compulsory arbitration as he prizes liberty. If the general government should step in and say to an employer, "You must run your business and you must pay such a scale of wages," it would mean the annihilation of that freedom which the anglo-saxon has always prized more than life itself. None the less would it be a death blow to that freedom if the state were to tell the workman that he must work, and at a scale fixed by the state under penalty of the law. Whether looked at from the standpoint of employer or employee, compulsory arbitration is a remedy infinitely worse than the disease. To the workman it is especially full of menace. When we find courts and officials too often anxious to do the bidding of capital, what guarantee is there that boards of compulsory arbitration shall always act justly, either to employer or employee?

What, then, shall be done? Shall our great cities ever be in danger of starvation from such conflicts? Yes, rather than employ such remedies. The true way is to find out the fundamental causes and to remove them.

The first great cause is selfishness. That cannot be removed by the action of government. That must be done by moral forces outside. Another cause is the great army

of the unemployed men whose wives and children are suffering for the necessities of life; men who would rather be called scabs and bear the contumely of organized strikers, than to see little ones suffering for food and clothing and look at the haggard face of their starving wife.

While the striker, seeking his just share of production, should evoke the sympathy of all, yet the great army of the unemployed should evoke a deeper sympathy. Organized labor must get rid of this great army, if it would receive its full share of the product. When there are two men ready to take the place of each striker, strikes must often fail of their immediate object. When there shall be a greater demand for laborers than there are laborers to fill the demand, then strikes will be unknown; then each will receive his full share of the product. The iron law of wages will always act downward when there is a reserve force of the unemployed for capital to call upon. Just as surely, as rigidly, will it operate to raise wages to the maximum when the demand for laborers exceeds the supply.

To remedy this condition of things is in the power of government. "Cease to do evil; learn to do well," is as applicable to governments as to individuals. The evils are unjust monetary laws, whereby a favored few are privileged to exercise functions that belong to the people as a whole; the placing of franchises in the hands of a few; and, above all, beneath all, unjust taxation, favoring capital at the expense of the consumer, fostering monopoly and speculation generally, and in land, the fundamental basis of life, especially.

The great aim of organized labor should be to help sweep away these evils by education and the ballot. Through the ballot we may gain a just monetary system. Through the ballot we may bring the steel highways, the great arteries of the nation, to the nation itself, and make them as our wagon roads are, the property of the people, and not of a favored few to lay the many under tribute and to control too often legislatures and other public officials.

Through the ballot we may sweep away all taxes upon the products of labor, as products, and make the owners of mining lands, agricultural lands, water privileges, and city lots, pay the taxes in proportion to the value of the natural opportunities they enjoy under the protection of the state.

Laborers and small capitalists will be freed from the present burdens of taxation by government and quasi taxation by favored individuals which is now crushing out life itself. Opportunities will then be opened to those who wish to employ themselves. Every industry will be quickened, the demand for laborers will exceed the sup-

ply. The great iron law of wages will be transformed from a baleful weight of oppression into the wageworkers' potent ally, assuring him the full product of his toil. None should ask for more, none should be satisfied with less.

While the great moral agencies should work to remove selfishness from the human heart, these reforms must come through the ballot. The one will help the other until selfishness, oppression and injustice are swept away, and freedom, justice and love reign supreme in governments and in human hearts.

These are lessons of the strike. If the people heed them not, the future of our country, of humanity, is full of gloom.

If they are heeded and produce their just results, the strike will have served a useful purpose and will have been a marked step in the accomplishment of the dream of the ages, the complete triumph of freedom, justice and love upon earth.

Then strikes will be unknown.

## DESTROY LIBERTY TO PRESERVE CIVILIZATION.

BY J. S. ALLISON.

The *Progressive Farmer* directs attention to a dispatch sent from Washington, July 2d, to the Chicago *Inter-Ocean*. In it the following words appear:

Public men here are very reluctantly arriving at the conclusion that this country may be called upon to decide whether it shall become necessary to destroy liberty in order to preserve civilization.

Commenting upon it the former paper says: "This is one of the most astounding, and indeed the most startling declaration that has appeared in the plutocratic press." Farmers and workingmen, read carefully these lines. Weigh them well and reflect. Consider in what short time you may have no voice in the affairs of this republic.

It may not be out of place to examine this "liberty" and "civilization." It will not be denied that there are several kinds of "liberty" and a "civilization." First, there is natural liberty and civil liberty. Then there is political liberty and religious liberty.

Natural liberty is defined as consisting "in the power of acting as one thinks fit, without any restraint or control, except from the laws of nature." Is this the kind of liberty to be destroyed by plutocracy in order to preserve civilization?

Political liberty is "the freedom of a nation or state from all unjust abridgement of its rights and independence by another state." Is this the kind of liberty which plutocracy proposes to destroy in order to preserve civilization?

Religious liberty is the "free right of adopting and enjoying opinions on religious

subjects, and of worshipping the Supreme Being according to the dictates of conscience without external control." Is this also the kind of liberty which plutocracy intends to destroy in order to preserve civilization?

"Civil liberty is the state of men in a state of society, so far only abridged and restrained as is necessary and expedient for the safety and interest of the society, state or nation." Is civil liberty, then, to be destroyed by plutocracy in order to preserve civilization?

"Civilization is the state of being refined in manners from the grossness of savage life, and improved in the arts and learning."

Did the dispatch to the *Inter-Ocean* mean that liberty, whether natural, political, religious or civil, is to be destroyed in order to preserve the people of this republic in a state of being refined from the grossness of savage life and improve them in the arts and learning?

No, verily! By "liberty" it meant the right of voice or vote in the management of governmental affairs, and by "civilization" is meant the maintenance of the present conditions brought about by the passage of unjust laws through the influence and power of corporations, capitalists and income classes.

The "civilization" to be preserved by the destruction of "liberty" is meant the continuation of the present arrangement of affairs by which the farmers, and other producers have been, are now, and are yet to be deprived of the major part of their produce.

The "civilization" to be preserved by the destruction of "liberty" is intended the perpetual existence of the conditions whereby the laboring class have been, are now, and are yet to be defrauded of the greater part of their hire.

The "civilization" to be preserved by the destruction of "liberty" is meant the everlasting inheritance, to us and our children after us, of the national bank system, national bonded indebtedness, protection alone for the manufacturing interests, and government partnership, with railroads, whisky trusts, and unlawful aggregations of incorporated and unincorporated capital of all kinds.

The "liberty" to be destroyed in order to preserve civilization is meant the destruction of all organized or unorganized efforts on the part of the farmers and producers to secure for themselves a living price for the produce of their fields.

The "liberty" to be destroyed in order to preserve civilization is meant the destruction of the liberty of the laborer or workman to obtain, with or without organization, a just and living wage.

And the "liberty" to be destroyed in order that civilization may be preserved is

meant that the farmer and the laborer shall be denied the privilege of uniting politically in the struggle for a competence, leisure, and education for themselves and family, while living, and a decent burial when dead. To successfully accomplish the failure such political union, would be all that plutocracy could desire. Failing in this, it would only be necessary to pass a law disfranchising the labor vote. To ascertain whether this has not been thought of, let us read what the *Indianapolis News*, democratic, says: "If the workingmen had no vote they would be more amenable to the teachings of hard times." Again, U. S. Senator Sharon, a republican, said: "We need a strong central government; the wealth of the country has to bear the burdens of government and shall control it."

The money power then seems disposed to perpetuate itself, if it has to take the ballot from the laboring class to do it. The right of suffrage being lost, the denial of the right to bear arms would easily follow. With both these rights lost, the laboring classes would be absolutely helpless at the feet of plutocracy. To be forewarned is to be thrice armed. Therefore, the sooner all farmers, laborers and workingmen unite in one common political party, and stand together, and vote together, the better it will be for them and this republic.

### GOVERNMENT BANKS.

BY GEORGE C. WARD.

At the very outset of an inquiry as to the feasibility of extending the socialistic programme so as to involve the common ownership of money or, more strictly speaking, so as to include in such programme the right settlement of what is known as the money question, or financial problem, it becomes necessary to divide the question into two divisions. These divisions may be known as Money—its nature and functions; and Money—its avenues of distribution.

A little reflection will suffice to convince one that, in its nature and functions, scientific and strictly honest money is already purely socialistic. In its very essence money is the material evidence and embodiment of a social compact. Where there is no society or social organization there can be no money. The fundamental and strictly essential attribute of good money—the legal tender quality—is the mandate of government, or fiat of law, impressed upon some suitable substance. Thus, Attorney General Ackerman says: "We repeat, money is not a substance, but an impression of legal authority—a printed decree." Again, Tiffany on Constitutional Law, Chapter XII., section 400, page 221, says: "Money is the sovereign authority impressed on that which is capable of taking and retaining

the impression." Hence money is a social compact, strictly socialistic in its character and attributes. There is not, nor indeed can there be, such a thing as individualistic money.

Then as to its functions, it will be found to be strictly of the nature of a social or communal convenience. It counts, determines and differentiates the value of the property of the people, both severally and collectively. It is a universal solvent, a general ultimate of payment of the debts of the people, both severally and collectively. Held by the individual, it is a sight draft upon the total volume of all the people's exchangeable commodities exposed for sale. Paid to the people's government, it discharges all obligations due from the individual to the community. Paid out by the representatives of the people, it cancels all debts due to individuals from society. It is a communal, or common tool, used by the people collectively and in common.

And then it is socialistic as to its ownership. The savings banks of the nation are responsible to 4,781,605 depositors for the safe investment and sure return of \$1,712,769,026, while the money of the country changes ownership at the rate of \$600,000,000 daily. It is certain that the banks of the nation are liable to the people in the sum of at least \$2,300,000,000 savings deposits, such vast sum belonging to individual units of society, above all liabilities and debt, as a reserve fund for enforced idleness, sickness, old age and death. This is twice as much as the banks could pay, even if they had every dollar of money in existence outside of the United States treasury. Money is the communal token—credit of society, to be used as occasion and necessity require. Money in its nature, attributes, functions and ownership, is of the very essence of socialism. It is against the avenues of distribution that the socialistic programme must be directed.

What then are the avenues of distribution? And if of distribution, what are the methods of prior accumulation? For it is certain that in order to be distributed, money must first be accumulated. An examination will show that the domestic and commercial transactions of the nation and the prosecution of its productive and distributive industries, involve a constant, ceaseless accumulation and distribution of the people's money. Paid out by the people, as individual units for the manifold and multifarious necessities and luxuries of life, money filters through retail stores, rental agents, doctors, lawyers, dentists, barbers, dressmakers, tailors, and the thousand and one servitors of public convenience and servants of society, until finally it reaches the wholesale stores, then the jobbers, and at last the manufacturers. Starting in

another direction, it is paid out by manufacturers, jobbers, wholesalers and retailers, railroads and other corporations to employes and again takes up its silent and ceaseless pilgrimage as before. Such of it as individuals manage to save above and beyond the cost of living is deposited for long time, at a low rate of interest, in the banks and becomes "savings deposits," to be loaned out at a high rate of interest to such as need it, to again start upon its endless round of travel. Those who own it and have saved it, hold the certificates of deposit of the banks, while the banks are secured by a lien upon the actual, material wealth of those who borrow it. But all this time very little of the money remains in savings banks, or the vaults of loan and trust companies, being freely loaned as fast as received. But in national and state banks there is constantly a larger amount of money—\$350,000,000 on Sept. 30, 1892—called "cash reserves required," and a smaller sum, \$108,000,000, which was a portion of the active cash banking capital of the nation, and, in the national banks alone, changes ownership at the rate of \$400,000,000 a day, the average duration of a deposit in these banks being four and one-half days. By this time we may perceive that the avenues of accumulation and distribution against which the socialistic attack must be directed, are the banking institutions of the nation. Not only do they accumulate and distribute, but they regulate and control the volume of active money circulation and affix the current, prevalent rate of interest upon money, thus prescribing what shall be the limitations of "the power of money to oppress."

Some idea of the important functions performed by the banks of the nation may be obtained by studying the following table in the light of the fact that the total volume of money in circulation, outside of the United States treasury, does not exceed the sum of \$1,100,000,000.

	National Banks.	All other Banks.
Loans, etc.	\$1,843,634,168	\$2,348,193,077
United States bonds	224,040,800	119,982,221
All other bonds	148,569,950	859,622,129
Capital stock	678,540,339	406,007,210
Surplus and profits	350,225,441	316,206,287
Deposits	1,465,446,901	3,070,462,680
Total resources	3,109,563,284	3,979,008,533

The above table reveals the fact that at that date (July, 1893) the banks owed the people nearly nine times as much money as they had in their vaults, while the people owed the banks six times as much money as there was in the country outside the banks. At the date referred to, the banking institutions had in their vaults \$515,000,000 in money. Another interesting fact

proved by the foregoing table is that every dollar outside the banks had been loaned by them nearly six times upon the average, while the same dollar had been deposited, on the average, by six individuals.

These facts unerringly designate and locate the avenues of accumulation and distribution of the communal tool, or instrument of exchange—money. The banks are the avenues and it is the banking business which must be included in the socialistic programme. The banking business of the nation must be assumed by the people's government, as a public function, and administered by public functionaries at the cost of carrying on the system. The cost of a perfectly adequate system of government banks would be about eighty millions of dollars a year, in addition to, say two per cent. upon the long time savings deposits of the people, which would probably have to be paid until the people became educated to a recognition of the fact that interest is an incubus and a curse, not only to those who pay it, but also to those who receive it. As all interest is an addition to the cost price to consumers of all necessities of life, and the average deposits of savings depositors are just about equal to the average earnings of wage workers, it is easily perceived that even were the banks to charge borrowers no higher rate of interest than they paid depositors, such depositors would lose in prices paid for commodities as much as they gained in interest upon their deposits. But the banks pay an average of three and charge an average of eight, so that labor would be benefited by the entire abolition of interest. But the banks pay interest upon only about one-half of their deposits and charge interest upon the whole, from which fact we may prove that even if governmental banks were to pay two per cent. upon one-half the deposits of the people, they could loan the entire deposits at the same rate—two per cent.—and yet very easily settle with depositors and defray the expenses of the banking system.

This would result in the establishment of a uniform rate of interest all over the United States, of two per cent. and, even upon only the volume of loans at present made by the banks, would save to the people \$250,000,000 annually. But governmental banking would do much more than this, and I am glad to find in the April number of the MAGAZINE, Mr James Middleton siding with me in the contention I have been making for years, to-wit: That the way to destroy interest is for the people, in their organized capacity as a government, to enter into competition with the banks in the business of accumulating the people's token, credit, or money, and loaning it out at a nominal rate of interest.

Mr. Middleton says:

Many attempts have been made to lower the rate of interest by statute enforced by penal laws. Such attempts have been and must be dismal failures. They increase the difficulties of the borrower, who must have, and increase the actual rate by increasing the risks of the business. The repeal of usury laws have usually proved beneficial to the borrowers.

If government must regulate the rate of interest it should loan on fixed capital at, say two per cent., and open up postal savings banks at one and one-half per cent. The rate of interest would adjust itself naturally and easily to that standard, and the poor and the wage worker would have a savings bank that would be as stable as the government itself. Kellogg, in "Labor and Capital," proposed a scheme of that nature.

I am glad to find him thus advocating the extension of the socialistic programme so as to embrace the banking business. The extortions of interest aggregate as large an amount as rent, profit and tariff combined. At this writing the private and public indebtedness of the people of the United States aggregates twenty-five billions of dollars, and it draws an average of seven per cent. interest, equal to \$1,750,000,000 annually. The reduction of interest to two per cent. would increase the consumptive capacity or purchasing ability of the people in the sum of \$1,250,000,000 annually. Think of it. Consider it from that standpoint, also remembering that a very large proportion of this interest is paid by labor for the privilege of being exploited with its own savings.

I have been considerably amused by a perusal of Mr. Middleton's spacious apology for interest, and his labored effort to prove interest to be right and just. At the risk of being anticipated in my remarks I shall endeavor to point out the flimsiness of Mr. Middleton's argument.

The basis for his contention is probably succinctly outlined in the following paragraphs from his article in the April MAGAZINE. He says:

If money were the only thing borrowed and lent, interest undoubtedly would be unknown. But so far from money being the only thing borrowed and lent, it is only one of the things, and it is chiefly borrowed as a medium to get something else.

I am a farmer. I need seed corn, potatoes and wheat; I have not the money to buy with; my neighbor has the required seed and loans it to me. I agree to pay him back after harvest with an additional amount for services rendered. That additional amount is true interest. If our bargain was a bargain between equals, what I pay him is an equivalent for services rendered. In many cases the loan is actually effected in some such way.

In many cases the one loaning the seed, machine or fertilizer takes a note for the market value of the commodities measured in money at the time the loan is effected, to be paid with an increase when the crop is sold in the fall. In such a case the rate of interest will probably be lower than in the first, as the borrower has to do the marketing.

In many cases the borrower goes to some one who has money, borrows that, then goes to the one who has the required commodities and buys for cash. At the end of the season he markets his crop and pays his note with interest.

In each of these cases the increase has come from labor and the productive forces of nature. The interest or payment for services rendered is a part of that increase over and above the original investment. It may or may not be just. That depends upon the

moral right of man to the product of his labor, and whether the interest is the result of a bargain between equals. The fact that he can pay it depends upon the increase which the productive forces of nature gives to his labor and capital.

Without such increase there would be no such thing as interest. What then I borrow is capital in the shape of commodities, and when money enters into the transaction it is as a medium to facilitate the borrowing.

A large part of interest is a premium for risk. We may not know just how much is premium for risk or insurance. The only standard that we can have is the rate of interest paid on the best securities, like government bonds. In times of panic the risks increase and the rates go up. As the panic subsides the rates diminish. Sometimes they fall below the usual rate of good times, and then rise to the ordinary rate as business revives.

So great an element is risk that there are not wanting acute economists who claim that if risk could be completely eliminated interest would disappear: that risk is all there is to interest. Certainly the rate of interest in the best class of securities shows that it is a very large element.

From the foregoing one may apprehend the fact that Mr. Middleton finds a righteous basis for interest in "the increase which the productive forces of nature give to labor and capital," and what he designates "the element of risk." This is a very peculiar position for a single taxer to occupy. If individuals may not appropriate to themselves the communal wealth inhering in land values, surely individuals may not charge others wages for the labor performed by an omnipotent God. Our Saviour said: "My Father worketh hitherto and I work." God's labor is freely performed, without money and without price, and individuals must indeed be presumptuous who charge others for God's bounties. Moreover, the presence in large numbers, of the disinherited who own no land, results in the building up of a city, and single taxers claim that the land values thus produced belong equally to those who own and those who do not own land. But the fact that an individual is upon the earth and owns a crib of corn, a bin of wheat or a cellar full of seed potatoes, confers upon him no individual right or claim to an interest in the increase given by the productive forces of nature. All individual claims must be enforced by the application of labor to the material vehicle through and upon which the productive forces of nature reveal themselves and act—our mother earth. Unlike our natural forests, wheat fields and potato patches are not the spontaneous or volunteer products of nature, but are the legitimate results of labor applied to land. It is true that seed is required, but weevil and moth eat and devour, while dampness moulds and corrodes wheat, and a potato will keep well but a single season, so that the lender of such perishable products does well to have them taken care of for a season and then returned without interest. If he receives interest he gets paid for labor performed by others than himself, or charges for God's free gift to those only who



choose to appropriate such gift to themselves by the application of labor to land. In one case he robs man, in the other he acts as an unauthorized agent of Almighty God.

Then as to the "element of risk." Who bears or runs the risk? The lender? Nay, verily! but the borrower. In western Kansas and other localities hundreds of thousands of bushels of seed wheat have been lost in an endeavor to realize "the increase given to labor and capital by the productive forces of nature." But the loss of this wheat did not liquidate the debt incurred for money with which to buy it. The borrower had to lose both his labor and his wheat. This spring a large area of oat fields and potato patches were destroyed by cold weather and untimely frosts, but those who bought seed oats or potatoes upon credit or with borrowed money, will have to pay for them nevertheless. And so it is with all forms of perishable wealth. Horses or cattle die, or are accidentally killed. Hogs take the cholera and die in droves. And as with live stock, so also with all perishable commodities. Upon all alike rests the blight of rust, corrosion and corruption, the inevitable result of the lapse of time. The value of all perishable commodities constantly deteriorates from use and the ravages of the destroying elements and decomposing forces of nature. And all this risk and loss, both possible and inevitable, is borne by the borrower, no matter if he returns payment in kind or pays the debt with money. Instead of paying interest the borrower should be paid a premium for the risk he assumes.

Broadly speaking, the rule may be laid down that the risk assumed in guaranteeing the care and safe return of capital is equal, or more than equal to the benefits derived from its use. Interest has no just, righteous or scientific basis, but is a curse and an incubus upon human effort. Interest is robbery and must be abolished. It is the borrower and not the lender who renders a service, such service being the safe keeping and return, unimpaired in quantity or quality, of the perishable capital of which he borrows the use. The borrower thus saves the lender from all the expense and labor necessary to protect and preserve his perishable capital. In the case of the farmer who borrows seed wheat, Mr. Middleton says he agrees to pay it back "after harvest, with an additional amount for services rendered." What services? Rendered by whom and to whom?

But the discussion of the "element of risk" idea opens up another avenue of inquiry. Is the single tax to be collected for realized benefits actually received, or prospective benefits which may possibly accrue? Must the farmer who loses his crop pay the

annual use-value of his land under prosperous conditions, or will he simply have to pay a tax equal to the amount of his actual benefits? There is a question for single taxers. After all, does not socialism offer the only form of government which promises to comply with the Divine injunction, "Bear ye one another's burdens?"

## LAND MONOPOLY.

BY B. C. STICKNEY.

Mr. W. H. Stuart in the May issue of the MAGAZINE avers that single tax advocates cannot answer the argument that the single tax would be of no benefit to the man without capital; that even with free access to land he could not compete with the capitalist farmer; that the man without capital would starve on free land. I would like to ask the readers of the MAGAZINE to examine that argument with me.

From the reading of Mr. Stuart's article, one unfamiliar with the subject would receive the impression that the purpose of the single tax men is to make idle agricultural land freely accessible to all who wished for it. That is so; but they have another purpose of greater importance, which is to make valuable land (city land, mining land, timber land, etc.) worthless for speculative or monopolistic purposes. They propose to put all men upon equal terms with respect to the privilege of using any land; to make it practically impossible for some men to bar out other men from using land.

It may be true, as Mr. Stuart intimates, that men with no capital would be unable to put valuable land to good use; but men with moderate capital could do it, and they would undeniably be benefited by the adoption of the single tax. At the same time it is obvious that the moderate capitalists could not put these valuable lands into use without employing men who have no capital. This would thin the ranks of idle men, and reduce the competition between workers for chances to work. Those who would thus be first to be given employment in developing land now idle, would find themselves in position to provide better and more food, clothing and shelter for themselves and families, to produce which other men now idle would be given employment. There can be no question that the mere act of throwing our valuable lands open to enterprising men would in a very short time result in the employment of every willing worker in the land; in fact, we would be offering bounties to immigrants, instead of trying to keep them out. Mr. Stuart has therefore given the land question merely a superficial examination, if he thinks that the single tax will do nothing more for the

worker than to merely give him an opportunity to use agricultural land.

Mr. Stuart says that "under the single tax, the instruments of production will remain in the hands of the capitalists, for the use of which the capitalists can rightfully claim as their wages, all the product above what unaided labor could produce on land of no value." Truly, broad is the way that leadeth to error. A man would require several days in which to cut down a tree, if he had only a sharp stone with which to do the work; but with an axe he could cut it down in an hour. Before wearing out the axe he could demolish more trees than he could cut down in a century with a sharp stone. Now, according to Mr. Stuart's notion, the man without capital would have to render his services for a century in exchange for the axe. The fact is, however, that the value of the axe depends not upon the advantage it gives the laborer, but upon the amount of labor it takes to produce the axe, which important distinction Mr. Stuart overlooks. Very little of the assistance that labor receives from tools and machinery goes or ever will go in the shape of interest. This is clearly so, because if the possessors of tools and machinery were to have such a good thing of it as Mr. Stuart intimates, nine-tenths of our population would devote themselves exclusively to making tools and machinery, whereas it is manifest that the bulk of the population must always devote its labor to producing things intended for consumption, and that only a small proportion can profitably be employed in making tools for the rest to use; and this is entirely regardless of the amount of aid such tools render to the users.

Mr. Stuart says that Henry George "admits that under a system of private land monopoly, by which labor is excluded from access to natural resources and opportunities, capitalists are enabled to retain more than they are justly entitled to." This is precisely the contrary of what Henry George does claim, for his contention is that in consequence of such land monopoly, interest is lower than it should be; and he contends that low wages and low interest go together. This is true, because, since labor produces all capital, interest on capital can be nothing but an indirect return for the labor that produced the capital; wherefore low interest, as well as low wages, means poor returns for labor. The more perfect the artificial barriers by which some men keep other men from access to land, the larger the share of wealth the land owner can obtain, and the smaller the share that goes to both laborer and capitalist.

When I say "capitalist," I of course will

be understood to exclude every variety of monopolist. A capitalist is merely the possessor of wealth, that has been produced directly by human exertion. A monopolist is a man who, by virtue of his control over something that others must use, is able to obtain their services or their wealth, or both, without rendering a fair return, or, as in the case of a land-owner, without rendering any return whatever. A capitalist is therefore broadly distinguishable from a monopolist. A man may be a great capitalist, and yet not be a monopolist, as for instance a merchant. Or a man may be a great monopolist, and yet have only a trifling capital, as for instance the owner of large tracts of valuable land. Or a great monopolist may also be a great capitalist, as for instance the Western Union Telegraph Company.

Mr. Stuart argues that "even our farming class, with years of experience, owning their own land, with considerable capital in the shape of machinery, cannot compete with the capitalist farmer, no more than the small producer of any kind can compete with his capitalist competitor." Now I submit, that when the time comes that nobody except a great capitalist can make a living, there will be no more capitalists of any sort. When all are so poor that no one can even afford to buy a newspaper, the valuable plants owned by the daily papers will be worth nothing, not even as old junk, for there will be no junk dealers, or any other small capitalists, in existence. Not only will the great capitalistic presses perish, but all other great capitalistic enterprises as well, in consequence of the same lack of purchasing power on the part of the great army of workers. Thus is Mr. Stuart's notion that under fair conditions only great capitalists can succeed, reduced to an absurdity. The fact is, that there are now, and would continue to be under fair conditions, thousands of minor capitalists to one great capitalist. It is only when there is general prosperity on the part of a large population that capital can or will be massed in productive enterprises. My remarks will be misunderstood unless it is borne in mind that I refer strictly to capitalists, and not in any sense to monopolists, for all are aware that great monopolists thrive where the bulk of the population exists in poverty. What the small farmer and the small producer have to fear is not the competition of the great capitalists, but the extortions practiced by the great and small monopolists.

Mr. Stuart's contention may well be questioned, that if a man having no capital were to be presented with a plot of farming land, he would starve on it. It is not so bad as that, for anybody who has witnessed the degraded depths of poverty

to which thousands sink in our large cities, will admit that if any one of these miserable images of the Creator were to be cast upon an uninhabited island, he would be able to provide for himself in far more comfort than it is possible for him to do as now situated. This improvement in his condition would be due to the fact that he would then have unrestricted access to nature, whereas now he has not. It should not be forgotten that America was settled by men who had no capital; that the pioneers who gradually pushed civilization's borders across the continent had no capital. Indeed, all civilized countries, so far as we know, have been settled by men who had no capital. Contrast with the hardships endured by these pioneers, the favorable conditions that would be enjoyed by the pioneer of to-morrow, were the single tax to go into effect, removing the barriers between the dense city's degraded workers and the fertile but idle square miles just without the city limits; the pioneer of to-morrow would leave the city's squalor, and would need to travel only a few minutes to find a place on which his home could be built; he would not suffer the hardships and exile of the old pioneers. When his home would be erected, it would not be taxed; nothing that he might produce would be taxed. His land would not be taxed, unless he were to occupy some especially desirable location, and even then it would be a trifling tax, no more than he ought to pay for the privilege of occupying a better spot than his neighbors. He would also enjoy the great benefits consequent to the abolition of import tariffs and other taxes upon enterprise.

Mr. Stuart is therefore manifestly in the wrong when he contends that the smallest wages offered by the capitalists at the present time are more than the laborer could produce on free land under the reign of the single tax.

But, as before pointed out, the single tax would soon cause a brisk demand for labor, and naturally nobody would take up farming unless he should desire to be his own master; and as most men prefer to be their own masters, employers would be obliged to offer better wages than farming would yield. In any case, no man would be obliged to accept less than he could obtain by working upon land free of access, free from tax, and within short distance of a market; although Mr. Stuart has so distorted this conclusion of Henry George as to make him appear to say that no laborer could get more wages from employers than he could make by cultivating the land without the aid of farming implements.

The one thing necessary is to reduce competition among all grades of laborers,

by increasing the demand for labor; and this, as pointed out, can be accomplished by throwing open the earth's resources to the men of enterprise in the community.

In the June MAGAZINE Mr. Stuart bewails the single tax men's lack of familiarity with the writings of Karl Marx. Marx said that "the monopoly of land is the basis of monopoly in capital." This is true, and professed followers of Marx should encourage the single tax men in their endeavors to destroy the monopoly of land.

#### A FORTUNE HUNTER.

In the hammock she swings in an elegant pose,

For indeed she's a beautiful creature,

From her bangs to the tips of her satin-clad toes

She's indebted immensely to nature;

Every movement she makes has been studied with

care.

She seems perfect to every admirer.

Oh, she queens it along with so perfect an air,

That a man for his bride would desire her.

She's just out of her teens! The rich tides of youth

In her veins are healthfully bounding,

Crimson lips! dimpled cheeks! perfumed breathing!

In sooth.

The still depths of one's heart she keeps sounding;

Every glance of her eyes when in tenderness sent

Thrills a chap to the depth of his nature;

And of course such effect is the hidden intent

Of this charming and idolized creature.

She is seeking a "mash," in the phrase of the day,

One possessed of position and money;

And she don't care a fig if he's wrinkled and gray,

With the cash he'll be sweeter than honey.

On the chess-board of life she is playing a game,

Every move's for an elegant marriage,

To insure her position, to bring with it fame,

Rich surroundings in mansion and carriage.

Human nature is weak, and this artful gazelle

Knows the way a rich idiot to capture;

With his wealth she will queen it and cut a big

swell.

And the fool will approve in his rapture.

Till the cobwebs are swept from the sight of his eyes,

And he sees her as others behold her;

Then, of course, he will gulp a big gasp of surprise,

But he's caught, and there's no use to scold her.

A true, innocent girl, in a calico dress,

Though as poor as Job's turkey, and willing

To remain by your side, in your joy and distress,

And to love you, though not worth a shilling,

Is better, one thousand times better, in life

Than a Juno like her I see swaying.

For she'll make one a true and a lovable wife,

And no games of deceit she'll be playing.

*Shandy Maguire.*

#### SOMETHING MISSING.

I know that she is gone away,

Because the sodden skies are gray

Instead of blue;

Because the sun shines hot and fierce,

Or else too cold and weak to pierce

The dull clouds through.

Because the thronging crowds I meet

Wear mournful faces on the street,

And downcast eyes;

The horses have a jaded look;

The sparrow chirps from out his nook

With restless cries.

I know that she is gone away,

Because each moment seems a day.

Each day a year;

Because the city lacks that grace

Which marks her mere abiding place

When she is here!

*—Harry Romaine in Life.*

## MECHANICAL.

Contributors will sign their names to their articles and forward copy so as to reach the editor not later than the first day of each month.

### OCEAN STEAMSHIP CHANGES OF TWENTY YEARS.

Beginning at about 1871, what is usually spoken of as the North Atlantic steamship service, has undergone a change in the size, model and displacement, and engineering and speed, and the results of this are apparent only upon a very careful comparison, and this comparison brings out very clearly the fact that these results are attained only after infinite thought and important computation, and that very much is due to the observations and records of these various experiments, and that the different competitors in the race have, without any doubt, to some extent, followed each other in very important points while having varied widely as to certain other points or considerations in the one grand aim which was to save time, and if possible, to economize the expense.

Like any other commercial scheme there is a certain element of limit beyond which these people have not passed, and there are certain other things beyond which at present they cannot pass, and like almost all other great improvements they are limited in some directions, and they must stay inside that limit with whatever they do. People who have made frequent trips across the ocean either to the British or to the Continental ports have had an opportunity to observe very much with reference to the changes which have been going on steadily, persistently and continuously. The writer has had ample time to notice all this on not only the "liners," as they are called, but on many war ships of our own as well as other governments. In 1869 eight and one-half or nine days was considered a rapid passage, from that time to this how the time has been shortened! And some of the details in connection with it have been considered worthy of putting in permanent and authentic form, it might with interest occupy several articles, but as condensation is the order we will give those particulars which will be most pertinent to the subject.

In November of 1867, the old City of Paris made, what at that time, was considered a very rapid passage, eight days, four hours and one minute. Two years afterward the Inman Co. brought out the City of Brussels, which made the passage in seven days, twenty-two hours and three minutes, and to this ship belongs the credit of being the first to come within the eight day limit. The Brussels was considered a "record breaker," but she is to day out of the race,

and is considered very slow. The Brussels was 390 feet long, 40 feet 4 inches beam, and registered 3090 tons gross. She had horizontal trunk engines, 91½ inches in diameter and 48 inches stroke, and carries steam at 30 pounds, indicated 3030 horse power, and on her best trip averaged 14 53 knots. The White Star line shortly after this brought out the Oceanic. She was the first of the new models, and what is now termed "lean," being 10½ times as long as she was wide. The Oceanic registered 3,708 tons gross; she was 420 feet long, 40½ beam and 23½ feet deep, and had two high pressure cylinders of 29 inches and two low pressures of 78 inches diameter, two cylinders on one piston rod, 60 inches stroke and carried 66 pounds of steam. She remained in the North Atlantic service but a short time and was then sent away into the Pacific service.

The Oceanic was followed in 1871 by the Adriatic, and in 1872 by the Celtic. Their measurements were 471 feet long, 41 feet beam and 3886 tons gross. They had four cylinder compound engines, two high pressure of 41 inches and two low pressure of 78 inches in diameter, 30 inches stroke, and with 70 pounds of steam developed 3,880 indicated horse power. These ships reduced the record to seven days, sixteen hours and twenty-six minutes from Ireland to Sandy Hook. From Sandy Hook to Ireland the run was seven days, nineteen hours and forty-three minutes. This record belonged to the Adriatic, the Celtic was two hours later than the record each way. The same year that this occurred saw the only effort which has been made in America during the twenty five years. The American Steam Ship Co. built four ships named after four states, and all these were put in commission during the years 1872 and 1873, known as the Indiana, Illinois, Ohio and Pennsylvania. These were built by Cramps, of Philadelphia, were 357 feet over all, 43 feet beam and 24 feet deep, 3126 tons gross. All had compound engines, high pressure 48 inches, low pressure 90 inches diameter, with 4 feet stroke carrying 75 pounds of steam, and developed about 2,000 horse power, making 14 knots as an average speed. These ships have now passed into the hands of the International Navigation Co.

In 1873 the Inman Co. brought out two new ships built by different builders, the City of Chester, 4770 tons, 444 feet long, 44 feet beam, 34 feet deep, with compound engines, 68 inches high pressure, 120 inches low pressure, with 54 feet stroke. Sixty-five pounds of steam developed 4,300 horse power. The City of Richmond, the other one of the two, had 4780 tons. These two ships were a failure as far as lowering the record went, and the Adriatic carried the pennant until the Inman Co. bought out

the City of Berlin, late in 1873. She was 499 feet long, 44 feet beam, and 34 feet deep, 5490 tons gross, two cylinder compound engines, high 72 inches, low 120 inches diameter, stroke 66 inches, and with 75 pounds of steam indicated 5,200 horse power. Her record was seven days, fifteen hours and twenty-one minutes. Shortly after this the White Star Co. made another attempt in the Germanic and Britanic. These ships were 455 feet long, 45 feet beam, 33 feet deep, 5008 tons gross. These had compound 4 cylinder engines, the two high pressure being 48 inches and the two low 83 inches diameter, each 5 foot stroke, and with 75 pounds of steam indicated 5 600 horse power. These were 16 knot ships, and the record was reduced by the Britanic to seven days, six hours and fifty-two minutes.

In 1879 the Cunard Co. brought out the Gallia, 430 feet long, 44 feet beam, 34 feet deep, her gross tonnage being 4809, with three cylinder engines, high 64 inches, two low pressure 80 inches diameter, each 5 feet stroke, indicating 4440 horse power. The Gallia did not wear the pennant. Her time was seven days sixteen hours and thirty-two minutes, or only ten hours behind the Britanic's best record.

In the same year, 1879, the Arizona was brought out by the Guion line. The Arizona was 450 feet long, 45 feet 4 inches beam, 35 feet 7 inches deep, and she had three cylinder compound engines, with one 62 inch high pressure, and two 90 inch low pressure cylinders, with 5½ feet stroke.

With 90 pounds of steam she developed 6,640 horse power, her gross tonnage being 5162. Her best record trip was seven days, three hours and thirty-eight minutes, making 16.27 knots. The Arizona carried the pennant for two seasons, or from the fall of 1879 to sometime in 1881, when the Guion Co. brought out the Alaska, 500 feet long, 50 feet beam, 38 feet deep, with a tonnage of 9500, having three cylinder compound engines, with a 68 inch high pressure, and two 100 inch low pressure. With steam at 100 pounds pressure indicating 11,800 horse power, made the trip from Ireland to Sandy Hook in six days, eighteen hours and forty seven minutes, or 17.44 knots per hour. The Alaska took the pennant, but the same year a ship building company in England brought out the City of Rome, and she was put into service by the Inman Co. One of the most exciting tests which has ever been known took place between these two ships. The City of Rome, after much struggle, obtained the record of six days, eighteen hours, which was forty-seven minutes better than the Alaska's record, and the pennant was transferred to the City of Rome. The City of Rome was 560 feet long, 52 feet beam, 37 feet deep, and her gross tonnage was 8144;

indicated horse power, 11,500. The City of Rome was unsuccessful, and after a few trips she went from the Inman Co. back to the builders, where it is said that many alterations in the engines were made, and when she went out again it was under the Anchor Line flag.

In 1881 the Cunard Co. brought out the Servia, which was 515 feet long, 53 feet beam, 37 feet deep, and her gross tonnage was 7392. She had one 72 inch high pressure, and two 100 inch low pressure cylinders, and being 6 foot stroke, with 90 pounds of steam developed 10,200 horse power, but her best record for speed was six days, twenty-three hours and forty-nine minutes.

In 1883 the International line brought out the steamer America, built on a different model. She made the time six days, fourteen hours, sixteen minutes, and a speed of 18.41 knots per hour; proving unprofitable, she was sold twice and is now in the service of Italy under another name as a transport ship. The Oregon was also brought out in the same year by the Guion line. She was 501 feet long, 54 feet wide and 38 feet deep, 7,375 tons gross. She had three cylinder compound engines, high pressure 70 inches, low pressure 104 inches, diameter each 6 feet stroke, and with steam at 110 pounds developed 13,300 horse power. She made the trip in six days, nine hours, twenty-two minutes, or an average of 18.58 knots per hour. She was in the government service and then the Cunard company's. She is now at the bottom of the ocean off the south shores of Long Island, sunk by a collision. The Aurania was brought out by the Cunard company in the same year, 1883. 470 feet long, 57 feet beam, 37 feet deep, gross tonnage 7,269. She had three cylinder compound engines, high pressure 68 inches, low 91 inches diameter, each 6 feet stroke, and with 90 pounds of steam indicated 8,850 horse power; her speed all the way was only 17.21 knots; this was the Cunard company's third disappointment, and her record was six days, twenty hours, forty-eight minutes.

In the seasons of '84 and '85 the Cunard company brought out the Umbria and Eutruria. These sister ships were 501 feet long, 57 feet beam, 38 feet deep and 8,120 tons gross, having three cylinder compound engines, the high being 71 inches and the low pressure 105 inches diameter, stroke 6 feet; with 110 pounds of steam their horse power was 1,440 and 1,460 respectively. The very best record these ships produced was six days and one to two hours as the average, however each ship made one trip a little inside of six days, and until 1880 these two ships practically gave the Cunard company the pennant, but during this time the North German Lloyds in 1885 brought out

the Aller and the Saale, and in '86 the Trave, in '87 the Lahn, all of which were built in England. The three ships are practically the same in all essential particulars, 439 feet long, 48 feet beam and 84 feet deep. The Aller registered 4994 tons, the Saale and Trave 5380, and the Lahn, which is 10 feet longer and ten inches deeper than the Saale and Trave, is 5681 tons. The three ships are very much alike in general dimensions, differing only in small details. They have triple expansion engines, with a high pressure 44 inches, the intermediate 70 inches and the low pressure 108 inches diameter, 72 inches stroke; with steam at 150 pounds the engines indicate 3,800 horse power, and their very best speeds have been, for the Aller 17.7, for the Saale 17.1 and for the Trave 18.6; the Lahn has different engines from the other three, being 5 cylinder triple expansion with 2 high pressure of 32½ inches each, one intermediate of 68 inches, and two low pressure of 85 inches each, the high and low pressure cylinders being arranged tandem; with 150 pounds of steam they indicate 9,800 horse power, and produced a speed of 18.4 knots, making a Southampton record of six days, twenty-two hours, forty-two minutes, which is equal to a Queenstown record of six days, seven hours, thirty minutes.

In 1890 the North German Lloyds brought out two more steamers, the Spree and the Havel; they have not, however, changed the record. In the seasons of 1889 and '90 the Hamburg company brought out four steamers namely, Columbia, Normania, Augusta-Victoria and the Furst Bismarck. Two of these are English built and two are German. The Columbia, 463 feet 6 inches long by 55 feet 6 inches by 35 feet, 5 inches, her gross registered tonnage 7363; she has twin screws driven by 3 cylinder triple expansion engines; high pressure 41 inches, intermediate 66, and low pressure 100 inches diameter, by 5 feet 6 inches stroke, and with steam at 150 pounds indicates 14,600 horse power, making 19.15 knots per hour the whole way, and is equal to a Queenstown record of six days. The Normania is 500 feet long, 57½ feet beam, 34 inches deep, 8250 tons; she has triple expansion engines, high 40 inch, intermediate 67 inch, low 106 inch, 5 feet 6 inches stroke, and with steam at 150 pounds developed a little over 15,000 horse power; her best passage has shown a speed of 19.33.

The Bismarck and Victoria are 502 feet 6 inches long, 57½ feet wide, 38 feet deep, with a tonnage of 8874; have triple expansion engines, the high pressure is 43½, the intermediate 66½, and the low pressure 106½ inches diameter, the stroke is 5 feet 3 inches, and they indicate 16,800 horse power, and are equal to a six days record.

During the years 1886 and '87 three

French ships were built, their speed being equivalent to a Queenstown record of six days, four hours, thirty-three minutes.

*Thomas Pray, Jr.*

#### FACTS AND FIGURES.

The Interstate Commerce Commission has just finished its sixth statistical report, and with the usual (?) dispatch made in getting out official reports we find this one a year behind, as it brings its figures up to June 30, 1893.

The total mileage of railways in the United States at the close of the year embraced in the report was 176,471 miles, being an increase of 4,897 during the year, or over 1,740 miles more than was built in the preceding year. This shows that there was a revival in railway building, although the miles added do not come up to the high tide figures of years ago when as high as 15,000 miles were built in a single year. It is stated that nineteen roads were abandoned during the year, and as there is an increase of mileage the presumption is that enough new road was built to make up these miles of abandoned road and leave a net increase as above given. The total length of line is given at 230,137 miles; 10,051 miles being second track and 42,043 miles being yard tracks and sidings. The proportion of double track is thus about 1 in 17 miles of road, and of yard tracks and sidings 1 to 4 miles of road.

The number of locomotives in service June 30, 1893, was 34,788, being an increase of 1,652 during the year. Of these, 8,357 were passenger locomotives, 18,599 were in the freight service, 4,802 were in the switch service, and 2,430 are unclassified, being probably the gravel and other work train locomotives. These locomotives require about 350 miles of track to stand on, and would thus form a solid line across the state of Pennsylvania from Philadelphia to Pittsburg. Again as many locomotives develop power enough to move themselves and have as much as 400 horse power to spare for useful effect it would require more than 13,000,000 horses to equal the work done by these locomotives, and as we have only about that number of horses in the United States, it would take all the blood and flesh horses to do the work done by these "iron horses," and even then we should not be able to get the speed we are now having, and it would not leave a horse for any of the thousands of uses to which that animal is now devoted. A little reflection on these figures will cause us to wonder how the world would get along without locomotives, and as if to emphasize these reflections we are in receipt of news that hundreds of locomotives are now standing idle for lack of the controlling mind and guiding hand, and the whole country is becoming paralyzed and its in-

dustries are at a stand, and it is only a question of time to produce actual distress in one section of our country from the lack of communication with other parts upon which they are dependent for supplies.

The total number of cars owned by the carriers making report was 1,119,873, to which should be added 154,068 leased cars, making a total of 1,273,946 cars operated directly by the carriers. This shows an increase in the number of cars directly controlled of 58,854 during the year. Of the total number of cars, 31,384 were in the passenger service, and 1,047,577 in the freight service, leaving about 195,000 cars as unclassified or belonging to the gravel or other work trains.

One year has thus added nearly 5,000 miles of road, nearly 1,700 locomotives, and nearly 50,000 cars to the railway service of the country, and these additions themselves afford work and sustenance to an army of workers, for they represent about 200 millions of dollars, or enough to pay 300,000 men an average of nearly \$700 per year, and taking five persons to the worker as a basis furnishing support to a million and a half of our population.

The number of passengers carried per passenger locomotive was 66,268 and the number of passenger miles per passenger locomotive was 1,588,601. These figures show an increase in the efficiency of passenger locomotives. The number of tons of freight carried per freight locomotive was 40,062, and the number of ton miles accomplished per freight locomotive was 5,031,889. These figures show no change in the efficiency of freight locomotives as compared with previous years. It is to be doubted whether there was any gain in efficiency in the passenger service locomotives, and a lack of advance in the same line with the freight service, because of these figures, for they only prove that some of the passenger trains were more crowded than before and thus increased the passenger mileage, while the freight hauled did not increase or keep pace with passenger traffic.

The total number of employees in the service of railways on June 30, 1893, was 873,602, being an increase of 52,187. Of this total of employees, 35,384 are assigned to the work of general administration, 256,212 to maintenance of way and structures, 175,464 to maintenance of equipment, and 397,915 to conducting transportation, the remainder 8,627 being unclassified. We have then nearly 900,000 railway employees which, with their families represent about four and one-half millions of persons, and with the army of construction and equipment gives us about six millions of our people directly dependent upon the railway service for their support, or nearly one in ten.

The vast army of railway employees and the multitude deriving their support from

them makes the following part of the report of deep significance and thrilling importance to all, but especially to those whose nearest and dearest ones are constantly exposed to the dangers incident to a life on the rail.

The number of railway employees killed during the year was 2,727, being greater by 173 than those killed during the previous year. The number of employees injured was 31,729, being greater by 3,462 than the number injured the previous year. The number of passengers killed during the year was 299, being less by 77 than the number killed during the previous year, and the number injured was 3,229, being two in excess of the number injured the previous year. Of the total number of deaths to employees on account of railway accidents, 433 were due to coupling and uncoupling cars, 644 to falling from trains and engines, 73 to overhead obstructions, 247 to collisions, and 153 to derailments, the remainder being due to causes not so clearly defined. An assignment of casualties to the opportunity offered for accidents shows one employe to have been killed for every 320 men employed, and one to have been injured for every twenty-eight employed. The most dangerous service is that of trainmen, and for these the statistics show one employe to have been killed for every 115 trainmen, and one employe to have been injured for every ten engaged in this service. A similar comparison shows one passenger to have been killed for each 1,985,153 passengers carried, or for each 47,588,966 passenger miles accomplished, and one passenger injured for each 183,822 passengers carried, or for each 4,406,659 passenger miles accomplished.

One railway employee killed each year out of 320 employed!

One injured each year out of twenty-eight employed!

One trainmen killed out of 115 employed!

One trainmen hurt out of every ten employed!

And yet with these dread facts ever before them, many would like to forbid these men to organize for mutual protection and for relief in case of injury or to bring temporary comfort to the home made desolate by a death at the post of duty on the rail.

Let us not pay any heed to their behests but continue in our line of duty as marked out by our order, protecting ourselves from injustice and inflicting none on others, practicing charity in its broadest sense, living in strict sobriety (not only while on duty but also when off duty) and working industriously both at our calling and to propagate the principles of our order and we shall have the reward of knowing that we have done our duty, which in itself is the greatest satisfaction a person can enjoy.

*William Weiler.*

## NOTES.

*Locomotive Engineering* expresses some disappointment with the designs offered in its prize contest, because there was so little that was new and in for consideration. It reports that "there was nothing new of value offered, but the combination of good devices and the arrangement of them was admirable in many cases." It is somewhat interesting to note that a locomotive fireman, Fred M. Wescott, of Toledo, Ohio, presented a drawing which is spoken of as being "by long odds the nicest piece of work of all those offered and was highly complimented by the committee." As Mr. Wescott's work came in direct competition with the work of many professional draughtsmen, it speaks well for the fireman. Mr. Wescott captured the second prize for eight-wheelers, fifty dollars, and would have taken first prize but for "doubts about the inside closing check and locating the air pump too high." Mr. Wescott is employed as a fireman on the Wheeling & Lake Erie railroad, and he learned all he knows about drawing at the manual training school at Toledo. The first prize design calls for checks on the boiler-head inside the cab, and an open pipe carries the water up toward the front end of boiler. This seems to be the greatest departure from ordinary practice that appeared in either of the other designs so far presented, and for my part I fail to see much value in it. I don't believe I would want a check buzzing in my ear all the time; I would take my chances on an inside closing check up at the front end of the boiler and feel better satisfied.

It seems there was an almost unanimous sentiment in favor of the compound expressed at the compound "experience meeting" held by the master mechanics at their recent convention. One of the M. M.s seemed to hit the feeling of the great majority pretty accurately when he expressed his belief that the compound "is the coming type of engine for freight service in this country." Another said: "We have had two compound engines for the last twenty months, and I would like to add my testimony to that of the other gentlemen in favor of the compound engine for freight service. We all know there are about a dozen devices, each of which will save about 10 per cent. on the locomotive, according to the statements of the people who sell them. The compound system is the only device I have seen applied to a locomotive which saves coal every week in the year and we are fully satisfied with it." One of the experiences presented was that the trainmen liked the compounds, because in their use "there is almost an entire absence of dirt and sparks." It was remarked by one

member that the M. M.s have a great deal to say against the compounds outside, but very little in the meetings. When the system of rating engines according to the number of tons hauled, instead of rating them by car loads, comes to be generally adopted, and there seems to be a strong sentiment in that direction now, we shall have a stable basis for comparison of that much vexed question of economy, and there will be no chance for further argument in that direction.

The *Boston Transcript* describes an electric locomotive now under construction in that city. The machine follows closely the lines of steam locomotives, and it is hard to see where the advantage is going to come in. "The cylinder is lengthened and has in its interior a series of armatures which are so energized as to draw the piston alternately from one end to the other, the driving axles being provided with commutators to change the direction of the current. The current may be received in any of the ordinary ways." There may be something in this mode of applying electric power for locomotive purposes that does not appear on the surface, but if the new machine does not turn out to be another candidate for the scrap pile, I shall miss my guess.

The Eleventh Annual Report of the Michigan Labor Bureau deals extensively with the condition of the railway employees of the state, and forms an interesting study; particularly interesting are the remarks of individual employees in response to requests for their views on the labor situation. One section man put the whole wages question in startling clearness in these few words:—"Eight in family makes twenty-four meals per day, or 720 meals per month. Wages, \$32 per month, less \$7 for rent, leaves \$25 a month; so meals must not cost over three and one-half cents each. No books, no clothes, no wood, no coal, no beer." The whole story of dreary, hopeless, disheartening toil could not be better presented in a whole volume than it is presented by this poor section man, here, in a few words. One baggage man says: "I work fourteen hours a day and am paid \$30 a month. The company requires me to buy two uniform suits a year." Another reports six in family and says "it is hard work to live like Americans on \$35 a month." There is not much complaint among the firemen, but the operators and agents complain bitterly of the conditions surrounding them, and it will be admitted that the operator who says "the general tendency in all railroad work is to increase the amount of work and lessen salaries" speaks no more than the truth. One fact developed by the canvass, and it is a



fact that the commissioner regards as worthy of special notice, is that only about 21 per cent. of the railway laborers of the state are organized.

\* \* \*

There seems to be a sentiment among the railroads, openly expressed since the Pullman strike, towards making a united and determined effort to break up all railway labor organizations. The B. of L. F., O. R. C., B. of R. T. and S. M. M. A. organizations on some roads have been notified that contracts with them will no longer be recognized, because individual members of those orders in some instances went out through sympathy with the A. R. U. Other instances are numerous where members of the A. R. U. have been given the alternative of renouncing their membership in that order or losing their jobs. In fact, the war on labor unions will be prosecuted in the present period of depression more vigorously than ever before, and the war will be carried on under government auspices. Those who doubt that the government will not exert its power to crush labor unions may read the following extract from a Washington dispatch. The language is attributed to Attorney General Olney, and he is talking about the anti trust law—a law which he has frequently declared to be unconstitutional:

"Some people said I never did anything under this law," he exultantly remarked to a western senator. "Well, I have found a use for it few expected, and a good use, too. I'll break up every labor union in this country before we are through, for I will make every strike the basis for locking up every man who counsels or is concerned in it before it is begun."

The idea of the railway managers seems to be to supplant the present organizations with some sort of a paternal arrangement which shall be under the administration and control of the railroads. Will employees permit them to accomplish their object? I think not.

W. P. Borland.

#### The Proper Definition of Clearance.

MR. EDITOR:—We notice that our definition of clearance in a cylinder has brought forth criticism from Mr. Parshall, and in his attempt to correct us he has given a definition very misleading indeed, and in fact it is no definition at all. We have no correction to make in the definition that we gave, and of course the steam port is also taken in with, and is called clearance space. That will no doubt be conceded. We will give the definition of clearance as some of the locomotive experts give it, and let the readers judge for themselves as to the proper one to take, our definition or Mr. Parshall's. Here is what Mr. Forney, who is the greatest locomotive expert in this or any other country, says of clearance:

"When the piston of an engine is at the

end of its stroke there is always some space left between it and the cylinder head, so that there will be no danger of the one striking the other. The distance between the piston and cylinder head at the end of each stroke is called the clearance."

Here is another definition from Mr. Forney: "The clearance of a piston is the space between a piston and the cylinder head when the former is at the end of its stroke. If the piston touched the cylinder head at the end of each stroke it would cause a concussion or thump which would injure those parts. Owing to the impossibility of constructing machinery with absolute accuracy it is therefore necessary to leave a space usually from one-half to one-fourth of an inch wide between the piston and the cylinder head, so as to be certain that they will not strike each other should there be any slight inaccuracies in the length of the piston rods, main rods, frames or other parts."

Here is a definition from another locomotive expert: "The interior length of the cylinder bore from cover to cover is always a little longer than the stroke, plus the thickness of the piston, so that a small vacant space called the clearance is invariably left at the end of each stroke."

The above is from Holmes, in his Text Book of Science. We could give more definitions from different authors, but as they all mean the same, only some worded different, it would no doubt be useless to give any more. Mr. Parshall could have gotten a better definition of clearance than he gave by simply looking at the April issue of *Locomotive Engineering*, page 140.

Another point in Mr. Parshall's letter we wish to call the reader's attention to is where he says that all first-class engine builders, when economy is the object to be attained, etc. Did Mr. Parshall ever see a first class engine builder that did not aim for economy? If they failed in economy it was not because they did not want it, it was due to an error in construction. Here is where the indicator can be applied. As you say, the clearance must be reduced to a minimum, but you cannot do away with it entirely.

We again call the reader's attention to the latter part of Mr. Parshall's letter, where he says: "Concisely stated, clearance is the space from the piston, engine on center, through steam ports to valve face." Now right above his definition he wants to know what has the position of the valve and steam ports got to do with clearance. We did not mention anything about valves and steam ports in our definition, although when the clearance space is filled with steam the steam port is also filled. Your idea that you advance in regard to disconnecting an engine would be very poor in-

deed, in this locality. When you break down on the road the proper thing to do is to try and get out of the way and not block the road by standing around and looking at your break down. Your method might do on some small road where there were only two trains daily, one each way, and only one engine; the train in one direction has the absolute right of track over the other. Then if you broke down you could have all the time you wished, as the other train could not come out until you got in to bring it out. Where, if you break down in this locality, by the time you got stopped and located the trouble there would be another train behind you. Now-a-days your present foundation depends upon what you are doing, and not what you have done. It makes no difference to the company you serve, whether you have run on twenty different roads or only one, you are rated upon what you are doing at present. In conclusion I will say that at some future date I will present to the readers of the MAGAZINE some indicator cards taken from some of the fastest passenger engines in this country.

\* \* \*

There is no doubt but that many persons are under the impression that back pressure and compression are the same, and for the benefit of those under that belief we will try and point out the difference.

Back pressure may be stated as pressure which opposes the movement of the piston by the live steam. Compression is the pressure caused by the closing of exhaust port before the end of the stroke, and increased ahead of piston as it nears the end of stroke. Back pressure takes place while the exhaust port is open; compression occurs later in the stroke, beginning when the exhaust is closed, and ending when the port is opened to give the lead.

The action of steam in a locomotive cylinder are pre-admission, or more commonly called lead, admission, expansion, exhaust, back pressure and compression. There is just as much difference between back pressure and compression as there is between pre admission and admission. Pre-admission takes place before the piston arrives at end of stroke, and admission takes place after the piston leaves the center, and the movement of piston marks the distinction. Back pressure and compression both are present during the same movement of piston, but the valve marks the line where back pressure ceases and compression begins. So long as compression does not rise above boiler pressure it is a benefit and saves steam by cushioning the piston and its connections at end of stroke. There also seems to be a belief among many that lead is given to a valve to cushion the piston at the end of stroke. I know of nothing more

absurd. Lead is given to a valve to secure full boiler pressure, if possible, and also to obtain as large a port opening as can be had just as the crank passes the center. If lead was given to a valve in order to cushion the piston at the end of stroke, in addition to compression, as so many believe, there would be too much compression, and too much compression, especially in high speed engines, is worse than not enough.

Waller C. Garaghty.

BALTIMORE, MD.

MR. EDITOR:—In regard to the question asked by T. I. Weldon, it is necessary to have a large grate area to burn coke as the flame of coke is very short there is little, if any, difference in front end arrangement. It is also a good plan to take both front and back dampers off. The P. F. W. & C. R. W. have engines in service in the Alleghany yards that burn coal or coke according to place the engine is assigned to. If your engine does not cut her fire lower the flash pan in the front end until you think it adjusted properly. In reply to Mr. Willis as to breaking a side rod on an engine where the eccentrics were on one axle and the main rods connected to another, if you break a pin on lead driving wheel I can not see why she is a dead engine as several brothers have already styled her. If your eccentrics are in proper shape and valves the same take down side rods then sand your rail good, start her slow and carefully, and do not let her slip; if she does not start off O. K. I am a Jonah.

Some few months ago I saw an engine in the same condition so having the opportunity myself and several others thought we would experiment a little and after doing the aforesaid we run her about 900 yards. But, if a like occurrence should happen with me on the road I would have her towed to the shop, for it would be very risky business to haul a train with her, that is providing the engine would slip, for the test we made was with the light engine.

ALLEGHANY CITY, PENN. W. J. Edwards.

#### Questions and Answers.

We clip the following questions and answers from *Locomotive Engineering*:

J. F. W., Terrell, Texas, writes:

My engine is cutting right back driving flange. The engine is in perfect trim and runs a little too much to the right in front. Can you propose a remedy? A.—There are so many things which may cause an engine to cut certain flanges of driving-wheels that no general directions may be given. When a back driver is cutting, it can often be remedied by throwing the head of the engine to the same side, but in the case submitted the head of the engine is said to

be running to the same side as the driver that has the cutting flange. We would conclude from this that the engine was low on the right hand side. It might, however, be that the driving-wheel which is cutting is smaller than the one opposite to it, and it might be that the driving-box brass was worn thin or the front truck out of true. All these causes must be taken into consideration and the real cause of the defect judged accordingly.

A. S., Dennison, Ohio, writes:

I was hauling a freight train of twenty-one loads with a Class R consolidation engine, the engine fitted with Richardson valve, with relief cock in steam chest. When running down a grade, at a speed of 35 or 40 miles per hour, the driving-wheels revolving only at the rate of about 15 miles per hour, I had to use steam two or three times to keep the engine from locking her wheels. The engine was in the forward motion, and full stroke, brakes and everything free. A.—We cannot account for this, unless there was so much friction somewhere that the engine could not keep up. Might it be possible that you were mistaken—seems impossible to reconcile with any known laws.

G. A., Princeton, Ill., writes:

I notice in railroad papers that experience in increasing the travel of locomotive valves and adding lap makes a smart engine, but wasteful of fuel—that is for a 6 or 6½-inch valve travel; while a 4 or 4½-inch travel acts to make an engine logy but economical of fuel. I notice this opinion was given by the S. M. P. of the Old Colony road and others. If this is so, there is a reason for it. What is the reason? Please explain why should merely increasing the travel of valve tend to burn more coal? A.—The only explanation we have heard of the above is that long travel gives quick opening and closing of valve, creating a jerking or uneven draft on the fire that was detrimental.

E. E. M. D., Delaware, Ohio, writes:

An engine came in with the receiving-valve of the Westinghouse air-pump stuck, and the discharge-valve heated so much that the pipe leading to main reservoir became red hot. Please explain the cause of this? A.—The pump piston kept churning a small volume of air, and the work done by the piston was converted into heat. Compressing air or any other gas always generates heat, but its effects are not perceptible when the compressed medium passes away with small resistance.

J. A. P., Vichy, Ill., asks:

1. In what position should an engine be to test the blowing of valves with the lever in the center? A.—Top or bottom quarter.

2. With engine on her quarter and lever on center, will steam go through cylinder cocks or through exhaust, if valve is blowing? A.—To exhaust, and possibly to cylinder cocks if blow is strong. 3. With the lever in center, can engine be placed in any position where steam will come out of one cylinder cock on each side? A.—With a right-hand lead engine, the lever in the center, and both cranks ahead of the axle, it is possible for the valve on each side to open the port the amount of the lead.

G. R., Chicago, writes:

Firebox side sheets are generally  $\frac{1}{8}$ -inch thick for all kinds of locomotives. We have engines carrying 130 pounds of steam and others carrying 180 pounds, all with the same thickness of side sheets. Now what I want to know is, if  $\frac{1}{8}$ -sheet is right for 130 pounds pressure, is it not wrong for 180 pounds pressure? A.—The thickness of sheet named has been found to be about right for water that contains scaling ingredients. A thicker sheet is more liable to crack. When the pressure is raised the same strength can be secured by putting staybolts closer.

Reader, Waukesha, Wis., says:

Mention was made in *Locomotive Engineering* a short time ago of thermo-pile. I have looked up several mechanical books to find out what kind of an instrument it is and cannot find anything about it. Will be glad to get some light through your columns. A.—The thermo-pile is part of an exceedingly delicate heat measuring instrument first brought to popular attention by Professor Tyndall in his lectures on "Heat a Mode of Motion." The pile is made up of pieces of metal having different magnetic properties, such as bismuth and antimony.

W. W. H., South Bay, Maine, asks:

How many locomotives can Baldwin's turn out in thirty days, and how long does it take them to make a locomotive boiler? A.—About ninety engines per month. Time required to build a boiler depends on what is ready in the shape of material. If an odd boiler was asked for, it might take two or three weeks; if material was on hand one might be completed, from start to finish, in five or six days.

C. A. M., Erie, Pa., asks:

What is meant by the factor of safety of a boiler? A.—The factor of safety is the entire strength which the boiler possesses to resist rupture. If a boiler is to carry a certain pressure, say 150 pounds to the square inch, it ought to be made so that the weakest part is capable of standing a pressure five times as great. This being done, the factor of safety is said to be 5.

**Air Brakes with Link-and-Pin Couplers.**

At the last meeting of the New England Railroad Club, a short discussion took place on the efficiency of power brakes on cars equipped with link and-pin couplers. The following is the substance of what was said:

Mr. Lauder: I have heard railroad men occasionally discussing the question whether it was possible to operate the Westinghouse airbrake on cars with the link-and-pin coupler, ignoring the fact that it has been done on thousands of cars and hundreds of trains for the last 15 years. I think some six years ago the Union Pacific road gave the Westinghouse Air Brake Company the largest order they ever had at one time, for 9 500 sets, almost half a million dollars. They furnished their entire equipment at that time, and I suppose all their new equipment since, with the power brake. I don't think the Union Pacific road has anything to-day but the link and pin coupler. And the Southern Pacific also, with its heavy grades, far worse than anything in New England, for the last 10 or 15 years, have handled their trains with perfect success with the air-brake and the old link-and-pin coupler.

Mr. D. W. Hunter: I would like to ask Mr. Lauder if he would approve the use of the Westinghouse air brake or any power brake with the link-and-pin coupler?

Mr. Lauder: I should most certainly; I would approve the use of the air brake with any of the existing couplers, and there is no question that it can be so used. We have on our road operated the air brake with freight cars for ten years with as good success as on our passenger trains. The rigging sometimes gets disordered, and the parts worn, but with ordinary care of the rigging the air brake can be used with any type of coupler we now have. It operates better, however, with the vertical plane coupler.—*National Car and Locomotive Builder.*

The following is contributed to us by Mr. H. L. Clark, Atchison, Kan.:

I claim that the fireman is the one who should pump the engine, and I will try to convince enginemen that I am right.

When leaving a station with the boiler full of water, and the engineer doing the pumping, a good fireman is always worried to know just when the engineer will put his injector on. The fireman does not want to waste any coal, and it takes very little coal to keep steam up, but the fire must be hot when the injector is started to hold the steam. It often happens that when the injector is started, the fire is in no condition to receive it and the steam soon drops back. To regain the steam, the fireman must crowd his fire, which often results in leav-

ing a bank, and a waste of coal.

If the fireman is indifferent as to how his coal record is, and only tries to keep the engine hot, to be safe he will keep up a heavy fire, and then hold the door open or let the engine pop. As some engineers keep the boiler full all the time, this happens at every station, and in going over the division considerable coal is wasted.

But when the fireman does the pumping, then there is a great change; he becomes a better 'bov,' and takes more interest in his work. There is not so much to worry him. He can gradually work his fire into the proper condition, and when it is time to start the injector he has a hot fire to receive it, and has not wasted any coal.

The most successful firing I ever did was when the engineer allowed me to pump the engine on a local passenger train. The injector on my side would not quite supply the engine when working her hard, and the engineer would occasionally start his injector just before shutting off for a station and regain the water that was lost. But on level track the injector would just supply her, and it was a pleasure to fire the engine she steamed so well.

There is another thing about the saving of coal that is not given the attention it deserves by some engineers, and that is about getting out of town. To show the injustice that is practiced on the firemen and the company by some men, I will relate an incident that I will swear to.

I was once unfortunate enough to fire for a man who had a notorious habit of slugging an engine when leaving town. He would pull the throttle wide open, and when going about fifteen miles an hour he would pull the lever about half way up the quadrant and leave it there until the speed was too fast, and then hook her back and commence easing her off on the throttle, very often going to the next town and wait for time. This man took a lay-off, and the engineer who was put on in his place saved coal enough in a round trip to more than pay my wages, and in a run of 140 miles against a strong wind he made up thirty minutes.—*Locomotive Engineering.*

**Rapid Evaporation in Locomotive Boilers.**

Considering the tremendous rapidity with which locomotive boilers convert water into steam, it is surprising that the accident of burned crown-sheets is so exceedingly rare. We know of nothing which forms a better testimony to the care and vigilance of the average locomotive engineer. Everybody who has had experience in the cab of a locomotive is well aware how rapidly the water disappears if anything happens to prevent the injectors working, but very few people have seen actual figures of the tremendous evaporation going on. Mr.

Sanderson, of the Norfolk & Western, speaking on this subject some time ago, gives figures that will be interesting to most of our readers. He said: "Several years ago, when they had some engines burned owing to the carelessness of engine-men, they made experiments with one of their engines, which has a boiler 60 inches in diameter, has 1,774 square feet of heating surface, and 31 square feet of grate area. The quantity of water evaporated when one safety-valve was blowing off was twelve gallons per minute; when both safety-valves were blowing off the rate is doubled. When the engine is working moderately, the feed water is used up at the rate of about forty-four gallons per minute. When the engine was working hard on a hill, the evaporation rose to seventy-seven gallons of water per minute. The last figures represent measurements taken when the safety-valves are closed, so that if the engine is working hard on a hill, and both safety-valves blowing off, the water would be going away at the rate of eighty-nine gallons per minute. This represents nearly 1 inch in the water gauge per minute so it can readily be seen how little time there is for a crown sheet to get exposed when anything has happened to stop the feed-water supply.—*Locomotive Engineering*.

#### To Solder Aluminum.

For some time it was asserted that aluminum could not be soldered readily, and quite recently a reporter for a New York paper wrote a whole column upon the subject, as he had discovered an obscure French chemist who had the secret of soldering aluminum, for sale for \$50. As a matter of fact there are a dozen different mediums for soldering the metal in question, and here are some of them:

(1) Unalloyed pure tin, melting point 250°; (2) tin 1,000, lead 50, melting point 280° to 300°; (3) tin 1,000, zinc 50, melting point 280° to 320°; (4) tin 1,000, copper 10 to 15, melting point 350° to 450°; (5) tin 1,000, nickel 10 to 15, melting point 350° to 450°; (6) tin 900, copper 100, bismuth 2 to 3, melting point 350° to 450°. The first three do not color aluminum, and can be used for ornamental and artistic objects. Four and five are yellowish in color, but have the advantage of higher melting point and greater strength and hardness, and suggest the possibility of using aluminum for various articles and purposes for which hammered, coated or enameled iron, tin plate, copper, zinc, lead, etc., are now used. The *Journal of the Society of Chemical Industry* says the last alloy can be made to assume any tint of yellow by varying the proportion of copper, and is, therefore, suitable for the soldering of

aluminum bronzes; the proportion of bismuth is adjusted so as to keep the melting point suitable for the use of the soldering iron.—*The Engineer*.

#### German Locomotives.

Mr. G. Lentz, in a recent address before a German engineering society on locomotive design, said that the German and other continental locomotives are modeled after both English and American designs, with the result that a mixture of the features of both is found in them; the practice of later years, however, following rather more closely the lines of English builders. But the inside cylinders and crank-axes of the English engine have not found favor, at least not in Germany, where sharper curves are permitted than in England. and where, therefore, numerous crank-axle failures have led to the adoption of outside cylinders. Compared with the English locomotive, the American engine does not commend itself in appearance to Mr. Lentz's tastes; there being as he puts it, less beauty of design in its make-up, while in many cases it is embellished with flourishes and needless ornamentation which give it an unrestful air. The English builder, on the other hand, aims at the utmost simplicity and turns out an engine solid and clean cut in appearance. Next to the English engines in the order of merit, so far as appearance is concerned, Mr. Lentz places those of Belgian make, in which inside cylinders largely prevail. Crank axle fractures, however, occur in large numbers with these, notwithstanding the fact that their design provides for an extra bearing for these axles.—*American Engineer*.

At the recent meeting at Detroit of the Association of Railroad Telegraph Superintendents, Mr. M. C. Selden of the Baltimore & Ohio read a paper upon the subject of the telephone in railroad service. The objection made to the telephone in comparison with the telegraph, that there would be no written record, is answered by Mr. Selden. He calls attention to the fact that the ordinary telegraph instrument gives no written record, and that the element of personal fallibility is present in its use; and that if a telephone message is written before sending and spelled out, as it should be if of importance, the receiver will have ample time to write it out while receiving it, and records are thus preserved at both ends of the line. In matters of less vital importance the telephone offers advantages which can not be approximated by the telegraph. The Pennsylvania, Lehigh Valley and New York Central systems have already established telephone service between many principal stations.—*Railway Age*.

For some years after the extension smoke-box for locomotives first appeared there were numerous patents obtained for combinations calculated to improve the box as a spark arrester, or to perform some real or imaginary function which the common arrangement failed in. This line of invention led to the wasting of money by people ill able to afford squandering their means on patent office fees, and it fell into innocuous desuetude for a few years, but the infection to improve smoke-boxes is spreading again. Half a dozen patents have been taken out within the last month for the improvement of the locomotive smoke-box. We only hope that the inventors will be more fortunate than their predecessors. Railroad companies are not ready to spend money on draught obstructors these days. They got too many lessons when the period of fearful and wonderful smokestacks of the kind that trainmen, for good cause, called ice-cream freezers, was passing. The man who promises to save 20 per cent. of fuel by an improved smoke-box is sure to get left. Superintendents and master mechanics will not listen to tales of that kind.

—*Locomotive Engineering.*

A CURIOUS incident was related by Mr. Jacob Johann, superintendent of machinery of the Chicago & Alton, in remarks made at a Western Railway Club meeting. Mr. Johann said that for thirty years he had followed the practice of giving valves inside clearance instead of inside lap with beneficial results. He went on: "I took up that subject in 1863 with Mr. Hudson, superintendent of the Rogers Locomotive Works, and begged him to send me engines with inside clearances and he declined to do it. We corresponded about three months and he still persisted in having his  $\frac{1}{4}$ -inch inside lap. The road I was with was not very solid financially, we were buying engines with paper, so I could not stand upon my dignity about having the engines just as we wanted them. I finally dropped the subject, and as fast as the engines arrived at my shops the valves were taken up and fixed as I wanted them. When changed they would take two more cars over the hill than they would when they had the inside lap."

—*Locomotive Engineering.*

A RAILWAY station indicator, which is worked automatically by means of a lever projecting underneath the carriage in position to strike an inclined plane upon the track upon approaching a station, has recently been put into service upon an English railway. The indication is by means of a card bearing the name of the station, and a small bell to call attention to the change.

—*Locomotive Engineering.*

BURLINGTON engine No. 26 built at the company's shops at Hannibal has made a remarkable record in the matter of continuous service and small cost of maintenance. It came out of the shops June 23, 1892, and was returned May 20, 1894, being out of the shop, therefore, one year and eleven months or 697 days, during which period it was only idle seven days. It ran during the period 149,665 miles. During this period it consumed 5,069 tons of coal, 10,203 pints of oil, of which 7,612 were used for lubricating purposes. It therefore ran 29.52 miles to one ton of coal. This engine hauled, during this time, trains 15 and 16, which are the fast night Denver trains, and trains Nos. 13 and 14, consolidated St. Paul and Denver trains between St. Louis and Hannibal. These are the two heaviest, fastest and most important trains of the system. No accident of any kind happened to this engine causing any delay. This is especially interesting at this time in view of the report to the Saratoga convention of the Master Mechanics' Association of the committee on "cost of maintaining locomotives."

—*Railway Age.*

A WILKESBARRE, PA., inventor is claimed to have solved the problem of preventing boiler scale by means of a cartridge which when placed in the boiler has the power of attracting to itself the oxygen in the water which otherwise would attack the metal. Tests are described by a local paper in which polished steel plates were placed in vessels of water, one with the cartridge, the other without, and left for a week. The plate in the plain water came out badly rusted, while the one in the "doctored" water was perfectly bright. Tests with salt water under the same conditions, are alleged to have given the same results.

—*Railway Age.*

A PECULIAR improvement on the link motion has been patented by Mr. William B. Warren, Peoria, Ill. It consists in placing the eccentric rod-pins at different sides of the link. The forward eccentric rod is pinned at the back of the link in the usual way, and the back-up eccentric is pinned to the forward side. The pins are so located that a straight line connecting their centers passes through the center of the hanger pin.

—*Locomotive Engineering.*

It is announced that as one result of the recent investigation of armor-plate frauds at Carnegie's, the board will recommend that "in future mechanical engineers and not sailors be selected to inspect government material," the inspection having been, up to this time, mainly by engineers who have returned from sea voyages.

THE capital stock of our railways on June 30, 1893, was \$4,668,935,418, of which \$2,859,334,572 or 61.24 per cent. of the total, paid no dividends during the year. Only 5.32 per cent. paid as much as 7 per cent. dividends, only 5.24 per cent. paid from 6 to 7 per cent., only 11.62 paid from 5 to 6 per cent. and the remainder had less than 5 cent. if it had anything at all. The bonded debt amounted to \$5,225,689,821, of which \$697,141,268, or 13.3 per cent. paid no interest. Evidently the investors in railway securities, representing millions of people whom the labor agitators are wont to denounce as the capitalistic classes, are receiving very small returns on their money. Moreover bonds and stocks to the value of many millions of dollars are annually wiped out of existence by financial failure, involving principal as well as interest in the calamity. People whose savings are thus wiped away are in many cases more entitled to sympathy than those whose wages have been reduced by hard times—certainly to more sympathy than those who are offered good wages and not only refuse to work but try to keep others from working also.—*Railway Age*.

REPORTS say that the Williams Palace Car Company, capitalized at \$3,000,000, will begin the construction of cars in St. Joseph, Mo., to compete with the Pullman and Wagner companies. There is a saving of weight in the Williams car of 5,000 pounds. The berths will be a little longer than those in the Pullman and Wagner cars and about the same width. They will be arranged in about the same manner with upper and lower tiers. The rack upon which the mattresses will rest will be made of aluminum inclosed in a case of wood and will fold up in the same manner that an accordion does, and be deposited in the wall of the car in a space of one and seven-eighths of an inch thickness. Upon these frames will rest mattresses made of cloth and rubber, which will be inflated with air immediately before being put in use. In the summer chilled air and in the winter warmed air will be used. These mattresses, together with the bed clothing, will be stored underneath the seats when they are not in use.—*Locomotive Engineering*.

THERE must be something more than common about the powers exercised by the coal strikers who have lately been tearing up railroad tracks, destroying bridges and playing havoc generally with railroad property. A morning paper dispatch lately went on to tell that a band of strikers blew up a railroad frog with dynamite and with fiendish deliberation burned up the fragments.—*Locomotive Engineering*.

General passenger agent Daniels has published a list of unclaimed baggage and parcels that have accumulated at the stations of the New York Central road in one year, which furnishes remarkable evidence of the carelessness of the traveling public. The list, which is about two feet long, closely printed in fine type, with abbreviations to designate various articles—B. T. for black trunk, R. T. for russet trunk, R. V. for russet valise, etc.—comprises hundreds of articles, such as trunks, handbags, boxes, baskets, umbrellas, boots and shoes, rubbers, coats, gossamers, books, a bicycle tire, canes, and bundles, packages and parcels of all shapes and kinds—including three boxes of cigars, which we are expected to believe have remained within reach of the baggagemen, unsmoked, for more than a year. The number of stupid people who leave their belongings in the cars and stations is astonishing, and still more astonishing is the fact that so many articles of value are never claimed.—*Railway Age*.

The most encouraging feature in the railway outlook just now is the general change of sentiment on the part of commercial and legislative bodies in regard to the pooling of competitive traffic. More than twenty boards of trade of large cities have passed resolutions favoring the proposed bill legalizing such pooling, under oversight of the inter-state commerce commission. Many of the strongest opponents of the plan, like ex-senator Reagan, now favor it, and there is no doubt that the bill will pass both houses of congress in a few days. With competition thus regulated, temptations to discrimination removed, and steadiness of rates insured, the railways and the public will alike be benefited and the era of destructive rate wars will, it is hoped, be brought to a speedy close.—*Railway Age*.

THE number of railway corporations in the United States at last report of the inter-state commerce commission was 1,890, of which only 752 were independent operating roads, although 939 maintained operating accounts. Of the 1,138 subsidiary companies 778 maintain financial accounts, being leased or operated under traffic agreements, the remaining 360 apparently having only a nominal existence. Consolidation is still going on, though upon a small scale of late, and there are now 42 companies which operate more than 1,000 miles each, their mileage aggregating 98,385 miles, or 55.78 per cent. of the total mileage of the country; but there are 902 companies which represent 250 miles or less each, and 90 others which operate between 250 and 500 miles. So the great majority of the railway companies are still small.—*Railway Age*.

## WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER.

Letters for publication should be directed to Mrs. Ida A. Harper, Stanford University, California.

### SUMMER TRAVELS.

SANTA CATALINA ISLAND, July, 1894.

When I had my last monthly chat with the readers of the MAGAZINE, I was at what seemed to me the loveliest spot in California, but, in a state so abounding in beautiful places, as does California, one hardly dares give the palm to any one. The more one sees of it, the more readily he can excuse the Californians for their pride in its wonderful resources. If one summer anywhere west of the high mountain ranges, he will never experience an uncomfortably hot day. If he like the sea coast, there are as many miles of it as from New York to Florida, and it is thickly dotted with pleasure resorts, ranging from the simplicity of tents on the shore, to elegant hotels with all the modern conveniences. If he prefer the mountains, he may make his choice from three different ranges, and here also, among their almost inaccessible heights, he may live in a hotel or a cabin. He may betake himself to a ranch and lie under the trees while the ripe fruit drops into his mouth, or he may go to the city and revel in the delights of metropolitan life. In California one may find any kind of climate, scenery, people or mode of living that he happens to desire. It is, in truth, a state of magnificent resources. It must also be admitted that its deserts are just as barren as its valleys are fertile, that an immense amount of soil is wasted on mountains, and that, in many places, there are more boulders to the acre than in any other spot on the globe.

From Coronado Beach we went over into the heart of the San Bernardino valley, where I visited an old schoolmate who lives on a big fruit ranch near Redlands. The pretty town of Riverside has been described so often as to be quite well known; San Bernardino, the county seat, is a thriving place, but, to my mind, Redlands is the banner town. To one who is not acquainted with the possibilities of California, it would seem incredible that there could be such a development in the space of half a dozen years. It is in the heart of the orange district and the center of a great deal of wealth. There are no end of beautiful homes, with spacious and handsome grounds. "Smiley Heights," the winter home of two New Yorkers, represents an expenditure of \$100,000, and there are many others quite as attractive. The valley is like a great bowl surrounded by mountains, and yet it is itself 1,500 feet above sea level. It is the highest, dryest

and warmest place in Southern California, and is a paradise for invalids. A great deal of capital is attracted there through people who have made their fortunes and want a mild and equable climate in which to spend the remainder of their days. It seems as if they ought to live forever in such an atmosphere, but the cemetery shows that Death also has found this salubrious spot.

If I were asked what is the most remarkable thing I have seen in California, I should answer, "The system of irrigation." A river flows where it is of no benefit to anybody. Man, who wants this river for his own purpose, turns it from its course, and, by means of flumes and pipes, carries its rushing waters wherever they are needed. He goes to the top of the mountains and turns the springs and streams into great reservoirs where the precious fluid is stored for future use. There is in this locality, and extending for many miles across the state, a clear, swift stream of water called the "Zanja," pronounced "Sankey," the entire channel of which was made by Indian women more than a hundred years ago. I was impressed especially, while here, with the danger of buying land in California without seeing it. There may be one tract rich and fertile and admirably adapted for fruit growing, and directly across the road another which never could be made to yield, or if at all, only after a fortune had been expended on it; and right here, in this most fertile locality, are hundreds of acres so thickly covered with huge boulders that they are utterly useless for all time to come.

It was here that we were caught by the "strike." While sitting on the veranda, in the cool of the evening, with our trunks all packed for starting the next morning, some friends drove up with the information that not a train was running. Our visit was ended, our plans made for the future, it was getting hot, and there was every reason to believe the delay would be prolonged. Two days afterward, however, we were able, by going five miles down the road with a "dummy" engine to meet the last overland from off the desert, which brought us to Los Angeles. From there we came by the "Terminal," the only road which was not "tied up," to the coast, and taking the steamer, reached Santa Catalina, in safety, very glad indeed, to find so comfortable and delightful a spot.

Here we have remained several weeks, growing more in love with the place every day. How I have wished that all the weary and worn might come here for awhile and rest in the arms of Mother Nature. And yet, if only a small proportion came, we should run the risk of being crowded off, for there is but a small foothold here. Such a unique place, the top of a mountain ris-



ing out of the water and forming an island in the midst of the Pacific Ocean, thirty miles long and from one to eight miles wide, and consists wholly of mountains and canyons. The latter come down sharply to the water's edge, but at the southeastern corner, one of these canyons broadens out, forming a gentle slope of perhaps six or eight acres; and here the little village of Avalon has sprung up, only five or six years old, but destined to a long life, if an earthquake does not swallow up the island some fine day, as is frequently predicted. Avalon consists merely of hotels and boarding houses, groceries, drug stores, curiosity shops, ice cream parlors and a big dance pavilion. Many pretty, private cottages cling to the mountain side, but the greater number of people who summer here, live in tents. These tents are well built, divided into rooms, carpeted and furnished, and it is really an ideal way to live in this warm, dry climate. There are places where one can buy hot soups, meats and vegetables, and the bakeries are excellent. There are, however, good hotels and boarding houses for those who cling to the conventionalities of life.

The little bay forms a perfect crescent, calm and lovely, and the cove is sheltered by the mountains from the strong ocean winds. They rise up almost perpendicularly on all sides except that which looks out over the broad, blue Pacific. It is a most beautiful spot, where art has done, can do, nothing to assist nature. The only amusement after nightfall is to wander by the shore and listen to the music of the waves, or, if this grow monotonous, to drop into the big pavilion and watch the merry dancers under the inspiring strains of the orchestra. By day, camping parties form and go up into the mountains in search of quail, prairie chickens and wild goats. Other parties go out for a day's fishing and almost without exception, come home laden with bass, mackerel, barracuda and the big jew-fish, some of them so large that a man cannot carry more than one. There are hundreds of little row boats, dancing in the sun, sailing vessels, steam launches and many beautiful yachts. Bathing is the most popular form of entertainment and there is always a merry crowd in the water, kicking, splashing, shouting and performing all sorts of antics, some of them, it must be admitted, a serious offense against modesty and good taste. The young people are fond of mounting the burros and following the mountain trails, but older people find rather too hard work in this kind of fun. The trot of a burro is as bad as a case of sea-sickness, which is the very worst that can be said about it.

What we enjoy above all else are the

beauty, the rest, the quiet and the unconventionality. No steam whistles, no clanging electric cars, no stony pavements, not a sound except the shouts of children and the murmur of the waves. We may put on one plain dress in the morning and wear it all day without any infraction of the proprieties. Sometimes we climb to the top of a mountain peak and watch the sun drop into the deep waters. Most of the day we sit upon our veranda, which overlooks the ocean, so near we could throw a stone into the waves, and read and write and sew, watch the panorama spread out before us, and revel in the delicious air. There is never a hot and never a cold day, always sunshine and a fresh breeze, and on either hand, the mountains and the sea, of which one never grows tired. When we see the moon rise up over the high peaks and shine down in a broad, white, endless path along the dark waters, we say again and again, "Never will we forget Santa Catalina." It would be a pleasure to remain here all the rest of the summer, but there are many interesting places in Southern California which we hope to see before the end of the season sends us back to work; and, so in a few days, we shall have to say good-by.

#### EDITORIAL NOTES.

Three weeks away from books and magazines and all newspapers, except one daily which discusses nothing but the "strike," without even her correspondence, how is the editor to make any notes on current events? From the two states which we have been watching lately with considerable interest, New York and Kansas, I have had no news for a month. What the New York constitutional convention has done with the "woman question," I cannot tell. Early in June a large number of distinguished women appeared before the committee on suffrage in the assembly chamber and several very fine addresses were made, which were received with great courtesy and attention. I wish it were possible to reproduce them here, especially that of Dr. Mary Putnam Jacobi, a celebrated physician. It was an argument for woman suffrage, so strong, so logical, so comprehensive, that one cannot see how it could fail to convince. A petition was presented to the convention the first of June, signed by 300,000 persons over 21 years of age, residents of New York, asking that the suffrage be granted to women. In addition, there was presented the endorsement of over 100,000 members of various labor organizations, who had approved the petition in their meetings and sent this official statement properly signed. These petitions, doubtless, have been largely increased since then. It was shown that, in the city of New York, women pay taxes on \$300,000,000 of prop-

erty, and in the state outside on considerably more than that amount. Compare this with the amount that brought on the revolutionary war against taxation without representation. The statement being continually reiterated that the majority of women do not want to vote, they have asked that the women of the state may be allowed to vote on the amendment to give women the ballot, and thus let the matter be proved in the only way possible. The probability is that the convention will refuse everything they ask,—and then the opponents will keep right on saying that when women want the ballot they can have it.

• • •

No news has been received from Kansas since the Democratic state convention. It was not expected that it would adopt a woman suffrage plank. Although some of the county Republican conventions declared for equal suffrage, the state convention refused to do so. Able addresses were made by Miss Anthony, Rev. Anna Shaw, Mrs. J. Ellen Foster, Mrs. Laura M. Johns and others, and a memorial asking for the suffrage, to which was attached many yards of signatures was presented, but the convention ignored the question. It is believed that a very large proportion of the Kansas Republicans are in favor of woman suffrage, but they are determined to regain the state from the Populists this fall, and, in order to do this, they must conciliate the liquor vote and the foreign vote, both of which are strongly opposed to giving the ballot to women. If women themselves could vote they would not have to go pleading before conventions, only to have their claims utterly rejected. In the Populist convention the committee brought in a majority report against equal suffrage, but the convention took up the minority report and passed it by a vote of 337 to 269. The office-holding element did everything in their power to defeat the amendment, but it is well understood that the Populist party favors equal suffrage. The question of extending full suffrage to women will be voted on by the male half of the people of Kansas next November. There is no man so ignorant or so degraded, in that state, but will have his vote on this question, while the mothers and wives will stand back, powerless, awaiting the decision.

• • •

When I wrote last month I had not been able to get a report from the convention of Working Girls' Clubs, held in Boston. The delegates represented 180 clubs, composed of stenographers, dressmakers, milliners, book keepers, saleswomen, operatives from the mills, and wage earners in various occupations. The sessions continued for near-

ly a week and were universally commended for their dignity, harmony and strict observance of parliamentary usage. They were devoted chiefly to a discussion of practical questions, profit-sharing, trades-unions, domestic service, matters of finance, etc. Reception were given by the wives of the Lieutenant-governor, the Mayor, Mrs. Louis Agassiz, and other well-known people. The convention was addressed by Hon. Carroll T. Wright, U. S. Commissioner of Labor; Mrs. Alice Freeman Palmer, Dean of Chicago University; Dr. Wm. J. Tucker, President of Dartmouth College; Mrs. Ellen H. Richards, of the Boston Institute of Technology, and many other distinguished persons. The greatest interest, however, was felt in the addresses and reports of the delegates themselves, coming as they did from various parts of the country and from many ranks of life. The *Boston Woman's Journal* makes the following significant comment:

To one whose eyes are weary with the accounts in the press of the gathering of the numerous clans of Coxey's army, with the reports of the desperate words of anarchists, and of the severe arraignment in labor and Populist conventions of the plutocracy of wealth and the corruption of government, and whose soul has been harrowed by descriptions of the unemployed of both sexes as ground between the upper and nether millstones—the fact that an assemblage of working women held three days' session without airing any grievances, and without passing any resolutions of condemnation, seems amazing. There were discussions of hardships and of unjust conditions, but without bitterness, and with a remarkable appreciation of both sides of the question.

It should be, indeed, the mission of women to bring not a sword but peace into the world. There was a very strong feeling in the convention in favor of the co-operation of men and women in all the work of the times. Opinions were expressed both for and against the suffrage for women. It was a noteworthy convention. The organization of clubs of wage-earning women, the uniting of these clubs into one federation, and the coming together annually for the full and free discussion of subjects of mutual interest and for personal acquaintance, are movements of importance and worthy of commendation.

• • •

Here is an incident that I came across this summer. I was attracted by the intelligence and good manners of a girl who waited on me at the table, and, after awhile, I learned her story. She and her friend, a bright refined girl, who waited on the adjoining table, are natives of Canada. One was a type writer and one a dressmaker. By the hardest kind of work they managed to pay their board, the rent of one room and to dress plainly. They had no leisure, no vacations, and the close confinement affected their health. They were anxious to see something of the world, and finally they formed a plan and put it into

execution. By close economy they saved enough money to take them to Boston. Here they secured a position in a hotel, one as chambermaid, the other in charge of the linen room. When the World's Fair opened, the proprietor paid their way to Chicago and put them in a hotel there. They saw the fair thoroughly, and, at its close, they had saved enough money to bring them to Southern California where, with their recommendations, they had no trouble in securing hotel service. They have had a year here, seeing as much of the country as possible, and next winter they will enter service in San Francisco. By next summer they expect to have saved enough to visit their relatives in England. They have worked fewer hours than at their old occupations, the exercise has restored their health, they have had the advantage of travel, they have dressed better, and they have saved money. They have every evidence of being girls of excellent character. There is no question but that domestic service is better paid than most of the occupations in which women are engaged. If it were possible to get a class of women to go into it who would place it on a higher plane, it would be much more to their advantage than to drag out their lives on the starvation wages they receive behind the counter and at the needle, simply because these occupations are considered more "respectable."

Mrs. Z. E. Hearsey, of Baton Rouge, La., is described as a most successful business woman. She has a large book store and controls the sale of New Orleans papers in her city, employing thirty newsboys. She also carries on an extensive trade in floriculture, and supplies the market with the choicest of flowers. Both of these branches of trade are eminently suited to women. Let us hope the day is at hand when a greater number of women will go into business for themselves, and thus enjoy an independence which is never possible when one is dependent upon a salary paid by some one else and likely at any time to be lessened or withdrawn.

One of the greatest organizations of women in the world is the Woman's Liberal Federation, of England. A number of years ago a tory organization was formed in that country, which, out of compliment to Lord Beaconsfield, was called "The Primrose League." The women in the Liberal party then formed their Federation, which has become a recognized political power. Lady Aberdeen, who is known to Americans through her enterprise at the World's Fair, the "Irish Village," which made \$100,000 for the Irish peasantry, has been the presi-

dent. Previous to her election Mrs. Gladstone was president. At their recent annual meeting, Lady Carlisle was elected to this office. She is probably the ablest woman, in political life, in England, which is noted for its able women. In her opening address she declared that in this most truly democratic society there was not one more democratic than herself. The Federation is composed of about 400 large associations, they have plenty of funds and take an active part in the political campaigns. Their work at the next general election will be to secure candidates who favor full suffrage for women. There is a strong sentiment in favor of it among both parties, but neither of them is at present strong enough to make it an issue. Women in England have all now but the Parliamentary suffrage. There is something in this for American women to reflect upon.

Illinois has a very efficient state factory inspector in Miss Florence Kelly. In her first statement, recently presented to the Governor, she says she found, in five months, 6,576 boys and girls under 16 years of age, in 245 establishments. This does not include hundreds who were discharged because they were under 14. This shows an utter disregard of the law on the subject. Miss Kelly's task has not been an easy one, as she would have been forcibly ejected from many of the factories if she had not proved that she had a legal right to make her investigations. Women are especially fitted for a work of this kind, having a keen eye, a persistence in obtaining information and a sympathy which will not permit them to be turned aside from their purpose.

At the 75th annual convention of the Episcopal diocese of Maine, there was a long and vehement debate in regard to permitting women to vote at the parish meetings. It was finally carried in the affirmative by a vote of 21 to 18. There seems to be no doubt of the ability of the women to do most of the work in the parish, but when it comes to a question of allowing them to vote on matters directly connected with the parish,—oh, dear, no. What a dreadful thing this vote is, to be sure.

The British Woman's Temperance Association are about to make a new experiment in reforming inebriate women. They will be taken to an industrial farm and provided with agreeable outdoor occupation, fruit growing, poultry raising, gardening, bee keeping, butter making, &c. In the winter they will have sewing, knitting, lace making, cooking and other indoor employments. They will have pleasant surroundings,

moral influences, and their intemperance will be treated as a disease. Undoubtedly, so long as they remain here there will be great improvement, but when they go back to the city, with its pitfalls of sin on every hand, it is more than probable that their poor, weak, diseased natures will be unable to resist the temptations. Perhaps, some day the good and intelligent women will get a fair, fighting chance at these dens of vice, that stand wide open, embellished with all that is attractive and protected by law and public sentiment. As the situation is now, women are permitted to do all that they desire to take care of the unfortunate victims, but are deprived of all power to remove the causes which bring them to ruin.

Reading that Madame Marie Barg, of Louisiana, has received an award from the World's Fair authorities for orange, reminds me of a personal incident. In the Florida building at the fair, where they were selling orange cider, was a large placard asking that each one should write in a big register on the counter his opinion of the beverage. While I was draining my glass my mischievous brother, who was with me, wrote, "The best drink sold on the grounds, and I have sampled all of them," and signed my name!

A worthy citizen of Glasgow, Scotland, on a recent visit to Paris, was horrified to see in the show windows some bicycle dresses for women. Since his return home he has been carding the papers, exhorting the Scotch women to "beware of these devilish accoutrements which were designed by Satan to lower the moral tone of women." Isn't it funny how perfectly familiar men seem to be with the intentions of both the Lord and the devil when they wish to enforce their own opinions in regard to the things that concern women?

Mrs. Julia Josephine Irvine, M. D., who has been appointed President of Wellesley College, is a graduate of Cornell and also studied for several years in Switzerland, Italy and Greece. She has been for some time a Professor of Greek at Wellesley. She is a daughter of the late Dr. Mary F. Thomas, of Richmond, Ind., one of the earliest woman-suffragists on record, and for many years President of the Indiana State Association. It will be found that there are many distinguished children of these "strong-minded" women.

The English parliament recently discussed a bill to restrict the sale of firearms, and one of the provisions of which was that no dealer should sell a pistol to a married wo-

man. The reason for this was explained by one of the noble lords to be that the temptation to kill their husbands would be too great, and that the opportunity should not be put in their way!

#### *Woman's Dress and Rights.*

I think Mrs. Miles is very much mistaken when she says women try to pattern after men when they put on a short dress. They do it for convenience, health and comfort. And I can say this in vindication of the general good sense and politeness of men, that I was never shabbily or disrespectfully treated by them while I wore the short dress. But if anybody turned up their nose at me it was a woman. We hear of man's inhumanity to man, but if we tell of woman's inhumanity to woman we are speaking a gigantic truth.

And why should women vote? Because it would be only an act of justice, after all. She is just as much human as a man is, and it is being demonstrated daily that she is not inferior to him, only as regards physical strength, and I think she has as much right to vote as to go to church or eat her dinner. How is a woman that is unmarried to have sons to vote? And because she remains unmarried is she to be denied the liberty of free speech? It seems to me that the word "male" ought to be stricken from the constitution as regards voting, and I sincerely hope and pray that it will be, and then will the stars and stripes float over a really free and happy people.

*Rosette Ramsdell Churchill.*

#### **WHEN HEARTS SHOULD HOPE.**

TO MRS. CARRIE MITCHELL, KEITHSBURG, ILL.

When every day is crowded full of joy,  
And in our hearts love sings a roundelay,  
And friends seem near and true, and no alloy  
Commingles with the gold of our fair day:  
Then hope smiles, for the future glows  
With promises of every good to be,  
And in the garden of our life, the rose  
Of happiness is beautiful to see.

But should fate bring misfortune to our door,  
And bid no ray of hope to enter there:  
And cast long shadows on our peaceful floor,  
Our lives to dim with sadness and despair:  
'Tis then that hope, bright star from Heaven sent,  
In woman's heart triumphant rises high  
And clouds of anguish and of doubt are rent  
By light divine, that reaches from the sky.

'Tis well to rest in hope at dawn of day,  
But oh, the faith that shineth in the night,  
Not only leads its own serenely on the way,  
But helpeth countless others to the light.  
So friend, thy sunny spirit, thy sweet soul,  
The faith that guides where others hopeless stray,  
Will some day bring thee to a brighter goal,  
With blessings following upon the way.

*Marietta Hedra.*

Miss Elizabeth Banks will publish a book which will endeavor to show that domestic service is preferable to shop or factory for women.

*Our Moneyed Aristocracy.*

Without making much fuss about it a large number of foreigners of rank and title are visiting American friends at their summer residences and otherwise "looking around" at this country and its institutions. Passing by some of these strangers' criticisms on the present state of affairs, it is amusing to note the surprise the mode of living here creates in intelligent minds accustomed to much simpler forms of wealth at home.

Count Nynpsche, a German friend of Prince Hatzfeldt, who married the daughter of C. P. Huntington, expresses the liveliest astonishment at such an establishment as the Huntingtons occupy for other than royalty. He says there is no luxury or magnificence to compare with that seen in private houses in America anywhere from the Atlantic to the Pacific, and his opinion is echoed by foreigners of other nationality as well as by our so called English cousins.

A well known lady, who has made Berlin her home for many years, returned to her native land last spring to find such an Aladdinlike change that she says it has almost made her silly. "No one in Germany, at least, dreams of the extent of this moneyed aristocracy." She paused. "I hate that phrase, and withdraw it! But it surprises me to see luxury where I left mere comfort only twenty years ago. The emperor is not housed half so well as some of my acquaintances in their summer places." The frugal German appears to be most touched by American progress in the weird art of living up to a big income.

*Playing in the Garret.*

"There is one delight," said a man who was reared in a small town, "that I suppose many children born in great cities never know, and that is the delight of playing in the garret. Many city children, to be sure, have relatives in the country or in smaller cities or towns whom they have visited, who live in houses with garrets, and these know something of the delights of the garret, but there must be many city children who never even heard the name.

"For myself, I remember well a garret to which I used to climb in rainy weather up a steep and narrow flight of stairs. It was warm and rather stuffy in the garret, but the rain made music on the shingled roof and the garret itself was full of treasures. There was room, to begin with, space to move about in, though you needed to look out a little for the timbers in the sloping roof. There was a sawing from the two beams, and we used to swing and swing in that and never got tired of it. There was a chimney up through this garret, a great, big, friendly chimney, and we used to play tag around

that chimney until we couldn't run any more. There was a great lot of old magazines, and these were an unfailling source of delight. There were old books in queer type and with strange-looking pictures; there were queer old hair covered trunks with round tops, studded with brass-headed nails. In these trunks and around in the garret were curious, old-fashioned men's clothes and the most extraordinary gowns and capes and hats of women; not fancy costumes, but the real things, such as they actually wore many years ago, and looking stranger than anything you could hire at a costumer's. We used to drees up sometimes in these old, old things and parade around in the garret and have great times generally, and so forget ourselves in the delights of the garret that the very world itself looked strange when we came down stairs and back to it.

"What is there in the big city that takes the place of the garret?"—*N. Y. Sun.*

*A Woman Horse Dealer.*

There is a woman horse dealer in Idaho. She is in partnership with her father and two brothers. The firm owns a horse and cattle ranch in the Bruneau valley. At home this young woman goes about and buys horses. Her judgment on a horse is said never to fail. When the shipping season comes she leaves the ranch and goes east with her stock. She plans her visitations to certain cities, travels in the caboose of the train which hauls the horses and is treated with all respect. From city to city she goes, and is a very successful horse dealer. There is no reason why she should not be successful, as she is quiet and unobtrusive, attends to her own business and has her own bank account from which to draw.

*To Fill Up Floor Cracks.*

If your kitchen or other floor that you do not wish to carpet shows unsightly cracks, try the following receipt for them: One pound of flour, three quarts of water and a teaspoonful of alum and make a paste of them, cooking well together. After removing it from the stove stir into it a lot of paper that is torn in small pieces and let it soak, stirring as much as you can. The paper should be stirred until it is all in a pulp and the mass is so thick that it is difficult to stir longer. Apply it to the cracks—be sure the floor is freshly cleaned first—and force it in, smoothing it off even with the surface. Leave it to dry thoroughly and you will find that it is more lasting and a great deal cheaper than putty. This can be painted right over as though it were wood.

## THE MAGAZINE.

Published by the Brotherhood of Locomotive Firemen on the First Day of each Month, at Terre Haute, Indiana.

Manuscripts and Exchanges should be addressed to the editor.

Remittances, Subscriptions, Changes of Addresses, and all correspondence relating to the business department, should be directed to the Manager.

Advertising. Correspondence relating to advertising should be directed to Wm. N. Gates, Agent, 29 Euclid ave., Cleveland, Ohio.

EUGENE V. DEBS,	- - - - -	Editor.
F. W. ARNOLD,	- - - - -	Manager.
W. N. GATES,	- - - - -	Advertising Agent.

SEPTEMBER, 1894.

### THE FOURTH OF JULY.

Mr. Samuel J. Nicolls, in the *Globe-Democrat*, of July 4th, has a paper captioned, "Thoughts for the Fourth," and starts out as follows:

The Fourth of July, by unquestioned right, stands first among our national holidays. The great event which it commemorates must ever make it dear to all true Americans and lovers of liberty. Usually it has been celebrated with not a little boasting over our manifest destiny and our favored condition as a free people. But whatever we may think of our future as a nation, it would be idle to attempt to disguise the fact that the return of Independence Day this year finds us in a condition that excites distress and alarm among all serious-minded men. Our industries are prostrated, trade is paralyzed, capital is unemployed, labor is full of unrest and discontent, and hope for better times through long delays is sick and weak. There is a serious apprehension felt on all sides with reference to greater evils to come; nor can there be any relief until this apprehension is removed. Some urgent questions must be settled, and settled promptly and finally, before there can be a return to prosperity. It is indeed a most serious time with a people when they begin to distrust themselves and their institutions. Two things are especially manifest to all, and they are signs of evil import. One is the prevailing lawlessness of the times. In this respect our present condition furnishes a sad contrast with earlier periods in our national life. One of the distinguishing characteristics of the American people in the past has been their respect for law. Intelligent visitors from the Old World, where force plays such an important part in the preservation of public order, have observed this characteristic, and writers like De Toqueville and Prof. Bryce have mentioned it to our praise.

The 4th day of July, as a national holiday, commemorates an event which ought to be very dear to American workingmen opposed to oppression, robbery and degradation, because it was a day on which the people—at least a large majority of them—decided to strike against the laws, the au-

thority, the government of England.

Prior to July 4th, 1776, the colonies were full of agitators. They defied courts and their injunctions. They flung defiance into the very teeth of the British king, his generals and his soldiers. There was riot and bloodshed, battles, defeats and victories. Washington and his compatriots were denounced as anarchists, nihilists, rebels and traitors. Upon the heads of Hancock, Adams, Washington and others a price was set, and if they had been caught they would have been unceremoniously shot to death or hanged. The Declaration of Independence recited the cause of the great strike for liberty. The authors of the strike *knew* there would be great inconvenience to the people of the colonies, that trade and commerce would be crippled; that untold sacrifices and sufferings would result, but the *leaders* did not heed such ravings. There was a principle involved, and they *struck for a principle*, and, moreover, these patriotic strikers started out early to enlist sympathy for their righteous cause. They wanted money, they wanted troops, they wanted ships of war, and France sympathized with the heroic, patriotic strikers, gave money, men, fleets, munitions of war, and by virtue of such sympathy and aid Washington eventually won the strike. At that time there were thousands of Tories in the colonies, despicable creatures who denounced the strike for liberty and independence, they denounced France for her sympathy and aid, and the colonists, who fought and suffered and bled and died were denounced as anarchists, traitors, enemies of their country and their countrymen. It was the greatest strike on record, and as a result of the strike conditions were greatly improved, a new nation was born, and England learned and the world learned that the strikers were not anarchists; that they were simply opposed to bad laws but were in favor of good laws, of good government, of being sovereign citizens instead of subjects and slaves, that they were opposed to degradation, and that their shibboleth was, "Give me liberty or give me death."

The strike of which we write began 118 years ago and continued about eight years, or until 1784, and from that day to the

resent, the American people have kept alive and vital the spirit of independence. They love liberty and hate tyrants. It does not matter to them who the tyrants are or what methods are employed to crush them, they will not yield their rights, their liberties, their independence and go down to degradation without a struggle. It is as Grant said "The American way."

We have no eulogies for old King George, but it is doubtless true, and easily demonstrated, that the American people now are confronted with enemies indefinitely more infamous than was King George and his advisers. Mr. Nicolls says:

But the outlook to-day reveals something widely different. Within the last ten years there have come among us those who are professedly anarchists. They are the avowed foes of all government, and are earnestly laboring to bring society into that disorganized and debased condition in which there shall be no law save that which seems best to each man. The murderous spirit which recently, through the hand of an assassin, struck down the chief magistrate of France, animates the bosoms of thousands in our own land. Nor is this spirit of lawlessness confined to those who openly declare that they seek the destruction of society. It is to be seen among those who would be indignant if classed with anarchists, but who, nevertheless, upon one pretext or another, combine to defeat law, in order to carry out their own selfish purposes. They organize to carry out their own ends, irrespective of the legal and social rights of others. It is simply anarchy in organized form, paradoxical as the statement may seem. Sometimes we see it among capitalists, who cloak their oppression and robbery under the disguise of law. Again, it is in the world of labor, where the laws that secure the rights of all are defied in the interests of an organized society.

We do not doubt that there are anarchists in the United States, and that some of them have been imported, the most of them by a class of capitalistic employers who, disregarding justice and the welfare of the state, have raked the ranks of the most degraded localities of Europe for men who would work for less wages than were demanded by Americans, preferring to employ anarchists rather than patriotic workingmen, and yet, all of these imported Huns, Dagoes, Slaves and Poles are not anarchists, and if they have been transformed into enemies of law and order, the employees who sought to degrade them more than when they landed upon our shores, are responsible. But the writer is unfortunate when he refers to the assassination of Carnot as indicating the spirit of

imported workingmen. Booth, who assassinated Lincoln; Guiteau, who assassinated Garfield; Prendergast, who assassinated Mayor Harrison, were not importations, but native assassins—anarchists, if the term better expresses the infamy of their acts.

Anarchists, wherever found are the outgrowth of conditions; necessarily so. They are the effect of a cause, as, for instance, President Cleveland said the wide spread demoralization in finances and industries which began in 1893 was chiefly owing to congressional legislation. In this we have the cause. Multiplied thousands of idle, hungry, ragged, desperate men is the effect, not the only effect, because such conditions produce or are likely to produce, anarchists. It does not matter in what country or under what form of government the conditions exist, the effect, while human nature remains as it is, will be practically the same. As, for instance, if the republic of the United States of America was Russianized, the mere fact of calling it a republic will not prevent nihilism. Arbitrary, despotic tyranny will produce anarchists. Bad laws enacted, under cover of which, courts, governors, and presidents issue despotic decrees which crush the masses and protect plutocrats, trusts and corporations, will now, as certainly as in 1774-84 produce rebellion. There is always a limit beyond which, if arbitrary power is exerted, the consequences will necessitate martial law, which being no law at all, will be anarchism. True, the military power may restore order, but liberty will have taken to itself wings and will have flown away.

The grand old 4th of July, as a national holiday is a thing of the past. That men are "created equal" is denounced as a vagary, the hallucination of a diseased brain, and the "inalienable rights of life, liberty and the pursuit of happiness" have been relegated to the limbo of shams. Court injunctions spread out over the land like shrouds. The club of the deputy marshals and the rattling discharge of guns proclaim that the sacred institutions of the country are in peril; only plutocrats are happy as they behold the power of the government exerted to protect them in their piracies and spoliations.

Mr. Nicolls puts in a plea for labor; indeed it has become fashionable for writers and speakers to express a great deal of sympathy for labor. They deplore the degradation of the masses—shed tears at the wails of the idle, the starving, the ragged, homeless victims of oppression are wafted on every wind that blows over the country—in fact, endorse strikes and declare them good things to have, but when the strike inconveniences the public and the plutocratic pirates who are responsible for the strike, then, in that supreme hour, *presto!* the strikers become anarchists and to shoot them down as if they were coyotes, is applauded to the echo.

No fair-minded man can help sympathizing with the wage-earners, who constitute the large bulk of society, in their efforts to secure themselves from the oppression of capital, and to obtain a fair share in the goods of this world. Undoubtedly many disabilities rest upon this class, and there are limitations which make their lot, at times, no enviable one. Those who are more fortunate in the possession of material wealth would be most selfish indeed, and untrue to what is best in our common humanity, if they failed to show to the great mass of the wage-earners their sympathy; or to aid them in their struggles to ameliorate their condition. But while this is true, it does not follow that we should permit our sympathies to blind us to the dangers and wrongs of many well-meant, but misguided, movements in the world of labor. Within the last few months a civil war has been existing in some seven or eight states of our Union, and is now being carried on. There is a widespread and formidable insurrection against law now existing and actively propagated. This state of affairs has been plausibly disguised under the name of "strikes." A strike in one aspect of it is a perfectly proper and lawful affair. No one can question the right of one man or ten thousand to quit work, provided they have filled their contracts to their employers; and, furthermore, I do not hesitate to say, that there is something sublime and worthy of admiration, when thousands of men quit and choose to suffer hunger and privation in order that wrongs done to some of their number may be righted, or that those who have wronged them may be compelled to do them justice. If strikes were confined to this limit, no one could find fault, and no one need dread them, save selfish oppressors of the poor. But, unfortunately, strikes as they now exist, are very different things from this ideal one. They are movements that destroy the peace and subvert the social order of communities, Municipal, county, and even state authorities are helpless in the presence of the violence they inspire. They have no hesitancy in arraying themselves against national authority, and only submit in the presence of superior force.

In 1776 when the 4th of July became a national holiday the supreme idea was lib-

erty, liberty as the patriotic colonists, not the Tories and traitors, understood the term. In 1894 the battle cry, not of Tories and traitors, but of patriotic wage-earners, is wages—for without honest wages comes poverty, degradation and slavery, hence the strike, "something" the writer extols as sublime and worthy of admiration, until some one is inconvenienced, then troops are called out, not to protect but to overwhelm the men fighting for breath and bread, for wives, children and homes.

Surely, the 4th of July, 1894, was not a day for rejoicing. Millions of men's hearts, like muffled drums, were beating funeral marches to the graves plutocrats were digging to bury the hopes, aspirations and liberties of workingmen—and the plutocrats won the victory. What then? A nation of helots, of peons, pariahs, proletarians—debased below the level of Russian serfs. What is the remedy? Some say the ballot—but under the sway of the ballot for more than a hundred years, we have achieved present conditions. But, says one, "vote for honest men." That is what we have been doing for a hundred years—that is to say—voting for men said to be honest—and who were probably honest up to the time that the High Priests of Bullion tempted them with "thirty pieces of silver" or a railroad pass, and accepting the bribe they would, in obedience to their masters, have betrayed Jesus Christ, as they have betrayed those who had confidence in them.

But it is doubtless wise to try the ballot method of preserving something of the old glory of the 4th of July. There is little hope that anything very creditable can be accomplished, because the more men are debased, the more ready are they to sell their votes to the monsters who oppress them. Still, if the tyrannies of the present have sufficiently aroused the populace it is possible that honest men may be elected and the 4th of July rescued from eternal odium.

ONCE every fifteen years the planet Mars comes within 35,000,000 miles of the earth. At all other times a distance of 141,000,000 miles separates the Marsians from the people of our sphere.



**LORD MACAULEY'S PROPHECY.**

The corporation press has of late been industriously engaged in printing and circulating Lord Macauley's letter to Mr. Henry S. Randall, of New York, written in May, 1857.

Lord Macauley was of plebeian birth, that is to say, he was not a scion of the aristocracy. He was a child of common people, his father being a Scotch Presbyterian clergyman, and his mother a Quakeress. As a result, while not one of the proletariat class, no aristocratic blood was in his veins. He was a brainy fellow, and his intellectual faculties were of the highest order. These having been discovered, he became the associate of aristocrats—was given governmental employment by which he made money; but whatever of fame has fallen to his lot, was not acquired by aristocratic influences. In politics he made a sorry exhibition, and though once or twice a member of the British Parliament, he did nothing that raised him above the dead line of mediocrity. Practically he knew nothing of government, and his theories of government were a mass of vagaries, except in so far as he allied himself with the English aristocracy and availed himself of opportunities to discredit the class of people in which he was born. It was said of Tom Moore, the Irish poet, that he "dearly loved a Lord"—and the same is true of Macauley, who by his masterly genius won fame as a poet, a historian and essayist, desired to wear the title of "Lord," and be addressed as "My Lord." The title dwarfed him, made him vulgar, as it would have degraded Shakespeare, Milton or Gladstone.

It is this Lord Macauley who prophesied the downfall of the American Republic, because here the people, and not an aristocracy, rules.

Lord Macauley starts out with this declaration: "I have long been convinced that institutions purely democratic must sooner or later destroy liberty, or civilization, or both," and adds:

"In Europe, where the population is dense, the effect of such institutions would be almost instantaneous. What happened lately in France is an example. In 1848 a pure democracy was established there. During a short time there was reason to ex-

pect a general spoliation, a national bankruptcy, a new partition of the soil, a maximum of prices, a ruinous load of taxation laid on the rich for the purpose of supporting the poor in idleness. Such a system would, in twenty years, have made France as poor and barbarous as the France of the Carlovings. Happily, the danger was averted, and now there is a despotism, a silent tribune, and enslaved press. Liberty is gone; but civilization has been saved. I have not the smallest doubt that, if we had a purely democratic government here, the effect would be the same. Either the poor would plunder the rich and civilization would perish, or order and property would be saved by a strong military government and liberty would perish.

The foregoing, as has been stated, was written in 1857, it is now 1894—thirty-seven years ago, and, contemplating France to-day, what must be thought of Macauley's prophecy? It has required a hundred years for France to emancipate herself from kingly and aristocratic rule. Often the people have gone down—but the aristocrats, one time more than the people have succeeded—and to day the democratic government of France is as strong as the aristocratic government of England—indeed, there is less unrest in France than in England. There are no royal baries born in France—no more Prince Imperials. The throne and its jewels have disappeared. There are no "My Lord Macauleys" in France, and there is more liberty in France than there is in England, and civilization is of a type as exalted as England can boast. With these facts in full view, what becomes of "My Lord Macauley's" prophecy? It is reduced to the level of a vagary, to a hallucination—and "My Lord Macauley" stands before the world as a preacher of false doctrines, the defender of the "divine right" of kings and aristocrats to rule—a delusion that is passing away, even in England, where a powerful party exists opposed to the House of Lords, to aristocratic rule and to the throne itself.

Lord Macauley explains to Mr. Randall how unrest and incipient rebellion are suppressed in England at times when alarm prevails. At such times England's aristocratic government introduces heroic measures—the logic of powder and ball—and quiet is restored on the surface, but in every instance the aristocracy makes concessions to the democracy. The franchise is broadened, and ballots are multiplied.

Labor organizes as in the late strike of the coal miners and England's industries are paralyzed—liberty is more firmly established and in the triumphs which the democracy achieves, civilization takes on greater exaltation. "My Lord Macauley" did not see these things. Being a lord by decree, he became oblivious of facts relating to the march and magnitude of coming events even in his own country. And being incapable of comprehending probabilities at home it would be surprising if he understood the character and purposes of the sovereign citizens of the United States. He forgets that the government of the United States is a government by the people. He forgets that the people of the United States are intensely loyal to the government, and that when troubles come by virtue of vicious legislation and corrupt legislators, the purpose is to annul the legislation and depose the rascals who enacted it. To the workmen, to the common people, the constitutions of the states, and the constitution of the Federal government are sacred. Here the masses, the common people, the wage earners, constitute the security of the government. In times of peril the common people of the United States constitute the hope of the country, who now love liberty, law and order as they did when on two occasions they humbled the pride of Lord Macauley's king and his aristocratic advisers. Lord Macauley recites troubles in England and says:

"I have seen England pass three or four times through such critical seasons as I have described. Through such seasons the United States will have to pass in the course of the next century, if not of this. How will you pass through them? I heartily wish you a good deliverance. But my reason and my wishes are at war, and I cannot help foreboding the worst. It is quite plain that your government will never be able to restrain a distressed and discontented majority. For with you the majority is the government, and has the rich, who are always a minority, absolutely at its mercy. The day will come when in the state of New York a multitude of people, none of whom has had more than half a breakfast or expects to have more than half a dinner, will choose a legislature. Is it possible to doubt what sort of legislature will be chosen? On one side is a statesman preaching patience, respect for vested rights, strict observance of public faith. On the other is a demagogue ranting about the tyranny of capitalists and usurers and asking why anybody

should be permitted to drink champagne and to ride in a carriage while thousands of honest folks are in want of necessities. Which of the two candidates is likely to be preferred by a workman who hears his children cry for more bread? I seriously apprehend that you will, in some such season of adversity as I have described, do things which will prevent prosperity from returning; that you will act like people who should, in a year of scarcity, devour all the seed corn, and thus make the next year a year not of scarcity but of absolute famine. There will be, I fear, spoliation. The spoliation will increase the distress. The distress will produce fresh spoliation. There is nothing to stop you. Your Constitution is all sail and no anchor. As I said before, when a society has entered on this downward progress either civilization or liberty must perish. Either some Cæsar or Napoleon will seize the reins of government with a strong hand or your republic will be as fearfully plundered and laid waste by barbarians in the twentieth century as the Roman empire was in the fifth, with this difference that the Huns and Vandals who ravaged the Roman empire came from without, while your Huns and Vandals will have been engendered within your own country by your own institution."

In this year of our Lord, 1894, the country has reached a crisis in commercial and industrial affairs, such as Macauley described. Thousands are out of work, but even the Coxey armies, tramping across the continent—poor, houseless and homeless wanderers in a land of fabulous plenty, the government is not denounced, and every army and every detachment of the army of tramps, bear aloft the national flag. They are in favor of a government of the people and not of plutocrats. They despise the American codfish, mackerel, railroad, coal oil and trust aristocracy as thousands of honest Englishmen despise the aristocracy of their country. They denounce laws which enabled pirates to rob them and demand their repeal, and though hungry and ragged and homeless—"poor wanderers of a stormy day," they sing the "star spangled banner" and bear it aloft as they march and stand.

The flings at the American constitution is in keeping with English thoughts since 1776, but the facts of history emphasize Macauley's folly and short-sightedness. He has visions of a Napoleon or a Cæsar, riding rough shod over the American people, because he imagined the American people are in all regards like the old Roman proletariats, plebeians and slaves. True Cæsars and Napoleons may come, in which

event, there will be occasions for more Mark Antony orations. Lord Macauley talks about the disappearance of liberty and the preservation of civilization, or the destruction of both liberty and civilization. If liberty must go, we say let civilization go with it. In the United States, when liberty and independence goes, there will exist no civilization not even such as Russia boasts. Far better give the country back to wild men and to wild beasts than to become the subjects of a despot and rattle our chains for the amusement of our masters. Things look dark and threatening, and dark days may be in store for the people—but it is always darkest just before day. Lord Macauley was a brilliant essayist and poet and his history of England has given him enduring fame. But as a prophet he is a dead failure.

#### THE LIMIT OF ENDURANCE.

Everything has its limits except space and eternity, provided, they can be called things. The mind and all of its wonderful faculties: thought, imagination, hope, fear and aspirations, all operate within certain boundaries. It may be said that time should be included with space and eternity, perhaps so; it is not essential since we absolutely know nothing of either. True, for convenience we divide and subdivide time and space, but eternity is beyond our grasp and we let it alone. And time and space, though we talk about seconds and centuries, of inches and miles, we find as we proceed that all limits vanish and we turn our attention to things which have limits, and determine as best we may, what their limits are. Life has its limits, our years are numbered—three score and ten is the limit, millions fall short of it, a few go beyond it. The luxuries of wealth have their limit, the privations of poverty have their limit. Human joys and human sorrows have their boundaries. Crime and cruelty, virtue and vice operate within certain restrictions fixed by human depravity, or human probity, regardless of any particular form of government. In a despotism the autocrat determines limits, in a democracy the people exercise that power; in either case it is human will power not divine power, and

being human power that prescribes limits it becomes possible for human power to change the limits, broaden or contract them.

As to the limit of human endurance, history is full of examples, in reading which the mind either expands with rapturous delight, or evinces unutterable scorn and detestation. Slavery is an old time institution. What were the conditions before the flood we are not advised, but as human slavery includes the sum total of human depravity, we do not doubt that the giants, for there were giants we are told in those far away times, subjugated those of less power and brought about that condition of wickedness which prompted the Creator to declare He would annihilate the race; the limit of sin had been reached as also the limit of Jehovah's patience, but his wrath was modified to the extent of saving one man and his family, Noah, all others were drowned as if they had been so many rats. Again we find, according to the record that Divine as certainly as human endurance, has its limits, as, for instance, the cruelties inflicted upon the Israelites in Egypt. These cruelties became so continuous and flagitious that in the councils of the Almighty that vengeance took the place of patience. The grievance committees of the oppressed Israelites were repulsed by Pharaoh, *a la* Pullman, until all Heaven cried "shame!" just as all the Pullman employees pointed their fingers at Pharaoh Pullman and held him up to the scorn of all workingmen of America, whose chicken hearts and white livers had not taken refuge in their boots. Outside of heaven there was no sympathy for the Israelites when Moses ordered the strike, and in dealing with it, God, who was first, last and all the time on the side of Moses, the great labor agitator, did not consider in the slightest degree the inconvenience His methods would bring upon the innocent people of Egypt. To subdue Pharaoh the people suffered every plague, and there were nine of them fell upon the people with the same terrific force that they fell upon Pharaoh. It was Jehovah's way of managing a strike, and as the strike proceeded Jehovah's wrath burned with a fiercer fury, until, to bring Pharaoh to terms, the first born in every family of the Egypt-

ians was slain in a night, then while all Egypt was wrapt in mourning, while every family was wailing, while the embalmers were at work making a mummy in every Egyptian home the limit of endurance was reached and Pharaoh consented to let the enslaved Egyptians go, and suspend brick-making for a time; but he had no sooner consented than he relented and followed the fugitives and met his Red sea defeat. Ultimate limits of Divine and human patience had been reached and the right won a victory.

Since that epoch in the history of labor, numberless Pharaohs have arisen to oppress, rob and degrade the world's toilers and put to the test human endurance, and in millions of instances the limit has been reached and the victims of oppression have gone down to death, unknolled, uncoffined, unshrouded and unsung; and still the Pharaohs and the Pullmans and the corporations and the courts and the armies are driving men to the uttermost limits of endurance. In doing this the pulpit comes to the rescue and recites Paul's direction to Titus "to be subject to principalities and powers," and "obey magistrates," which, had it been followed by the patriots of '76, there would have been no Declaration of Independence, there would have been no great American republic, a new nation would not have been born, and

"The flag of the free heart's only home."  
would never have waved over

"The land of the free and the home of the brave."

We would have remained the subjects of King George and would never have known the inspiring thrill of manhood sovereignty. But the limits of human endurance had been reached, and Patrick Henry condensed it all into a sentence when he said: "Give me liberty, or give me death." Then the patriots of the colonies struck for liberty, regardless of inconveniences, sacrifices death and desolation. Property was destroyed, the laws of England were set at defiance and after an eight year struggle victory perched upon the standard of Washington. King George and his armies were driven away, a price was set upon Washington's head, there was treason in his camps, but France looking on, said liberty is a good thing, the

cause of Washington is just and from sheer sympathy joined in the strike and helped to win a victory. Indeed without such sympathy the struggling continental armies might have gone down in defeat. And yet, thousands of workmen whose vital interests are involved, under the leadership of a Tory press, declaim against sympathy as if it were a crime. The question arises: will the time ever come in America when the toiling masses will declare that decreased wages and consequent poverty and degradation have reached the furthestmost limits of endurance? Already such conditions have been reached by multiplied thousands, and other thousands are yearly being drawn down to death in the maelstrom of corporate greed. Here and there they appeal to their fellow toilers as fate bears them on towards the verge of the vortex, for help, for sympathy, telling them they too are approaching by steady steps to the engulfing whirlpool, but a hireling press and armies of degenerate men tell them their fears are groundless and their protests criminal, and other thousands of their fellow toilers, eating the crumbs which fall from rich men's tables, moral and mental deformities, rattle their chains and chuckle as they see men struggle, as they hear them protest, and by force they cannot withstand whirl to silence.

Men talk of hard times, of commercial, financial and industrial demoralization, and while they talk and scheme, the corporations rob their victims and the limit of human endurance is reached, and trouble begins. The toilers are ostracised, the rich only have influence, they pursue their victims to the uttermost limits of endurance and when they turn upon their pursuers the government brings out its judicial and its military machines, injunctions cover the land like shrouds, marshals swarm like bees in June, troops shoot and stab, the innocent and the guilty pour out their life blood, and the proclamation goes forth "Quiet reigna." The government for the corporation, of the corporation and by the corporation triumphs; the government for, of and by the people, ceases to be—No, not that exactly—"Freedom's battle once begun stands numberless defeats." The champions of the poor may be imprisoned, perish in dungeons,

starved and exiled until their bones fill all the valleys, but at last the genius of liberty shall breathe upon the dry bones, and as in the prophet's vision the world shall see rise up an army, greater than all standing armies of potentates and plutocrats, an army equipped with moral and with physical power that shall bear down and sweep away all opposition and win a victory for labor the fruition of which shall last until the sun is cold.

#### JUDGE BAKER ON STRIKES AND STRIKERS.

Judge Baker, U. S. District Judge, of Indiana, is getting to himself a sort of a national reputation for more than his fair share of misinformation relating to strikes. With plutocrats, the denunciation of strikes and strikers is always popular, because such abuse encourages them to give the screws of oppression another turn, and emboldens them to filch another *per cent.* of wages from the toilers, facts which U. S. judges, except in rare instances, heed, Judge Caldwell standing forth as the one conspicuous exception in a quarter of a century. The *New York World*, in a recent issue, comments as follows:

In hearing a case at Indianapolis, Judge Baker, of the Federal Court, asserted from the bench that every strike to be successful must involve violence, intimidation and wrong. His exact words were:

"Every one that has any sense at all knows that a strike would not amount to anything unless they follow it out by violence. They know that if they would do what they have a right to do, decently and orderly go about their business and leave the employees alone, a strike would not amount to anything. They knew it would absolutely fail."

This statement is not true. History contradicts it. The great English mining strike, one of the greatest in the world, was conducted to success without violence, and that was but one of many examples.

It is a grievous pity that a judge on the bench should talk with so loose a disregard of facts even upon indifferent subjects. It is greatly more than a pity that a judge should so deliver himself upon a matter likely at any moment to come before him in any one of a hundred shapes for judicial determination.

Such utterances discredit him. They cast doubt upon his intelligence. They create suspicion as to his impartiality where judicial calm and fairness are most imperatively needed in order that the rulings of courts may be respected. They suggest either ignorance of the facts of recent history or a reckless disregard of them, and either state of mind is lamentable in a judge.

It is not only a "grievous pity that a

judge on the bench should talk with so loose a disregard of facts," but is a far more grievous pity that men like Judge Baker should be on the bench, unless possibly in a dog show. Manifestly, Judge Baker has no sympathy for a poor man who is oppressed by a rich man. On the bench, he is the watch dog of plutocratic interests. The offshoot of miserable poverty himself, he scratched along, as he says, to obtain an education, for which he is to be honored; but as soon as by the chuc-a-luc of fortune he reaches a post of power, he forgets the poverty and privations of his youth and with the heartlessness of an Apache Indian, turns upon the unfortunate, as if to strike against oppression is a crime deserving the severest condemnation and punishment. Such is his nature, or such has become his nature by associating with tailor made men. Men whose fortunes have been made by methods which in pagan China, would have cost them their heads—but which in the United States confers upon them autocratic powers which they use in alliance with gilded scoundrels, to Russianize America.

The *World* need not to have gone to England for facts to convict Judge Baker of ignorance. There have been a thousand strikes in the United States, for various causes, won and lost, in which there was no violence—in which workingmen boldly stated their grievance and walked out—and this is true in the state constituting Judge Baker's district, facts which he ought to have known, and of which he was doubtless cognizant, but which he lacked the manliness to state, because to have given them judicial prominence would have made him less popular with the plutocratic class, whose interest, it appears, U. S. courts are bound to promote.

The *World* intimates that Judge Baker's utterances disqualify him to act "impartially when judicial calm and fairness are most imperatively needed in order that the rulings of courts may be respected." But U. S. judges, as a rule, care nothing for such criticisms. They are in for life, they have fat salaries, they enjoy all the luxuries—they associate with plutocrats—they look with proud contempt upon working

people, and seemingly rejoice when they can tramp and stamp upon them with the iron shod heels of their judicial boots. As a consequence, the masses, though compelled for a time to submit to judicial outrages, have a contempt for courts that is but one remove from hate, a detestation which is rapidly overcoming patience, and which must be regarded in the nature of a public calamity of uncertain and portentous dimensions.

But Judge Baker having made the mistake that strikes are necessarily attended with violence, has sought to make himself level with plutocrats by denouncing wage-workers on a strike as highway robbers. The *Philadelphia Telegraph* being delighted with Baker's utterances says:

Judge Baker, of the Federal Court of Indiana, has struck the bull's eye of the striking principle in a manner which will commend itself to the great majority of reputable people. Multitudes of other persons have doubtless had the same idea, but it has been given to this wise judge to give it forcible and pointed expression. Judge Baker says that the striker militant, and there are practically no others, is no more nor less than a highwayman. Such a person makes a proposition, or takes a stand as he calls it, which is in reality nothing but a threat. It is a "Stand and deliver" quite as much as though he made a demand for watch and pocketbook.

With such a Jeffrys upon the bench what hope of fairness or justice could a workingman entertain if brought before Baker? A humming bird in hell would have as much chance to save its wings, as a workingman would have for justice if arraigned before the autocrat Baker. Having denounced the striker as a highwayman—no extenuating proof would be tolerated, prejudged and pre-doomed, law, testimony, justice and all things in consonance with liberty are swept away by an autocratic judge as thoroughly permeated with vengeance as a rattlesnake in August is charged with venom. Judge Baker, and other U. S. judges of his ilk, are totally incapable of administering justice when a workingman, who has struck against oppression, spoliation and degradation, pleads for justice in a U. S. court, when such misfits as Baker presides.

A PARISIAN book collector has 700 volumes not larger than one inch wide and two inches tall.

#### WHAT WILL THE VERDICT BE?

In the United States of America the truth admonishes the world that man's capacity for self government is still on trial—a verdict has not yet been rendered, nor does the seer exist who can tell what the verdict will be—nor is this all; our Christian civilization is on trial in the United States, as in no other land beneath the sun.

Now, in the United States we founded a government based upon principles such as no other government ever formulated. We eliminated the false, and enthroned the true. We followed no example, but set an example. Ours was the model government. We had the models of all governments, ancient and modern, before us. The apostle Peter discovered that "God was no respecter of persons," and we said "all men are created equal." We discarded nobility and titles of nobility. We exalted the man, made him a sovereign, and the ballot was his scepter of authority, the one thing that gave him a voice in the government. We did still more. We emancipated religion from government control, and placed all forms of religion upon an absolute equality. The church could rattle but it could not bite. We decreed free thought, free schools, free bible, free speech, free press; in a word, created a nation of free men. There was to be liberty and independence, and every man, in his own way, untrammelled, was to seek for happiness without being questioned by any other man or set of men. Such was the government founded by the fathers of the republic—such is still the theory.

With such a beginning, was it not natural and legitimate to proclaim that here, in the United States, we had founded a government designed to bring forth all the choicest fruits of man's highest conceptions of Christian civilization?

We have said that the government and our civilization are still on trial. The question is being asked, Is man capable of self-government? and is the civilization of which he boasts Christian civilization?

If, to demonstrate man's capacity for self-government, we point to the grand march to the nation's material prosperity during the past hundred years, all doubts at once

disappear and the question is irrevocably settled. Such majesty of sums total silences all croaking, as effectually as the roar of Niagara would drown the chirps of crickets—and if to demonstrate that our civilization is Christian civilization, church edifices, from the “little church around the corner” to the steepled and domed cathedral are to be accepted as conclusive, then, indeed, nothing more in the way of proof need be added. We have the church, the school, the bible, the press, the ballot, and yet the time has not arrived to determine whether or not self-government, government by the people, is a success. The problem is unsolved and uncertainties, like storm clouds, darken the horizon, and doubt and distrust are written on the faces of millions of men and women.

It is not wise that men should become alarmists in any objectionable sense of the term, but it is eminently wise that men should not be blind to conditions and the trend of events, which all prudent men regard as fraught with danger. It may be premature to ring alarm bells, but it is eminently opportune to look facts square in the face, and state them as they actually exist. There are causes which have produced deplorable effects. The effects we see, and we know they are daily becoming more serious.

In view of such things, men are discussing the strength of the government. They say ours is a strong government. Some declare it is the most efficient and mighty government in the world, but to sustain their opinions they refer to the military power of the government, to its resources of physical force; whether it be soldiers, equipped with guns, or deputy marshals and deputy sheriffs, wielding clubs and authorized to use revolvers. And in making such appeals we are adopting the methods of despotisms and semi-despotisms throughout the world.

The cry is heard, not from the “rabble-agitators and demagogues,” but from men in congress and legislature that laws are made to aid plutocrats and oppress the poor, and when the poor resist, the courts issue injunctions and fine and imprison those who disobey, at their own sweet will,

and if the clubs and pistols of deputy marshals do not suffice, their armies are ordered out to shoot, pound and kill, and then the plutocratic class shout, “I told you, ours is a strong government; if you doubt it, count the dead and wounded and dying. If you doubt the power of the government, take the census of the prisons, crowded with men who dared to resist oppression; take a position on the highways and see the manacled procession tramp along to prison, as Russian exiles, the victims of a despot's ire. Go to Siberia, and then ask if the time has come to declare that the experiment of self-government has proven a success, and if our boasted Christian civilization is entitled to the eulogies which pyrotechnic orators bestow upon it.”

We do not doubt the power of the government. It is strong in money and guns. Abandoning persuasion, its hopes center in powder. It exhibits to the world, as do all the strong governments of which we read, that its hopes center in bullets, not in ballots, and the times in which we live proclaim that self government and Christian civilization are on trial. No seer, no wizard, no prophet, as he sees the shadows of coming events fall athwart the pathways of progress and poverty, as hand in hand they march and moan, shout and shiver. God gives the sunshine and the rain. Men plow and sow and reap and gather into barns, set hunger wastes the forms of stalwart men, and women and children in desolate homes gather their rags about them and go down to death, or what is infinitely worse than death. In view of conditions and surroundings, who is prepared to say what is in store for us, or what the verdict will be touching self-government and Christian civilization?

True, we have the ballot, and men could, if they would, wield it in a way to glorify truth and justice and all things calculated to give the victory to self-government and Christian civilization. If the ballot is to be so wielded the time has come for the battle of the ballots to begin. There is hope in the ballot if it is used to place honest men in power. Otherwise, the ballot only hastens the downfall of self-government and makes Christian civilization, if

possible, more odious than the civilization of pagan lands.

In conclusion, John Boyle O'Reilly said and sung:

The earth was not made for its people—that cry has been hounded down as a social crime;

The meaning of life is to barter and buy, and the strongest and shrewdest are masters of time.

God made the million to serve the few, and their questions of right are vain conceits;

To have one sweet home that is safe and true, ten garrets must reek in the darkened streets.

'Tis civilization, so they say, and it cannot be changed for the weakness of men.

Take care! take care! 'tis a desperate way to goad the wolf to the end of his den.

Take heed of your civilization, ye on your pyramids built of quivering hearts;

There are stages, like Paris in '93, where the commonest men play most terrible parts.

Your statutes may crush, but they cannot kill the patient sense of a natural right;

It may slowly move, but the people's will, like the ocean o'er Holland, is always in sight.

"It is not our fault!" say the rich ones. No; 'tis the fault of a system old and strong;

But men are the makers of systems; so the sure will come if we own the wrong.

It will come in peace if the man-right lead; it will sweep in storm if it be denied;

The law to bring justice is always decreed, and on every hand are the warnings cried.

Take heed of your progress! Its feet have trod on the souls it slew with its own pollutions;

Submission is good, but the order of God may flame the torch of the revolutions!

Beware with your classes! Men are men, and a cry in the night is a fearful teacher;

When it reaches the hearts of the masses, then they need but a sword for a judge and a preacher.

Take heed! for your Juggernaut pushes hard; God holds the doom that its day completes;

It will dawn like a fire when the track is barred by a barricade in the city streets.

### THE HARRISBURG CONVENTION.

On Monday, the 10th of September, 1894, the Fourth Biennial Convention of the Brotherhood of Locomotive Firemen will convene in the city of Harrisburg, Pa.

That it will be the most notable convention, without an exception, ever held by the brotherhood we do not doubt; indeed when we give earnest thought to existing conditions of labor throughout the country, we cannot fail to be impressed with the belief that they must of necessity create the profoundest solicitude on the part of the delegates, for never in the history of organized labor has the "impending crisis" been so near at hand as at present.

We are not overestimating the intelligence of the laboring masses when we say that recent events have convinced the most

skeptical in our ranks that the mighty forces of capitalists and millionaires have at last unmasked themselves and now in their true light they stand together in unholy alliance, the most formidable the world has ever seen with the single purpose in view of annihilating if possible, organized labor. Never was there a time when brave and manly words and acts were in as supreme a demand, and we are firm in the belief that the convention will be equal to the occasion.

The outlook is one of great concern and the delegates representing the Brotherhood of Locomotive Firemen should come prepared not to foment strife and discord for the purpose of gratifying selfish or personal desires, but with the firm determination of legislating wholly and solely for the best interests of the toiling masses. While there may be conflicting opinions, there should be a singleness of purpose in a spirit of moderation, concession and compromise, in doing only that which will redound to the everlasting honor of the brotherhood and accomplish work in the interest of organized labor that will be far reaching and beneficial in its results.

The committee of arrangements of Harrisburg Lodge, No. 174, have been fully alive in the matter of securing hotel accommodations at special rates for the delegates and visitors, as will be seen by referring to the following list:

Commonwealth Hotel, Market Square, rate \$2.50 per day, rooms occupied by two persons. Single room, \$3.00 per day.

United States Hotel, corner Market and Camden streets, \$1.50 per day.

Grand Hotel, \$2.50 per day.

Boston House, corner Market Square and Second street, \$2.00 per day.

Lochiel House, Third and Market streets, \$2.00 per day.

Franklin House, Walnut street and Court avenue, rate \$1.50 per day.

Hershey House, 327 Market street, rate \$1.50 per day.

Hotel Columbus, Third and Walnut streets, rate \$1.50 per day.

Commercial House, 217 Market street, \$1.50 per day.

Central Hotel, 311 Market street, \$1.00 per day.

The Commonwealth Hotel will be the headquarters of the grand lodge.

To prevent delay and annoyance it is suggested that delegates secure their rooms in advance. This can be done by corresponding with the "Clerk" of any of the above named hotels, making mention that the writer is a delegate to the B. of L. F. Convention, and giving notice of the time of arrival, or at what time the room is wanted.

The convention from time it is called to



order should be one of business only. Festivities should be sidetracked while the delegates, sensible to their responsibilities and the duty they owe their constituents, deliberate upon the future welfare of the order. Hitherto our conventions have been equal to the task of successfully disposing of grave questions that conditions have imposed, but that matters of far greater importance and of an hundred times more significant in their nature will have to be considered is as true as that day follows night or that rivers flow to the sea.

The delegates fully alive to the emergencies now existing should come prepared to discuss them dispassionately, yet fearlessly, for never has there been a time in our history as an organization, when their utterance could possibly have such force and weight as at present.

The thoughts of the entire labor world will be cast in the direction of the capital of the Keystone state and the rank and file will eagerly await the result of the deliberations of what will doubtless pass into history as the most important convention ever convened by the Brotherhood of Locomotive Firemen.

#### Demands of the Hour.

MR. EDITOR:—I trust I can rightly call you friend, for I feel that all who love human blood more than that which it creates for use, are my friends.

What I write is addressed to those who are beginning to think for themselves. To those who wish to see the social problem solved, and solved aright.

I am pleased to notice that after taking a somewhat pessimistic view of the "Probabilities and Possibilities" you still see the sun of righteous conditions shining from afar. You truly mention that "there was never a period in the history of labor when probabilities and possibilities were so entangled in men's minds as at present." The whole social fabric is in a bad way. It is like a garden, which a man thought to plant in many kinds of vegetables and cereals, which were to embellish the tables of the children of men. But cast a look at the garden and what do we see?

We see that where wheat was thought to have been sown stands *theology*.

That where we were sure corn was planted stands *government*.

The spot which we mistook for a potato patch is occupied by a landlord.

Our patch of rye turns out to be a usurer's exchange table.

Where we were confident our tomatoes, peas, beans, cabbage, &c., &c., were planted stands a subsidized press, boards of trade, far-seeing *business* men, and those who cannot see so far.

Now, what is to be done to cleanse our social garden? The answer is plain enough to me, and if I am right I wish to show others the light. If I am wrong I am ready to be corrected.

Call in the laborers and show them the true condition of the garden. Let them see that, though they have toiled late and early in their efforts to gain that which supports the body and makes peace and happiness possible, they have indeed cultivated those things which are poisonous to the whole human race.

Show them that theology grows in the same proportion as wrong (according to law) grows. Show them that there were more churches built in this country during the year ending June 30th last than ever before in the same period, and that there were also more arrests made and more crime committed, and this in the face of the hardest times this country has seen.

Show them that to keep up the fake of government—city, county, state and national—they have to pay the enormous sum of \$1,000,000,000, which sum simplified amounts to \$15½ for each individual member of the nation, making the father of the average family to pay \$77.00 per year for the "protection" which he is supposed to receive.

Show them that the landlord saps from them a sum about equivalent to the above.

Show them that the exchange tables of national banks alone rob them of \$100,000,000 yearly.

Show them that the great papers of today are used by the hoarders of wealth to mislead those who create all wealth.

Show them that the shrewd business men are those who steal all but a living from the laborers after the other fellows have got all they could.

Show them these things and fail not to present the truth to them, and I believe every worker will soon be found in the garden digging out the poisonous plants which they have ignorantly been protecting and caring for so tenderly ever since the dawn of history. After they have all been dug out and destroyed, let us forget that there ever was such a quality as greed inherent in the human mind.

Let us consider that human nature is only as it has been taught. Then love will rule and the darkness of "cannibalism" and "Christian civilization" will depart from the world forever.

CHAMBERS, NEB.

J. Stern.

#### The Sure Test.

"How do you know he's a real professional humorist?"

"Because he can never see anything funny in anybody else's humor."—*Chicago Record*.

**THE GOOD OLD FARM.**

There's got to be a revival  
Of good sound sense among men,  
Before the days of prosperity  
Will dawn upon us again.  
The boys must learn that learnin'  
Means more than the essence of books,  
And the girls must learn that beauty  
Consists in more than looks.

Before we can steer clear of failures  
And big financial alarms,  
The boys have got to quit clerkin'  
And get back on the farms.  
I know it ain't quite so nobby,  
It ain't quite so easy, I know,  
As parting your hair in the middle  
An' sittin' up for a show.

But there's more hard dollars in it,  
An' more independence, too,  
An' more real peace and contentment,  
An' health that is ruddy an' true.  
I know that it takes hard labor,  
But you've got to "hang on" in a store.  
Before you can earn a good livin'  
An' clothes, with but little more.

An' you steer well clear of temptation  
On the good old honest farm,  
An' a thousand ways and fashions  
That only bring to harm,  
There ain't but few that can handle  
With safety other men's cash,  
An' the fate of many who try it  
Prove human nature is rash.

So, when the road to the prison  
Lays by the good old farm,  
An' a man sees a tollin' brother  
Well out of the way of harm,  
He mourns that he hadn't stayed there  
A tillin' the soil in peace,  
Where he'll yet creep back in dishonor,  
After a tardy release.

What hosts of 'em go back broken  
In health, in mind and in purse,  
To die in sight of the clover,  
Or linger along, which is worse.  
An' how many mourn, when useless,  
That they didn't see the charm,  
The safety and independence  
Of a life on the good old farm.

**The Upstart Plutocracy.**

Whoever casts his eyes abroad over the world cannot fail to observe that vast and vigorous changes, whose natural result will be an uplifting of the masses and a general improvement of the social system, are going on throughout all civilized countries. Everywhere is seen a restless discontent with the old order of things, in "which laws grind the poor and rich men rule the law," and a striving after a new order "wherein shall dwell righteousness"—the poor man shall receive a due return for his toil and be given leisure to cultivate those higher faculties by virtue of which he is a man.

On the continent of Europe, where the iron heel of an effete feudalism has well nigh crushed out the manhood of the people, this discontent finds expression in a blind fury which seeks to tear down all existing institutions and substitute for them only a lawless anarchy. In Britain, where comparative freedom has fostered a higher intelligence, it has placed political power

in the hands of the people and is soon to overthrow a worn out and rotten aristocracy, and in this country, where thought is free, where every man is a king and all men are equal before the law, it has already risen against the upstart plutocracy, which in recent years has built itself up by the watering of stocks and the wrecking of railroads, and now seeks to grasp permanent power by fraud at the polls and the corruption of legislatures. Herein we may see the great issue which is to divide the political parties of the near future. It will not be the tariff, nor the currency, nor whether we shall have government or individual ownership of the telegraphs and the railroads. To any of these systems we can adjust ourselves provided they be honestly and economically administered.

The real question will be whether our government shall be controlled by the honest workman, who by his labor adds something to the wealth and comfort of the community, or by the scheming monopolist who produces nothing, lives only for himself and by corrupt legislation seeks to fatten, like the robber baron of the middle ages, upon the spoil of his poorer neighbors. The struggle will be between dishonest capital and honest labor, and the result need not be feared. Eighty thousand must go down before eighty million. The present "hard times," when all over the country millions are standing idle or receiving only precarious employment, will precipitate the issue and bring about an order of things wherein honest labor shall reap the fruit of its toil, and the reign of dishonest capital will come to an end. Then we shall return to the better days of the republic and our country resume its place in the van of civilization.—James R. Gilmore.

**Financial Panics.**

Financial panics, as near as I can ascertain, date back to the year 120 B. C. At that time old Anaharas, one of the sub-rulers of Asia, wanted \$17 mighty bad to make some needed repairs to his house and paint the front picket fence, and he ordered every subject who had any wealth to walk up to the cashier's office and deposit it. After six weeks of bulldozing he got his money, but as there were only \$3 left for about 420,000 people to do business on, a financial panic was the result. For three months the wildest excitement prevailed. Business houses which had been in existence for 200 years and handled over 300 pounds of barley per year were carried to the wall and over it. Such small firms as dealt in dates and carried a stock of ten or twelve pounds on sixty days' time stood no show at all, but were hustled along like feathers before a hurricane. The panic

was stopped by the man who caused it. Old Anahasas ordered everybody to shut up blowing about hard times and resume business, making death the penalty, and in fifteen days things were going on as usual.

Up to the year of 1872 there had been no less than ninety-two financial panics. Some were confined to a single nation, while others were so widespread that if a man in Borneo owed a man in New York \$2 it was impossible to get a squeeze on him. There was apparently no real cause for ninety-one of these panics. The ninety-third, or the one in the spring of 1872, I thoughtlessly brought about myself by threatening to sue a chap who owed me \$7. He got scared and scared the chap who owed him, and inside of two years the United States was up a tree. With the ninety-fourth, or recent one, I had nothing whatever to do, being off on my annual vacation. The first I heard of it was when I got home and found the yard full of butchers, bakers, grocers, and icemen, all of whom recklessly demanded indorsed notes.

While we may not be able to figure out the cause of panics the remedy is at hand and easy of application. I was in Montana when one started. It started in a bank. The banker was about to fail and start a wave of disaster sweeping east when several depositors simultaneously rested the muzzles of their guns on the counter and announced an alternative. The panic fell dead, and public confidence was instantly restored.—*M. Quad.*

### Theories About Baldness.

A question that often arises and is seldom answered twice in the same way is as to why the hair falls out on the top of the head and not at the back and on the sides. The old fashioned theory is that baldness occurs within the lines marked by a man's hat, and as nobody has ever offered conclusive proof to the contrary that explanation may be the correct one.

The case was stated the other day to two very intelligent barbers. One of them thought that the reason why baldness occurred at the top of the head was that the brain came closest to the surface there, and this being an age in which many brains are kept going at high tension the abnormal amount of blood thus carried to the cranium produced a kind of fever in the upper scalp. Fevers, as is well known, often result in the falling out of the hair.

The second barber gave variety to the discussion by enlarging upon the notion that he had formed from the observation and reflection of many years.

"You will notice," said he, that the first hair a baby has comes in on top of the head and falls out before the child is many weeks

old. The hair that comes to stay grows thicker and stronger on the sides and at the back, and I have an idea that the growth on the top of the head is always the weakest from infancy on to old age."

"But how do you account for the fact that women do not grow bald as men do?" queried a skeptical listener.

"Account for it? I don't have to account for it," replied the ready witted second barber. "It isn't so. Why, I used to work in an establishment where they had nine chairs in the men's department and eleven in the women's, and I want to tell you that I learned some things there that the average man and the average barber, too, for that matter, doesn't know. If you could appreciate as I do the number of women who have false hair so artistically arranged that nobody can tell it from their own natural tresses, you wouldn't ask why men grow bald and the other sex doesn't."

Hairdressers have their pet theories on this subject as well as barbers, and some of them are very plausible. But if you should ask a doctor who was not ashamed to confess his ignorance the chances are that he would tell you he didn't know much about it.—*Washington Star.*

### The Bull Fight.

There does not seem to be much solid foundation for the reported decline in the popularity of bull fighting in Spain, and in the south of France the passion for the brutal sport appears to be on the increase. There is not a town of any importance in the south of France which does not boast its arenas, either permanent or temporary, that is to say, in existence during the holiday season. At Bayonne there has recently been constructed an arena which rivals the San Sebastian establishment, at a cost of many thousand pounds. At Mont de Marsan, at Dax, at Bordeaux, and at many other towns in the south of France bull fighting is as common a sport in the summer months as it is in Spain in the winter. The "sport," moreover, is extending northward, and the latest piece of news in matters tauremachie is that a magnificent arena is to be inaugurated this season at Lyons. And be it noted that it is not the old-fashioned baiting that is in question, but the real Spanish bull fighting, with all its horrors of blood and cruelty. The skillful tourneys, where no blood was shed, and where the danger was great for the athletes, are found flat and profitless by the present generation. They will tell you at the Nîmes, or the Bayonne arenas that a genuine Spanish fight, with horses, picadors, and all the rest of it, will draw six times as much money as the most classical bout, and the natural consequence thereof needs no expounding.—*Chicago Inter-Ocean.*

**HYMNS THAT MOTHER SUNG.**

Through the changing scenes of life,  
The shadowed vale of smiles and tears,  
Where all is lost within the mist  
That hides the bygone years.  
Some strains there are that linger still,  
And many hearts no longer young  
Are thrilled with joy again to hear  
The hymns that mother sung.

We used to gather at the hearth  
When darkness overcame the day,  
And, dreamily, as children will,  
We'd watch the shadows play;  
And sitting by the glowing fire,  
As to and fro the kettle swung,  
We learned the songs we've always loved.  
The hymns that mother sung.

We seem to hear again her voice,  
So long remembered, clear and sweet  
As when, in days of long ago,  
We sat at mother's feet;  
And gazing upward on the wall,  
Where dearest father's picture hung,  
We thought he smiled, for he, too, loved  
The hymns that mother sung.

On many snowy wintry nights,  
When all without was cold and drear,  
We've clustered close around her chair  
In happiness and cheer.  
No more for us the glowing fire,  
No more the cricket's chirping tongue,  
And never more on earth we'll hear  
The hymns that mother sung.

To them we owe our happy home.  
Praise be to God who reigns above,  
For keeping ever bright and clear  
The lessons learned in love.  
Outliving sorrows, bearing hope:  
The dear old songs have ever clung  
And never can the heart forget  
The hymns that mother sung.

—*Newark Journal.*

**Ceremonial Manners in Japan.**

Given a highly imitative race like the Japanese, and let one undeviating standard be set before them, and for generation after generation no change will be witnessed. The standard will act like that of the French academy on the language of France. Now, at home, in America, we have fifty standards of manners—the reserved and reticent New England manners, the slap you on the back far western manners, the demagogue's manners, the drummer's manners, the cut and dried business man's manners—these and dozens of others might be specified. And it must be admitted by even the most patriotic that the man who should try to model his deportment on all these schools at once would come to a somewhat mixed result.

Nothing of this bewildering complexity has ever existed in Japan. From mikado at the top to cooly at the bottom of the social scale, one undeviating standard has always prevailed. Originally an importation from China, it has been elaborated through centuries of study of the most elaborate ceremonial etiquette till at last through constant practice it has become second nature. No one ever saw anything else, ever dreamed of anything else.

There is one way of saluting a superior,

one of saluting an equal, one of saluting an inferior, and one's head would have been cut off had he departed from it. No Japanese child ever saw a drummer—saw only prostrate artisans saluting samurai, samurai saluting daimios, daimios saluting shoguns. The whole ceremonial became organized into them as much as their instinctive habits into our setters and pointers, perhaps the best mannered of our population.

Little girls of ten will one see here whose finish of breeding would have awakened the envy of a duchess at the court of Louis XIV at Versailles. Female servants one will encounter at a dinner in the house of a Japanese gentleman whose grace, charm and dignity are the quintessence of lady-like refinement. "Trifles make perfection, but perfection is no trifle." The simple fact is that the young woman of twenty has been doing the thing for a thousand years.

—*Christian Register.*

**Blood Stains.**

To the present day the superstition is rife that blood stains cannot be washed out. During the French revolution 80 priests were massacred in the Carmelite chapel at Paris, and the stains, so called, of their blood are pointed out to-day.

Sir Walter Scott, in his "Tales of a Grandfather," declares that the blood stains of David Rizzio, the Italian private secretary of Mary, Queen of Scots, who was stabbed at Holyrood palace by certain Protestant leaders of her court, aided by her husband, Darnley, are still to be seen.

In Lancashire the natives show a stone called the "bloody stone," which was so marked to show heaven's displeasure at some of Cromwell's soldiers' atrocities at Gallows Croft. In "Macbeth," act 5, scene 1, Shakespeare alludes to the idea, "Yet here's a spot."

The truth is blood cannot be easily expunged. In the first place, if that of a murdered person, it is not attempted. In the next place, blood contains oxide of iron, which sinks deep into the fiber of wood and proves indelible to ordinary washing. Thus it is true that stones of a porous nature and wood not of the hardest kind are susceptible to the stain of blood produced by the oxide of iron which the blood contains. But the blood of a pig is as good as that of a murdered man.—*Pearson's Weekly.*

**Part of the Bird.**

The Young Housewife—Have you any nice chickens?

The Poulterer—Yes, ma'am.

The Young Housewife—Well, send me a couple in time for dinner, and I want them with the croquettes left in, do you understand?—*Chicago Record.*

### The Free Possession of Land.

The Jeffersonian revolutionists of 1776 struck hard at the existing system of civil society, but failed to discover one of the deepest abuses of all. They did not foresee the dreadful consequences of the Anglo-feudal system of land ownership in America. So they let it pass. It was not in Jefferson to blink at what he saw, but he did not see it. In the Declaration the English principle of primogeniture and entail was knocked away. The author of the great document swept over a wide ground in his daring summary of things self evident. All men are created equal. They are endowed with inalienable rights. The principal of these are life, liberty, the pursuit of happiness. Good, Thomas Jefferson! After 118 years we ratify and indorse. But another thing was wanting which you did not perceive. After "the pursuit of happiness" you should have added, "and the free possession of land." That was necessary to complete the fourfold formula of emancipation. The failure of the congress of the revolution to provide in advance against the monopoly of land, with the consequent exclusion of the poor and humble from what ought to be their inalienable birthright, has proved to be the one great bar to the forward march of that democracy which, in the words of Carlyle, is "destined, whirlwindlike, to envelope the world.—*John Clark Ridpath.*

Those who through force of circumstances are obliged to remain in town and get their only outings in semi-occasional trips to the park must notice the rare enjoyment that sundry groups of men, women and children derive from a day of free out-door life spent under the trees and lolling on the velvety green grass. Picnics have always been a most popular form of summer amusement, but when they are made the mainstay of health and happiness to those whose dwelling place is in the closely built up portions of a great city, then they become one of the arteries of life, and as such prove rare objects of pleasant study to the observer. The whole family have come out to spend a long, happy day in some quiet nook near a little stream or in the shade of a giant elm. The father, wearied with the care and monotony of a ceaseless struggle for existence, alternately smokes and dozes, waking when a call to an *al fresco* feast reminds him that he is hungry. And how he does eat, to be sure. No more than the others, perhaps, but the tired lines in his rough face somehow fade away as he devours great slices of pies and cubes of bread in an atmosphere free from the smell of the shop or the dirty street. In thought he is once more a boy on the

old farm, and he looks across the board to his wife, the sweetheart of his youth, and wonders if she, too, is thinking of that old time. She in turn knits a little, but is quite content to sit with folded hands, the pleasant breeze fanning her brow while she watches in pleased amusement the babies rolling in the grass and the little wedding romance springing into sudden growth among the older boys and girls. At last, when night comes, the whole party crowds into the one not over roomy wagon and drives into town. To-morrow they will take up their tiresome duties once again, but life is not quite so hard, for have they not the memory of that one perfect day just gone and the hope of others more to come? And as they close their weary eyes the last waking thought is one of gratitude that city dwellers have yet a bit of country close to their doors to which they may flee when heat and mental worry prove too much for human beings to bear.—*Philadelphia Times.*

### Turtles Good Fighters.

Two months ago a crowd of coal miners near Newport, Pa., took two snapping turtles into a cockpit, and forcing open their jaws poured some whisky down their throats. Then they were turned loose on each other, \$800 being wagered on the outcome, but with the understanding that no decision would be made until one of the snappers gave up or was killed. The turtles fought fiercely, each tearing his antagonist's head and neck with his horny beak until one obtained a grip upon the other's flipper.

After a brief but ineffectual struggle to break his antagonist's hold, the turtle whose flipper was caught seized the other by the neck. Aside from a steady "weaving" motion there was no further demonstration for several hours. The crowd of miners watched them from early evening until long after midnight, when the two turtles, each retaining his vicelike grip on the other, were carried from the pit and placed in the cellar of a deserted house. This was two months ago, and since neither of the snappers has shown any symptoms of weakening his hold upon the other, and the bet has not yet been declared off.—*Chicago Herald.*

WESTERN dealers in silverware are said to make a point by advertising to give the weight of silver dollars in spoons, forks, etc. This at first sight seems a good bargain for the purchaser, but when it is considered that the silver dollar will pass for a hundred cents, while the silver of which it is composed is worth but little more than half that, the margin for manufacturing is seen to be quite a substantial one.—*American Machinist.*

**LIVE IT DOWN.**

Has your life a bitter sorrow?  
Live it down.  
Think about a bright to-morrow,  
Live it down.  
You will find it never pays  
Just to sit, wet-eyed, and gaze  
On the grave of vanished days;  
Live it down.

Is disgrace your galling burden?  
Live it down.  
You can win a brave heart's guerdon,  
Live it down.  
Make your life so free from blame  
That the luster of your fame  
Shall hide all the olden shame;  
Live it down.

Has your heart a secret trouble?  
Live it down.  
Useless grief will make it double,  
Live it down.  
Do not water it with tears—  
Do not feed it with your fears—  
Do not nurse it through the years—  
Live it down.

Have you made some awful error?  
Live it down.  
Do not hide your face in terror;  
Live it down.  
Look the world square in the eyes;  
Go ahead as one who tries  
To be honored ere he dies;  
Live it down.

—Ella Wheeler Wilcox.

**Too Many Sparrows.**

It appears that the detested English sparrow is by no means a general favorite in his own home across the water, where his habits have been more carefully noted.

In the course of his paper on "Wild Birds, Useful and Injurious," in the Royal Agricultural Society's journal, Mr. C. F. Archibald says: "The sparrow has received an overflowing measure of abuse from farmers and gardeners, and, notwithstanding all that has been urged in its favor by enthusiastic advocates, there can be little doubt that it deserves a large share of the vituperation bestowed upon it. The keynote to the sparrow's character is to be found in the delusion under which it labors that corn growing is carried on for its especial benefit. Grain is undoubtedly the mainstay of the sparrow. This it obtains in the fields at seedtime, when sprouting, in the unripe, milky condition, and when fully matured. At this last named period a quantity of grain is wasted by being shaken out on the ground by the birds, in addition to the amount actually consumed. At this time, too, numbers of sparrows which live for the greater part of the year in towns are tempted to visit the field, their grimy appearance proclaiming their usual haunts.

"In gardens the sparrow finds full scope for its destructive propensities in devouring peas, of which it is very fond, as well as a few gooseberries and cherries. In the most mischievous way, too, it pulls to pieces the flowers of the crocus, dahlia, primrose, polyanthus, hepatica, heartsease, wistaria, the

shoots of pinks and carnations, the pods of the laburnum and the blossom of fruit trees. It also does considerable damage to beds of young radishes and lettuces, besides levying toll on the grass seeds sown on lawns. On the other hand, it must be freely admitted that the sparrow does a great deal of good.

"Among the pests destroyed by the sparrows are wireworms, daddy longlegs, weevils from peas and beans, aphides, caterpillars, of various kinds, houseflies, 'blue beetles,' 'black beetles' and white butterflies. In some districts choviss, otherwise known as Maybugs, occasionally do immense damage, and at such times sparrows have been seen with their mouths crammed full of them. The quality of weed seeds which the sparrow eats must also be placed to its credit, for in this way it helps to suppress such objectionable plants as charlock, corn bind weed, goosefoot, knotgrass, buttercup, dandelion, chickweed and dock."

**Teaching the Young Idea.**

Suppose you are a primary teacher. Do you realize what you must put into your work if you wish to succeed? You must be teacher, mother and nurse to your little charges. You must work with them during hours and for them after school. You must be ready to grasp an idea anywhere and adapt it to the needs of a particular pupil who may be dull, indifferent or disheartened, or all three, poor little chaps!

You must be untiring in your vigilance over their morals and set them always a good example in manners by being courteous, even if they break your umbrella or spill ink all over your best gown. If you are a boys' teacher, you must be ready at any moment to dress a cut, pick out a splinter, arbitrate in a fight or give a decision on the merits of racers or the ownership of marbles, fish-hooks and malodorous bottles of bait. If you can't meet these emergencies, the average small boy will hold you in contempt. If you want to win his love, you must know something about the construction of kites, be interested in the "oneriest lookin'" dog that ever invaded a schoolroom, and not be too finicky about when he washed his hands last if a pupil should offer you candy.

If you can do all these things and laugh about them afterward, you will probably stand high in favor.

But there is a more serious consideration. You must also have his respect, and this is not always so easily or pleasantly won.

Great stress has been laid upon the efficacy of moral suasion, but there are times when human perversity rises to such a pitch that the most persuasive tongue is powerless to enforce obedience to your will. You may be obliged to pick up a shrieking,

fighting strap of humanity and put him back repeatedly where you wish him to stay till, worn out from the struggle, he succumbs and likes you all the better for having conquered him. There's nothing mean about the small boy.—*Mary B. O'Sullivan in Donahoe's Magazine.*

### The Late Pat Rooney.

Pat Rooney only recognized his own name in print by looking for the two "o's" in it. He was very diligent in seeking all means of securing his name in large type, and at each stand watched out for those two "o's," only being contented when they were very large and on the top line. Before Pat started starring he had many a spirited argument with the manager of the specialty company of which he was a member on account of sometimes observing the name with the double "o" down low on the bill and in rather small type. The manager generally came out second best, as did all who incurred Pat's displeasure. When the company had a date at Hooley's Theatre, Chicago, Pat, in company with the manager, was passing the theatre. Pat, always eager to have his mind set at rest in regard to the place and size of his name, stopped, and taking a good look at the billboard, and seeing "Hooley's" in very large type at the head, he mistook the two "o's" for the two in Rooney. Rapturously he seized the manager's hand. "Look at that, sir; that's all right, my boy. Rooney on the first line and in the biggest letters. I'll not forget you for seeing to that, old man. Come in and take a drink.—*Chicago Inter-Ocean.*

### Wickerwork.

Young American girls quickly learn the art of work with rushes and wicker. You may hire in New York girls who will weave wicker about small bottles for oil or perfumes at 5 cents a bottle or less. There are places where such work is done by contract, but it is more cheaply done in large quantities by hiring the girls directly and furnishing them materials bought by the hale.

The wicker weaver sits on something like a saddler's horse and holds the bottle in a wooden vise resembling the saddler's. Skilled girls work with great precision and rapidity, and the product, by reason of its simplicity, the almost natural state of the material and the obvious fitness of the fabric for its purpose, has some artistic value.—*New York Sun.*

### A Simile.

Banks—How did you sleep last night?

Tanks—Like a top. The minute my head touched the pillow it went round and round.—*New York World.*

### Uncle Sam's New Library.

No such library as this new one of Uncle Sam's was ever planned before. You must imagine to begin with, two iron bookcases, each 65 feet high, 112 feet long and 45 feet wide. They tower up through the building story on story in nine tiers. Each bookcase will hold 800,000 volumes. The metal framework is made gridiron fashion to permit the free passage of the atmosphere, for books need fresh air as much as human beings, else they rot. The floors are sheets of iron, and fire could do no damage worth mentioning, for books will not burn. They will only smolder under favorable circumstances.

The library has 1,800 windows. Those which admit light to the great book stacks above described are single sheets of fine plate glass. Looking from the interior courtyards, the walls inclosing the book stacks appear to be almost wholly of glass. Thus the title on the back of every volume may be easily read. The shelves already provided will accommodate 1,500,000 books—twice as many as are now in the library.

The building has been so constructed as to afford space for other stacks, which may be put up at any time, and will hold 2,700,000 volumes more. A million books in addition may be accommodated in the courtyards, and there is room for more besides. The librarian of congress a century hence will not find himself cramped in the least.—*Washington Star.*

### The Retort Courteous.

In the course of the debate on the bill to dismiss railway postal clerks Mr. Grosvenor of Ohio was giving the house the benefit of his knowledge of the experience in the postal service as far as appointees in his own district were concerned. He thought that if the bill were amended so as to require the old employees to pass an examination and grade 50 per cent. not one of the dismissed clerks, who, of course, were all Democrats, would come within 1,000 miles of getting back.

"The gentleman is a distinguished member of congress," said Mr. Pendleton of West Virginia. "Does he think he could pass the examination required to enter the railway postal service?"

"I think so," said Mr. Grosvenor, "if the gentleman from West Virginia had to put the questions."—*Washington Post.*

### Obscure.

Old Border—You ought to get a filter, madam.

Mrs. Wisakheard (the landlady)—Why, I thought the water was remarkably clear.

Old Border—So it is. I referred to the soup.—*Life.*

**THE MOTHER WANTS HER BOY.**

There's a homestead waiting for you, my boy,  
 In a quaint old-fashioned town;  
 The gray moss clings to the garden wall,  
 And the dwelling is low and brown;  
 But a vacant chair by the fireside stands,  
 And never a grace is said  
 But a mother prays that her absent son  
 Soon may be homeward led,  
 For the mother wants her boy.

She trains the vines and tends the flowers,  
 For she says "My boy will come;  
 And I want the quiet, humble place  
 To be just the dear old home  
 That it seemed when he, a gentle lad,  
 Used to pluck the orchard's gold,  
 And gather of roses and lilies tall,  
 Far more than his hands could hold,  
 And still I want my boy."

How well we know the very place  
 Where you played at bat and ball;  
 And the violet cap you wore at school  
 Still hangs on its hook in the hall;  
 And when the twilight hour draws near,  
 She steals adown the lane  
 To cosset the lambs you used to pet,  
 And dream you are home again;  
 For the mother wants her boy.

She is growing old and her eyes are dim  
 With watching day by day,  
 For the children nurtured at her breast  
 Have slipped from her arms away;  
 Alone and lonely, she names the hours  
 As the dear ones come and go;  
 Their coming she calls "The time of flowers!"  
 Their going, the "The hours of snow!"

Work on, toil on; give strength and mind  
 To the task in your chosen place,  
 But never forget the dear old home,  
 And the mother's loving face!  
 You may count your blessings score on score,  
 You may heap your golden gain,  
 But remember when her grave is made  
 Your coming will be in vain;  
 'Tis now she wants her boy.

**His Family Sorrows.**

At one of the village stations a woman  
 with a parrot in a cage, got on the train, and  
 soon after she had taken a seat and while  
 the bird was solemnly eyeing the passen-  
 gers around him a jolly looking old man  
 came from the rear end of the car and in-  
 quired.

"Madam, is that a talkin' parrot?"

"Yes sir," she replied.

"Brought up in your own family?"

"Mostly, sir."

"Ah there!" suddenly screamed the bird  
 as he gave his wings a flop.

"That is bewtiful—bewtiful!" chuckled  
 the old man as he rubbed his hands together.

"Madam, I used to own a parrot."

"Yes."

"He was a great comfort to myself and  
 wife, who were childless. He would swear  
 by the hour. Does your bird swear?"

"No sir," she stiffly replied.

"No? You should have taught him to,  
 madam. You don't know how much solace  
 can be got from a swearing parrot."

"You bet!" yelled the parrot.

"Bewtiful—bewtiful! If he does not

swear, he could easily be taught. He uses  
 all kind of slang, of course?"

"No sir. He uses only those two expres-  
 sions, and I'm giving him away on that ac-  
 count."

"You shouldn't do it, madam! You  
 don't know what a comfort it is to have a  
 slangy parrot around the house. My par-  
 rot could say, 'Pull down your vest,' 'Shoot  
 that hat,' 'Get on to his shape' and many  
 other bewtiful things. When my wife lay  
 dying he called out, 'Hold on to your  
 breath!'"

At that moment the conductor came  
 along, and seeing that the woman was an-  
 noyed he suggested to the old man that he  
 return to his seat.

"(Oh, certainly, certainly!)" was the re-  
 ply. "I was just going. Seeing the parrot  
 has put me in mind of my family sorrows,  
 and I will sit down and weep. I once had  
 both wife and parrot, but now I'm all alone  
 in this world—all alone! The last words  
 my wife spoke were, 'Good-by, Richard!'  
 and the last speech the parrot made was,  
 'Nail up your chin!' I hoped this was a  
 bird like mine, but I've been disappointed.  
 Yes, I'll sit down."

He returned to his seat, and for half an  
 hour he wiped the tears from his eyes. I  
 finally went over to him and asked if there  
 was any way I could let the sunshine into  
 his darkened life, and after a pull at his  
 nose he replied:

"Waal, yes. Invite me to step out on  
 the platform and take a nip from your bot-  
 tle!"

We went out and nipped, and his sorrow-  
 ing soul sorrowed no more.—*M. Quad.*

**Don't Use Big Words.**

In promulgating your esoteric cogitations  
 and in articulating your superficial senti-  
 mentalities and amicable philosophical or  
 psychological observations beware of platitu-  
 dinous ponderosity. Let your conversa-  
 tional communications possess a clarified  
 conciseness, a compacted comprehensibil-  
 ity, coalescent consistency and a con-  
 tented cogency. Eschew all conglomerations  
 of flatulent garrulity, jejune babble-  
 ment and asinine affections. Let your ex-  
 temporaneous decantings and unpremeditated  
 expatiations have intelligibility and  
 veracious vivacity without rhodomontade  
 or thrasonical bombast. Sedulously avoid  
 all polysyllabic profundity, pompous pro-  
 lixity, psittacous vacuity, ventriloquial  
 verbosity and vaniloquent vapiditv. Shun  
 double ententes, prurient jocosity and pes-  
 tiferous profanity, obscurant or apparent.  
 In other words, talk plainly, briefly, natu-  
 rally, sensibly, purely and truthfully. Keep  
 from slang; don't put on airs; say what  
 you mean; mean what you say and don't  
 use big words.—*Philadelphia Press.*



### A Matrimonial Conspiracy.

Father John Sergieff, of Cronstadt, is probably the most universally popular priest the Russian Orthodox church. His prayers and benedictions are besought by the piously sick and unfortunate in nearly every government of European Russia, by letter and by telegraph, so implicit is the public confidence reposed in his piety and wisdom. Father John himself is a man of simple life, making no pretensions whatever to extraordinary sanctity, of modest habits and lavish to the last ruble of his considerable income in relieving the necessities, making no distinction of creed or race.

Not a little indignation has therefore been raised by the discovery in the government of Orel that the good father's reputation has for some time past been wickedly traded upon by a number of designing gammas who have unmarried and dowryless daughters to dispose of. These solicitous matrons, sometimes acting in concert, but in different localities, have fabricated letters of advice, purporting to be written by the worthy priest of Cronstadt, recommending particular matrimonial alliances between their daughters and certain pious bachelor neighbors as being divinely ordained.

These spurious letters proved successful in very many instances, but eventually the maternal conspiracy was detected, and it is now probable that the more guilty of the intriguing mothers and matchmaking spinsters of Orel will have to do penance for their indiscretions in a conventual retreat before Father John's absolution is granted and the civil authorities are satisfied.—*Odessa Cor. London News.*

### A Balloon Explosion.

"One of my balloons gave me a scare once," remarked Mr. Carl E. Myers, the aeronaut, "but it wasn't because I was in it. It was in June of 1891, when I was conducting some rainmaking experiments in Washington. I sent up a balloon ten feet in diameter, filled one-third with oxygen and two thirds with hydrogen gas, and at the height of 1,500 feet I exploded it by an electric wire. It was the most extraordinary sight that I have ever seen, that explosion. As for the sound—well, that was what frightened me. I wasn't prepared for it. At the instant of the explosion the balloon became 100 feet in diameter and of a dull red color. It wasn't as if it had expanded to that size. It looked as if the original balloon had simply disappeared and another ten times as big had simultaneously taken its place. A fraction of a second later the thing vanished, and the air was filled with minute particles. Then

came an explosion that was simply terrifying. Never have I heard anything to approach it. It seemed to shake my heart within me. My head rang for hours afterwards. The wire was thrown back to us crumpled up like so much twine. For a distance around all the little fishes in the brooks were killed by the concussion.

"Directly below the balloon was the bowling alley of the Casino rink, and after the explosion that alley looked as if an aerial giant had stepped on it. It collapsed as a card house collapses under a careless touch. On the following day I received polite notes from the assistant secretary of agriculture and the chief clerk of the Smithsonian institute. The secretary protested mildly. The chief clerk set forth that his cattle on a neighboring farm had been seriously disturbed by the explosion, and would I please go away somewhere when I wanted to do it again. I moved to Texas, where cattle are cheap."

### Doubtful About the Doubt.

We are justly proud of our jury system, but the twelve "good men and true" are not always the wisest of mankind. At a recent session a prisoner was indicted for pocket picking, and to most people in court the clearest possible case was made out by the prosecution.

"Have you anything you would like to tell the jury before they retire?" said the judge.

"Well, all I want to say is, I hopes as 'ow they'll give me the benefit of the doubt," replied the prisoner despondently.

The jury considered their verdict. They were no little time over it.

"Can I assist you in any way, gentlemen?" said the judge at last becoming impatient.

"We are almost agreed, me lud," said the foreman, "but we can't quite understand what the doubt is the prisoner wishes us to give him the benefit of."—*London Tit-Bits.*

### A Shower of Wheat.

In the 1696 or thereabouts it was a report in Bristol and thereabouts that it rained wheat about this town and six or seven miles round, and many believed it. One Mr. Cole being curious to find out the truth of the odd phenomenon procured several parcels of it, and upon diligent examination of them with magnifying glasses, judged from the taste, figure, size and smell that they were seeds of ivy berries, driven by a strong wind from the holes and chinks of houses, churches and other buildings, where starlings and other birds had laid or dropped them, but if so it's strange that they should fall in so great quantities in so many places.—*Cor's Magna Britannia.*

**THE ENGINEER'S SOLILOQUY.**

What's the world a-coming to, an engineer would like to know,  
 When they are making ice to order, and manufacturing snow?  
 The cities have gone out of sight,  
 For when they have a cloudy night,  
 They run the stars by steam.  
 And here's the lightning with a song, proclaiming man is boss,  
 And all the street cars skim along without a mule or "hoss."  
 And here's that ringing telephone that never seems to tire,  
 But takes a man's voice free of charge o'er a hundred miles of wire.  
 And here's the phonograph which makes your memory vain,  
 And like a woman, when you talk keeps talking back again,  
 Oh! how the world is moving beneath the sun and moon,  
 I can't help thinking I was born a hundred years too soon,  
 But when I go to heaven it won't be in the night,  
 For my grave shall shine like daylight in a bright electric light.

—From the *Engineers' Review*.

**Pullman's Cheapening of Cars.**

Since the railroad strikes happened there have been numerous attempts made to defend the action of the Pullman company in reducing the wages of car builders, on the grounds that the prices paid for car building is so low that the work could not be done unless the price of labor was exceptionally low. We should like to ask these apologizers for and defenders of the Pullman company, who was responsible for bringing the building of cars to a point of cheapness where living wages could not be paid? Every one who understands how car-building contracts have been awarded in the last year is perfectly aware that Pullman has been principally responsible for the unparalleled low prices for which contracts have been taken. Pullman has grasped nearly all the orders given out because he had a wage-reducing hold upon his workmen possessed by no other manufacturer of cars. When bids were put in for building a lot of cars, the ordinary run of builders would figure on living wages for their workmen reduced as far as reason would go, and they would generally offer to take the contract on cost prices. These figures were nearly always underbid by the Pullman company, because the latter were aware that their workmen, housed in dwellings rented from the company and held in bondage by the institutions peculiar to that extraordinary social vampire, could not successfully resist reduction in wages of a character which no other car builders would ask their men to submit to. This is not fair competition. It is forcing other car builders and their workmen to the wall by a power which no company or individual has a right to exercise in a free country.

We should like to know who or what has derived benefit from this unequaled era of

cheapness in car building brought about by the Pullman methods. Railroad companies may save a few dollars in a car, but it is not felt in their aggregate expenditures. The workman has no money to spend beyond paying for bare living, and all those who benefit from the active circulation of money suffer in consequence. It is a sorrowful outlook for a country when the law of free competition is exceeded to bring prices down to the bare necessities of life. Cheapness is a curse to every country where it holds dominion.—*Locomotive Engineering*.

**He Held the Fort.**

"Do you know that little fellow?" asked an old-timer, as the scribe shook hands with Gus Dowdell, of the Gould Coupler Co., on the porch at Saratoga.

"Yes, he's with Gould—"

"Oh, I know, I know, my boy; but do you know his history?"

The scribe took out his note book and put down a mark—it was one of the few things left that he had not found out—and answered "No."

"Well, sir, that boy was a telegraph operator on the Pennsylvania road at Pittsburgh during the Centennial, and the great strike of '77 found him there. He stayed at his post to the last. When the old Union depot was ablaze he wired: 'The depot is on fire now,' and half an hour later: 'This room is too hot to stay in any longer, good-bye.' Then he took the screws out of his key, tore it off the table, put it under his coat and left."

"When old Tom Scott heard of it, he sent for the boy, and gave him a good job—took him to Europe with him the next year and the year following sent him over alone; besides he gave him a pass for life on the P. R. R. system. Gus is a brick, you bet!"—*Locomotive Engineering*.

**A Mechanical Horse.**

A correspondent sends us a copy of a St. Paul paper containing what is evidently a reproduction of a patent-office drawing of a mechanical horse. This horse's interior economy consists of various spur-wheels, cranks, levers, hinges, springs, etc., all of which operating severally and conjointly are supposed to imitate the motion of a real horse in walking, while the motive power is derived from the legs of the rider who is supposed to sit upon the back of this contrivance and work his feet up and down a la bicycle. Under what theory a patent is granted upon such a thing as a "useful invention" is more than we find ourselves able to comprehend in the limited time we can permit ourselves to study the matter.

It is stated in defense of this monstrosity at the bicyclist does not feel that sense superiority over ordinary pedestrians at the equestrian does, and this horse is assigned to fill this long-felt want. It is stated, furthermore, that when this horse walking there will be the same action to maintain his perpendicular that there is in the revolving wheels of a bicycle, and that will be impossible to tip it over. We would judge the whole contrivance to weigh about 1,000 pounds, and the sight of man mounted upon it and trying to work up a moderate grade would be a spectacle for the gods. Verily! the fool-killer both sadly neglect his business.—*American Machinist*.

### Punished for Curiosity.

It is dangerous to gratify curiosity or to isolate precedent at the Chinese imperial court. The empress dowager is a great tickler for etiquette. Recently she required the services of Dr. Li Tech'ang, vice president of the Imperial Academy of Physicians, at Peking, for one of the members of her suit at Eho Park palace. The learned doctor had never been inside these famous palace grounds, and his curiosity was fired to see the many curious objects of which he had heard wonderful tales. So he bribed a palace eunuch to show him around the grounds.

While the two were leisurely walking about and enjoying themselves the empress spied them. She at once dispatched servants to punish their effrontery. The eunuch was seized, thrown on his face and accommodated with 50 blows with the bamboo on the calves of his fat legs. The doctor was docked three months' pay and received a severe reprimand, while his assistant was ordered never to venture again into the empress' presence.

The affair created a sensation because of the high position of the physician and of the humiliating punishment dealt out to him.—*New York Sun*.

### Small but Firm.

It was in the smoking car on the New York Central. There was one chap who was blustering a great deal and telling how many duels he had fought, and behind him sat a small man reading a magazine.

"Sir!" said the big man, as he wheeled around, "what would you do if challenged?"

"Refuse," was the quiet reply.

"Ah! I thought as much. Refuse and be branded as a coward! What if a gentleman offered you the choice of a duel or a public horse-whipping—then what?"

"I'd take the whipping."

"Ah! I thought so; thought so from the

looks of you. Suppose, sir, you had foully slandered me?"

"I never slander."

"Then, sir, suppose I had coolly and deliberately insulted you. What would you do?"

"I'd rise up this way, put down my book this way, and reach over like this, and take you by the nose like this, and give it a three-quarter twist—just so!"

When the little man let go of the big man's nose, the man with the white hat on began to crouch down to get away from bullets, but there was no shooting. The big man turned red, then pale, then looked the little man over and remarked:

"Certainly—of course—that's it exactly!"

The little man, whose name is Twombly, had resumed reading his magazine. When the others found that the case was settled they returned to their talk about the strikes.—*Locomotive Engineering*.

### Champagne and Whisky.

Dr. S. Weir Mitchell in answer to the question, "Which one of the alcoholic liquors is the least injurious for man to drink?" has written a letter saying that, "setting aside considerations of peculiarities, of personal temperament and individual idiosyncracies and attempting to lay down a rule for the government of the majority of cases" he would say "in a general way" he adhered to the old traditional belief that "whisky is, after all, the least injurious, safest and best." But constitutions and temperaments are affected in many different ways. For instance, he knows a man who thinks that whisky poisons him, yet can take champagne with impunity, while there are others to whom champagne is poison who can drink whisky without feeling any the worse for it.—*Philadelphia Record*.

### Another Bold Texan.

A young married couple from Texas were doing Niagara falls. They were being conducted under the falls by a guide.

"You must take care now, for if you let your foot slip you will be lost."

"Jane, you go on ahead," said the man from Texas.—*Texas Siftings*.

### Worse and Worse.

Infant Terrible—Mrs. Myles was praising you to day, mamma, to Mrs. Renwick. I was on the other side of the garden wall and heard 'em.

Mamma—What did she say?

Infant Terrible—She said there were worse old gossips than you in the town, after all.—*Truth*.

**IN THE HEART.**

If no kindly thought or word  
We can give, some soul to bless;  
If our hands, from hour to hour,  
Do no deeds of gentleness;  
If to lone and weary ones  
We no comfort will impart—  
Tho' 'tis summer in the sky,  
Yet 'tis winter in the heart!

If we strive to lift the gloom  
From a dark and burdened life;  
If we seek to lull the storm  
Of our fallen brother's strife;  
If we bid all hate and scorn  
From the spirit to depart—  
Tho' 'tis winter in the sky,  
Yet 'tis summer in the heart!

**Can there be a Lawful Railway Strike?**

The country has learned a good deal about the law of common carriers and the law of conspiracy during the past week or two. Certain legal principles have been forced into prominence which ought to have great interest to labor organizations and which will not be forgotten in future strikes.

In the first place any interference with or wilful obstruction to the passage of the United States mails is a crime. In the second place any interference with or wilful obstruction to inter-state commerce is a crime; and any conspiracy to prohibit, limit, confine or abridge inter-state commerce is also a crime. The continuance of obstruction to or interference with the passage of the mails or the conduct of inter-state commerce in opposition to the civic or political authorities is an insurrection. The attempt on the part of any considerable number of persons to resist the arrest by proper officers of the law of any person or persons guilty of obstructing or interfering with the passage of the mails or the conduct of inter-state commerce is an insurrection.

Can there be such a thing as a lawful strike on any railway engaged in inter-state commerce?

When a strike takes place on any railway it is presumably with the object of crippling or interfering with the conduct of the business of the road. If this intent can be proved against the parties to the strike, it undoubtedly becomes a conspiracy and any participant in the strike commits a crime. There might, however, be difficulty in proving this intent in a case where men peacefully and individually stopped work. But this is certain: After they have stopped work any one of them who by intimidation or by violence prevents any other man from going to work or who takes any active step whatsoever to prevent the company from resuming or continuing operations, or who offers any obstruction to the passage of any train, is guilty of a crime. United opposition on the part of those who have struck to the

resumption or continuance of business, in defiance of the civil or political authorities of the city or state or nation, is an insurrection.

The very essence of a strike on any railway is to interfere with its business. If that business is the conduct of inter-state commerce, such interference is a crime. If that interference is persisted in, in active opposition to the constituted authorities, every man assisting in such interference is an insurgent against the government of the United States.—*Railway Age*.

**How a Trolley Car Really Works.**

The following has been published as a *bona fide* explanation of the action of a trolley car by a man who professed to know all about such matters, given for the benefit of his friend who had never studied into the matter. They were standing near a trolley car and the electrician said:

"You see that little copper wheel on top of the pole, that runs along pressing against the wire; well, that's what makes the electricity. That was the invention. The pole from the car-roof with the copper wheel on the end of it is what they call the carbon. Now, some fellow discovered that such a wheel on the end of the carbon, running against a steel wire, created the electricity. The faster that copper wheel revolves the more electricity it makes and the faster the car goes. That's the reason the little copper wheel is made so small. Then the extra power, more than is necessary to keep the car going, you know, is accumulated in those things at each end of the car, and when the driver wants to start her up he just turns his crank and lets out enough electricity to start her; then the copper wheel on top of the carbon starts generating, and so on it goes. (Great invention, sir; great invention!)"

This man is undoubtedly one of the many who are always ready to affirm that there can be no doubt that electricity is going to supplant the steam engine.—*American Machinist*.

**Webster's Portrait.**

Daniel Webster once sat for his portrait to the late G. P. Healy, and the senator's remark when he surveyed the completed picture became one of the artist's favorite anecdotes in after years. "I think," said Webster as he looked at his counterfeit presentment, "that is a face I have often shaved." Healy found Andrew Jackson a disagreeable and unwilling "subject," and he compensated himself by painting Old Hickory with absolute fidelity to nature, not glossing a single defect. The portrait gives Jackson an ugly, savage and pallid face.—*Chicago Herald*.

### Bucked Against Etiquette.

The following story is told by the *Washington Times* on one of the Florida congressmen:

The gentleman in question was called on the other day at his hotel by a delegation of about twenty citizens from his district, who had come to advocate the claims of a certain candidate for postmaster, who, it was generally understood, was to get the place, but whose nomination failed to be recorded among the elect on the yellow tissue paper. The delegation all knew the congressman pretty well, and so they went up to the congressman's room in a body, where they found him shaving, and filed in one by one.

The Florida statesman was rather dismayed by the delegation and didn't know just what to do with them, but after a pause he blurted out rather sharply:

"Look here! Of course you know I don't mind it a bit, but a man can't act up here at Washington the way he would down in Florida. They have a thing they call etiquette up here, and it's the proper thing to send up your card before you come to a gentleman's room."

"All right," said the leader who took the matter more seriously than was intended. "We'll go down stairs and send up our cards."

Before the congressman could recover from his surprise the whole delegation filed out of the room without another word, and a few minutes later a porter brought up a batch of cards. The congressman reflected a moment. "Tell them I'm out," was his answer.

The delegation has not been heard of since, but it is rumored that they have purchased books on etiquette "to learn what it is, anyway."

AFTER an investigation of the subject of railroad pooling, extending through all of this congress, the house committee on commerce has reported the bill, of which representative Patterson of Tennessee is the author, to radically modify the anti-pooling section of the inter-state act, so as to permit pooling under certain restrictions and under the supervision of the inter-state commerce commission. The report states that there has been shown a consensus of opinion on the part of the state commissioners and the inter-state commerce commission to permit competing roads to enter into contracts for a division of their gross earnings under safeguards and restrictions. It is held that if the companies were receiving the published rates approved by the inter-state commerce commission they would be comparatively prosperous. By rebates, drawbacks and other devices the large shippers are reim-

bursed, while the small shippers are required to pay the published rates. Thus, it is held, the railroads are impoverished, the public injured, small enterprises destroyed and discouragement of individual efforts brought about. A system by which competing railroads may divide their earnings, says the report, would remove the motive for discrimination, so that large and small shippers would fare alike.—*Railway Age*.

THE recent court decision in a western state which permits persons who have made a voluntary settlement with railway companies for personal injury claims to bring suit for additional amounts, retaining what they have already received from the company, is an encouragement to litigation that will gratify small lawyers and dishonest claimants. It is the commendable practice of most of the railway companies to adjust claims for injuries promptly and liberally with the claimants themselves, without putting them to the cost and harassment of retaining lawyers—who commonly take the lion's share of the amount awarded—and of carrying on a long contested suit. Thus the Chicago, Milwaukee & St. Paul company has had 5,139 claims for personal injuries presented to it within the past three years of which only 189 went into court, all the others being amicably settled. But if every person who has been injured on a railway can accept payment of his demands, signing a release of all claims, and then allow a shyster to commence suit for a larger sum on the pretence that he was deceived or unduly influenced by the claim agent, the natural course of the companies will be to stop making agreements which the beneficiaries may immediately violate and to let claims take the slow and uncertain course of litigation.—*Railway Age*.

ONE of the most curious situations, perhaps, ever presented by the records of the Patent Office is found in the fact as stated, that Mr. Seymour, who is now Patent Commissioner, acted, prior to his appointment, as patent attorney in an application made for a patent on an improvement in air compressors. This was in 1883, and the application was returned on account of informalities and ambiguity of terms with a recommendation that a competent attorney be employed to present it. The attorney who made the imperfect application having now become Patent Commissioner, is asked to pass upon the application for a reopening of the case.

It is to be noted, however, that many men can learn a good deal of patent law in eleven years—the time intervening between the first application and the petition for its

re-opening, and as the man who figures as the inventor in the case discharged a number of machinists some time ago because they did not vote to suit him, it is just possible there may be more politics in this revival of the case than there should be. Nevertheless, upon the face of it, it must be confessed there is little encouragement in the incident for those who are interested in inventions and patent matters.—*American Machinist*.

It is sad to reflect that railroads with an air of romance about them are subject to the same influences which brought the Prairie Midland and the Mountain Central to grief. About two years ago we gave illustrations of locomotives from the Baldwin Locomotive Works being unloaded at Jaffa for the Jaffa & Jerusalem Railway. The engines were duly put in service and the road opened. The population of Jerusalem has greatly increased of late years, and is now about 90,000. It was expected that the railway would greatly boom the ancient city, and that the adjacent territory would begin to have fewer beggars and more laborers. These improvements may be on the way, but they did not come soon enough to give the railway a paying business. The tourists who were to crowd the trains did not appear in the expected numbers, and the consequence is that the company has defaulted in the interest of its bonds, and the road is in the hands of its enemy—a receiver, or his Asia Minor equivalent.—*Locomotive Engineering*.

#### Pots and Pans in Paris.

I was particularly struck by the number of cooking utensils I saw heaped up in one of the rooms at the laboratory. "Confiscations of the inspector," said the chemist.

"Do you survey kitchens, then?"

"Certainly," he responded. "Every dish used in a public restaurant in Paris, either in the kitchen or for the table; every pot, pan and utensil in the bakeries, and every beer faucet in the wine shop—in short, everything used in preparing or serving foods is under the care of the inspector. The law forbids the use of lead, zinc and galvanized iron in the manufacture of cooking vessels. It orders that all copper vessels be tinned and kept in good condition. It directs that pottery which is covered with a glaze containing enough oxide of lead to yield to a feeble acid be seized. It orders that tin cans never be soldered on the inside, and that the materials used in their manufacture be conformed to a certain standard. It is the inspector's business to look after these things."

"And the results?"

"That depends. There are certain estab-

lishments in Paris, like the great restaurants, which employ a skilled tinner regularly, and their utensils are always in order. In many little shops kept by women the copper vessels are the pride of the establishment, but in many others they are unhappily neglected. In 1889, out of 215 samples analyzed here 97 contained lead."

#### Railroads in the Wrong Places.

When you see the words Boston & Albany you naturally think of the road from the Hub to the Hudson, but there is a Boston & Albany of Georgia.

Who'd suppose that the Bangor & Portland was anywhere but in Maine. It's up in the interior of Pennsylvania.

The Oregon & Texas begins on the line of the Fall Brook road and runs up to a tie camp. The only two stations on the road are named Texas and Oregon.—*Locomotive Engineering*.

#### A Thief Rewarded.

A thief in the act of breaking into a safe was greatly astonished on looking up to see a gentleman quietly watching his proceedings. He tried to escape, but the gentleman stopped him.

"Go on, my friend," he said. "I am greatly interested in your work."

"How is that?" inquired the astonished thief.

"Because I have lost the key to this safe. If you can open it, you shall be well rewarded for your trouble."—*Arlequin*.

#### The Year 1894.

The year 1894 corresponds to the one thousand eight hundred and ninety-eighth from the birth of Christ, to the year 7403 of the Byzantine era, to the years 5654-5 of the Jewish era (the latter year beginning at sunset on Sept. 30), to the year 2647 since the foundation of Rome, to the year 2554 of the Japanese, and to the years 1311-12 of the Mohammedan era, the year 1312 of the era of the begira having begun on the 6th of July.—*St. Louis Republic*.

#### A Study in Wrinkles.

When George Rignold was playing "Henry V," a friend visited him in his dressing room and remarked a large and handsome photograph of Wordsworth hanging on the wall. Said the friend, "I see you are an admirer of Wordsworth."

"Who's Wordsworth?" queried the actor.

"Why, that's his picture—Wordsworth, the poet."

"Is that old fellow a poet? I got him for a study of wrinkles."—*London Answers*.

### A Fruitless Investigation.

Three years ago a royal commission on labor was appointed in England to investigate "the questions affecting the relations of employers and employed," and "to report whether legislation can with advantage be directed to the remedy of any evils that may be disclosed, and, if so, in what manner."

It was the most important attempt to settle the labor question ever made in that country. The commission, as the *London Times* remarked at the time of its appointment, was "unparalleled for size and the representative character of its members." "Great expectations" of the result of its inquiry were aroused, for both labor and capital were considered equally in its appointment. Nor has the commission disappointed the public so far as concerns the thoroughness with which it has performed the task committed to it. It has done a prodigious amount of work. Sixty-seven separate blue books have been filled with reports of its proceedings, and it has expended in them the great sum of nearly 250,000.

Every phase of the labor question has been studied by it minutely and laboriously. Every variety of opinion has been obtained from both employers and employed. Yet no result of any practical value has been reached. Nothing has been brought out which affords any assistance toward the solution of the problems discussed. On all hands, in the commission itself and outside of it, among both employers and employed, there is only dissatisfaction. Its reports present no decision of any importance, but merely a mass of conflicting opinions and impressions. For instance, one witness puts the total membership of labor unions at 871,000 and another at 1,500,000; and the commission does not venture to say whether they include 10 per cent. or 20 per cent. of English workmen. As to the legislative regulation which it was appointed to suggest, it can recommend only that nothing more be attempted in that direction. Practically it gives up the problem as insoluble by any possible legislative devices.

All attempts to settle the question, which have been made in this country by legislative means, have been equally fruitless. At one time the bureaus of labor statistics in the states were demanded by leaders of labor unions as a panacea for the troubles. They proved to be useless, except as a means of multiplying offices. Official arbitrators were created but they had nothing to arbitrate about; and even if they had had the chance to interfere, they could not enforce their decision without a radical change in the constitution. They couldn't compel men to work for less wages than they were

willing to take; and they could not enforce employers to pay higher wages than they were willing to give. They could not compel men to labor for employers they did not wish to serve, and they could not compel employers to keep laborers they did not want. They could not make it lawful for one set of workmen who had thrown up their places, to keep another set from taking them. Strikes continued to be almost invariably and necessarily violent, for the possibility of their success depended generally on the ability of the strikers to prevent other laborers from taking the wages they had rejected. Strike succeeds strike and legislative devices for the cure of the trouble follow each other in constant succession, but the remedy is not discovered.

It is not discoverable. A hundred thousand blue books may be filled with the story of the attempts to find it, but it will not be found. The right to labor and the right to employ labor cannot be interfered with. Competition in labor cannot be prevented by any legislative means possible. Men cannot be lifted up by law. They must lift themselves up. If a man is willing to work for a dollar a day, he cannot lawfully be restrained from taking the wage. If a man is unwilling to pay more than a dollar a day, he can not be forced by law to give more, though he may be driven by the necessities of his enterprise to make the price higher.

These labor commissions are useless. They can advise nothing. State arbitration between employer and employed is a humbug. It is only suggested to wheedle the ignorant laborer.—*N. Y. Sun.*

### Sale of the Thousand Islands.

The government is rejoicing over the sale of the Thousand Islands, which, it appears, are going off cheap for cash. Over 300 have been sold for the paltry sum of \$40,000, or, say, \$125 each. The Ontario government was not given much time to consider their purchase. The Dominion government has had its own way. The "nigger in this woodpile" is yet to be discovered. Just what motive is behind the determination of the government to sell the islands in spite of public opinion is not evident. Those who remember all the Rykert and other timber land deals, and who look back over the 13 years' record of this most corrupt government, will look for revelations in connection with this matter some day.—*Montreal Witness.*

### A Substitute.

He—I've brought you a pet monkey to amuse you, darling.

She—Oh, how kind of you! Now I shan't miss you when you are away.—*Lyons (France) Republican.*

### Pleasing a Husband.

Why is it, asks a female critic, that women treat their husbands as if they were the only bores of their acquaintance? Surely after having chosen one man from among millions for a life companion, one can at least treat him well during the journey. I think that one great trouble is that always immediately after marriage the wife becomes careless before her husband, regarding him as a property, and gives up all effort to please him. There is no greater mistake. A husband, as a rule, is easy to win, but hard to hold. Treat the man as carelessly as you will before marriage, but after marriage make yourself the idealized synonym of womanhood for him. Exert easily and without any apparent intention every charm, every womanly fascination you possess. What you don't possess cultivate. Make your mind and your wishes in harmony so far as possible with your husband's. Put your nature *en rapport* with his. Learn something of his affairs, appreciate him, interest yourself in his work, help him yourself practically.

Let your soul and mind reach out and be an inspiration to him. There is no man who can not do more for the assistance and encouragement of a woman if she loves him. Then cultivate your own mind. A husband soon ceases to care for a woman who is mentally greatly his inferior. Dress for him. Never let him see you in curl papers and a wrapper. Always try to keep yourself the daintiest, the most chic, the best educated woman of his acquaintance. Make him proud of you. Entertain for him; to make his evenings cheerful, be gracious to his friends, dress for dinner always, let him invite whom he will to dinner without complaint, be systematic about your household affairs, and don't nag your husband with all the petty cares of the day. It is bad enough to endure them. It doubles them to recount them.

Personally, keep always a haze of idealism about yourself for your husband. Be always a pleasant problem for him. Coquette with him, and remember that the only proper person with whom a wife may coquette is her husband. He may not expect to find variety in you. Husbands seldom do in their wives. But let him see that you possess the greatest quality of fascination. There is nothing that so greatly preserves the admiration of a husband for his wife as the fact that she is the object of others' admiration. Reserve always some part of yourself from your husband; let him realize that there is still some fascinating mystery about you that he has not yet solved—in short, idealize yourself for him. Keep up the romance of life and he will follow you always. Suggestiveness is the wonderful charm of women. Do not let him feel that

you are one of the commonplaces of his life, but stand on your pedestal of wife as an idealized reality. We see a mountain in the range of our vision shrouded in the wonderful blue haze in which nature wraps herself, and we are charmed. We reach the mountain top, and, alas! the haze has vanished. Surely the haze of a fascination should never be dropped by a wife before her husband's eyes.

### The Value of a Fan.

"When we were children," remarked a delightful old lady, who carried her 70 years with aristocratic grace, "The little girls were always taught to carry a fan when they went into the drawing room. 'Always carry your fan, my dear,' was my mother's last injunction when I went out. 'It will keep you from feeling awkward and looking conscious,' and I have often thought what an excellent fashion it was and what a pity it is that the importance of the fan had so greatly decreased. In my day to manage a fan properly was considered a distinct accomplishment. To unfurl it slowly and majestically as a Juno might, to flutter it vivaciously, to wave it languidly, to open and shut it meditatively—all this we were expected to learn by instinct and observation.

"With a fan you need never look ill at ease," was another of my mother's maxims, and we girls quickly found out the truth of this for ourselves, and I tell my granddaughters that they lose a goodly weapon when they leave their fans at home or consider them merely as an adjunct of their toilets, in use merely to cool their heated faces."—*New York Tribune*.

"It is always usual to speak of India as a country whose public works and general civilization are a long way behind the times," said Capt. Easley, of the British army. "People who make this criticism would be surprised to see some of the roads in British India, especially any one who has been used for a long time to the highways of America. The longest trunk road in the world is in the northern part of India, and it is kept in repair at comparatively small expense, thousands of men being glad to work on it, especially during famine years, at purely nominal remuneration. This road is 1,800 miles long, and is in first-class condition throughout, being more or less macadamized its entire length. For purposes of transportation this road is invaluable, and in the event of an outbreak or a war it would prove of immense value to the military authorities. A road of this length and of this quality would be an object lesson in this country, and it would be of special usefulness, owing to the magnificent distances between your largest cities."



## Thoughts in the Face.

Trouble or passion, which in one instance is recorded in bold characters, in another may leave scarcely a visible mark; and it is obvious that a lean face will betray the story of emotional experience more readily than one covered with a mask of fat and a smooth skin. Every expression of the face, says Blackwood's, results from the contraction of definite muscles by means of the nerves, and as those muscles are most strengthened which are most exercised, it is easy to infer the effect of a long-continued dominant emotion on the face, even although it may exist in an individual too well-bred to allow his countenance to be distorted by the prevailing passion. Whenever the thoughts take their habitual direction, a stream of nervous influence from the brain to the hidden expression muscles is the inevitable concomitant. The subject himself may be unwarned as to what is going on, and the closest observer may not notice the vaguest tremor of movement. Yet, in the course of years, the muscles so stimulated assert themselves over the others, and a permanent impression in accordance with the mental character comes out.

The incessant flow of involuntary nerve-currents to the facial muscles doubtless accounts for the odd similarity of expression among men of the same vocation. It is not always easy to lay one's finger on the precise conditions of the environment which conduce to the facial characteristics; yet who is not familiar with the leading characteristics of the lawyer's type of face, the doctor's, the tailor's, the shoemaker's, the jockey's, etc?

The fact that two people who live long together tend to grow alike is accounted for by unconscious mimicry reacting upon the muscles of expression in the same way as a ruling passion does. This tendency to facial imitation is very general—in fact, almost universal—but apart from this the daily exhibitions of one set of emotions by the one person will almost invariably awaken corresponding emotions in the other.

## A Wonderful Change in Chappie.

Chappie left the hotel piazza announcing that he was going to his room to put on his white flannel suit. He returned in half an hour and the girls were surprised to see that he had no alteration in his attire.

"I thought you went to change your suit," said Lucile.

"Yes, but I changed my mind."

"How delightful," said Gracie. "Then we may expect you to really entertain us this evening."

Chappie was pleased for the moment, but has been wondering since whether there was not some hidden meaning in the lovely girl's remark.—*Newark Call*.

## A Summer's Day Incident.

The young man with the pepper and salt suit, the yellow shoes and the straw hat bound about by a varicolored ribbon was walking just ahead. He seemed to know that he was made up for display, for he kept looking in at the show windows and pulling down his cuffs. At the corner one of those sudden gusts of wind which seem to come from nowhere blew off his straw hat, the one with the varicolored ribbon.

He made a grab with both hands, but it was too late. The wind had taken it off his head.

He saw a hat rolling down the street, traveling on one edge. Of course he was after it.

"Go it," shouted a policeman.

"Hooray," yelled the corner newsboy.

The pedestrian found time to stop and encourage him in his chase. But the hat had a long start on him, and the wind was holding out. Once he saw the hat topple over and lie quietly on the cobble stones for a moment. Then a puff of wind raised it and sent it wheeling along at an increased speed.

He did not hear the jeering laughter of the teamsters. With lips firmly set and nostrils distended he ran, gaining every moment. Once he was delayed. The hat ran under a coal wagon, and he had to go around. At last the hat ran into the curbstone near a corner street lamp, and with a pounce he was upon it.

All flushed and breathless, he picked it up, and then leaned up against the lamp-post to rest.

A man also flushed and breathless, came running up and took the hat out of his hands.

"I'm much obliged," said he.

"For what?"

"This is my hat."

"Where's mine, then?"

"Hanging behind you at the end of the string."

Sure enough he had forgotten all about his new hat string.—*Chicago Record*.

A PROPOSITION to forfeit the land granted by the government to certain railways of the west and south which have not completed their lines within the legal period is now before the house committee on public lands. Under the operations of this bill the Northern Pacific railroad would lose 37,000,000 acres of land; the Southern Pacific, 4,000,000; their California and Oregon branches, 4,000,000; the Chicago, St. Paul, Minneapolis & Omaha, 1,500,000, and the St. Vincent extension of the St. Paul, Minneapolis & Manitoba road, 1,000,000 acres. Twenty-five roads in all would be affected by the bill.—*Railway Age*.

**LIVE WHILE YOU LIVE.**

I sometimes think never blows so red  
 The rose as where some buried Caesar bled;  
 That every hyacinth the garden wears  
 Dropt in her lap from some once lovely head.  
 And this reviving herb whose tender green  
 Fledges the river lip on which we lean—  
 Ah! lean upon it lightly! for who knows  
 From what once lovely lips it springs unseen?  
 Ah! my beloved fill the cup that cheers  
 To-day of past regret and future fears:  
 To-morrow! Why, to-morrow I may be  
 Myself with yesterday's seven thousand years.  
 For some we loved, the loveliest and the best,  
 That from his vintage rolling time has prest,  
 Have drunk their cup a round or two before,  
 And one by one crept silently to rest.  
 And we that now make merry in the room  
 They left, and summer dresses in full bloom,  
 Ourselves must we beneath the couch of earth  
 Descend—ourselves to make a couch—for  
 whom?  
 Ah! make the most of what we yet may spend,  
 Before we, too, into the dust descend!  
 Dust unto dust, and under dust to lie,  
 Sans wine, sans song, sans singer and sans end!  
 —Fitzgerald Translation of Omar Khayyam.

**Oldest Living Engineer.**

George Watson, the oldest living engineer between Pittsburgh and New Orleans, is celebrating the 77th anniversary of his birthday, having attained that age at 9:30 A. M., August 16th. Mr. Watson was born in 1817, at the corner of First avenue and Ross street. He commenced steamboating in 1830, going as cabin boy of the steamer Allegheny, an Allegheny river packet. He later learned the trade of engineer, and worked on almost every packet of note that run in the trade between this port and the South from 1835 to 1860. He was for a number of years engineer of Brown's mill. His last steamboating was done on the ferry boat William Thaw.

Mr. Watson has a wonderful memory and can relate incidents that happened seventy years ago, when Pittsburgh was but a village and there were few houses in Allegheny. His mother was born in 1775, the year before the Declaration of Independence was signed, and she was the youngest of eight children. She was born adjoining the spot where the Hostetter factory now stands. Mr. Watson says his grandfather helped to make a treaty with the Indians here. And he can trace the two last generations of his ancestors back 140 years. All that part of Pittsburg lying in and about Smithfield street was owned by his grandfather, and was known as Smith's field, and that street was named in his honor.

Mr. Watson can well remember when the old penitentiary was built on Ohio street. He said that at that time there were only four houses standing on Federal street. He can readily note the changes which have occurred in Pittsburg and Allegheny since 1825. He is enjoying very good health, and says he is only a boy. He can be seen almost any day strolling along the wharf.

ANOTHER narrow gauge road, the Houston East & West Texas, 232 miles long, has joined the great majority by widening its track to 4 feet 8½ inches. The disappearance of the narrow gauge within a few years has been remarkable, and yet the species is by no means extinct, for we count up in the Official Guide 96 roads in the United States of that class—nearly all of 3 feet gauge, with a few varying from 2 feet to 3 feet 6—besides a number in Canada and Mexico. There is no reason to doubt that the capacity of these narrow roads is fully equal to the demands upon them. The C., B. & Q. company owns two narrow gauge roads in Iowa, and Manager Law says that they carry standard gauge loads and make standard gauge time, running 50 miles an hour or more with steadiness and ease. There is no doubt that the 3 feet gauge roads have some considerable advantage in respect to economy over the wider roads, and where through traffic is not an important element, their service is entirely satisfactory. We expect to see some more 3 feet and even 2 feet roads built to meet special conditions, though the general tendency will be in the direction of uniformity of gauge and equipment, and the widening of narrow roads will not entirely cease for some time.—*Railway Age*.

**Foreordination.**

Years ago an old hardshell preacher, who lived on the border in the days when the Indians were at war with the whites, was making preparations one morning to go to his church, miles away, through a country infested with the savages. He was carefully loading his old flint-lock rifle to take along, when a friend present remarked:

"What are you going to take that gun along for, old man? Don't you know that if it is foreordained for the Indians to kill you, the gun won't save you?"

"That's very true," said the old man, as he deliberately rammed the ball home, "but suppose it is foreordained that the Indian shall be killed? Now, how would the good Lord carry out his purpose if I didn't have my gun along?" That closed the debate.—*Summerville (Ga.) News*.

**His Will.**

The rich old man with a young wife was having a hard time trying to make her coincide with his idea of what her duties were with reference to himself.

"Madam," he exclaimed after a heated argument, "I tell you I shall mould you to my will."

"That's easy enough," she retorted. "Only make it in my favor, and I'll attend to the balance."—*Detroit Free Press*.

## 'Tis a Little World After All.

Two Americans were introduced to each other not long ago in a London house, where they were dining with a company of English acquaintances. One of them told a story of the civil war as an illustration of the relish which an eager appetite gives to an unexpected dinner, says the *Youth's Companion*.

It was an incident of the military operations of the Union army on the North Carolina seaboard. The narrator was an officer who was with a strong column in a forced march from the coast. The troops had started before daybreak, and had rapidly approached the Confederate position by a circuitous road.

At noon they halted for reinforcements, having discovered the Confederates strongly entrenched in front of a small town.

The American who sat on the opposite of the table from the narrator put in a word. "I know that country well," he remarked. "I was there on the day you mention, but behind the earthworks, not in front of them."

The Union officer, after expressing surprise that his account should be confirmed so unexpectedly, went on with his story.

"I was desperately hungry," he said, "and knew that the provision train would not arrive for several hours. Noticing a small house not far away on another road leading to the town, it seemed to me that it could be approached without observation from our road by a detour through the woods, and that I might find there something to eat."

Then he told how he crept through the woods with half a dozen scouts and made a dash for the house, noticing as they entered it three officers in gray riding rapidly away toward the town.

Again came an interruption from the other side of the table:

"I was one of those horsemen. We had been taken by surprise, and, after finding out how strong was the column on the main road by using our field glasses from the upper windows, we had started in hot haste for headquarters in town."

Everybody at the table smiled as the story was resumed.

"We found a colored woman inside who told us that she had cooked a dinner for three Confederate officers, but that when it was ready they had suddenly mounted their horses and hurried away."

"The table was spread and a fine goose roasted to a turn was on a platter, with baked sweet potatoes and a bottle of wine. We posted one man guard, and then sat down. It seems to me I never enjoyed any other dinner so much as I relished that stolen goose."

"I believe you," said the other American. "That was my goose, and I had paid for it. My mouth watered for it when I left the house."

The company laughed heartily as the two veterans, who had once fought in opposing armies, but were then dining at peace in London, compared notes about the goose.

The world did not seem so big after all, when these two men could discover each other in an English house after thirty years, and laughingly agree that it was a good goose, whoever paid for it.

## Death From Fright.

"During my forty odd years of practice I have never seen but one case where death was caused by fright," remarked Dr. L. M. Alderoy, a prominent New York physician. "The instance I speak of happened in South America, at which time I was making a tour through that country. It came about in this way: One afternoon we experienced a rather severe shock of earthquake. Some time before the shock was felt a young Mexican who was employed to work about an anatomical museum in the town where I was then visiting fell asleep in a chair in the room which contained all the ghostly relics. Suddenly he was awakened by an extraordinary noise, he was horrified to see all the death's heads nodding and grimacing, and the skeletons dancing and waving their fleshless arms madly in the air. Speechless with terror, the poor fellow fled from the frightful scene, and upon reaching the street fell to the ground unconscious and half dead with fright. After a few hours he became somewhat rational, and it was explained to him that it was an earthquake that had caused all the commotion among the specimens, but the shock had been too severe, and his death followed in a few days."

## Modern Surgery.

There are three locations, so to speak, the absolute cleanliness of which must be above suspicion before the operator is justified in proceeding to his work. These are the surgeon's hands, his instruments and the integument covering the part of the patient's body at which the operation is about to be performed. How is the requisite cleanliness in each case secured? So far as the hands are concerned, by profuse scrubbing with a nailbrush in soap and hot water, followed by a thorough drenching in some antiseptic solution, as that of 1 in 2,000 of perchloride of mercury. So far as the instruments are concerned, by sterilizing them—that is, by boiling them in water, or by passing them through the flame of a spirit lamp, or placing them in a steam sterilizer, and then, when the operator is ready to begin, by putting them into a receptacle

containing an antiseptic solution—as, for example, that of carbolic acid. Lastly, so far as the patient's integument is concerned, by washing the part first thoroughly with soap and water, having previously shaved it, if necessary, and afterward with a perchloride of mercury solution, or, if the part be greasy, by removing all the greasy material by scrubbing it with ether.

Without going into further details these are the cardinal precepts of the science of operating in the present day. Of course each wound which in this manner is made under aseptic conditions, as it is called, is kept aseptic by the use of antiseptic dressings until healing has taken place. The results of this method of treatment of wounds are nothing less than wonderful in comparison with those which the earlier surgeons were able to obtain. What happens after, say, the amputation of a limb nowadays? The rule is, nothing—nothing, that is to say, beyond the uneventful convalescence of the patient.

The dressings are not touched unless the temperature and the pulse of the patient indicate, by some disturbance, that it would be expedient to examine the wound. The temperature and the pulse are the surgeon's guide. He takes his cue from them. Nothing can be amiss in the wound if these remain normal, and thus it follows that a large wound, such as that following an amputation, heals soundly from first to last without any suppuration. What a contrast with that which obtained in former days! Suppuration was then thought to be an indispensable part of the healthy process of healing. In the present time, on the contrary, a surgeon is held to have failed in his practice of the principles of surgical cleanliness if, in wounds originally aseptic, suppuration occurs.—*Nineteenth Century*.

### Common Sense Food.

The educated have only glimmering ideas as to what their children should eat—half of them, till a few years ago, had a sort of horror of sugar, one of the most nourishing of all substances—and the uneducated have positively no idea upon the subject. They just eat and give their children what they can get. It may be said that this is inevitable, because the majority in all countries are too poor to do anything else; but is that true?

We are not pretending to be experts, but if we understand what professionals say, much of the best food produced in the world is also the cheapest. Oatmeal, for example, is better than rye bread, and it is cheaper than either. Hardly anything in the world is as nourishing as lentils, which might be sold cheaper than bread, and eaten, too, with dripping, an invaluable combination. Millet, on which the big races of India grow

so tall and strong, might, if there were a demand for it in Europe, be far cheaper than wheat, and so might "corn flour," on which Kentuckians, the strongest race in America, are bred, though that requires mixture with a less nitrogenous diet.

We entirely admit, and never remember without a sense that the world on some points is topsy-turvy, that the best of all foods for children, milk, is in this country, and this country, alone, almost unprocureable for them; but even that fact is hardly known, or is not believed, for if it were understood our first demand of the philanthropist would be low railway fares for milk.

Of course, there are plenty of prejudices about food—some years ago the Suffolk laborers would not touch fish, because it was used as manure—but they are none of them insuperable. Most of them arise from difficulties about cooking, or from the sheer dislike to anything new, which for years checked the sale of the tomato and the plantain. Now everybody eats tomatoes, and if plantains could be reduced to their proper price, say sixpence a bunch, no commercial fleet would be able to cope with the demand.—*London Spectator*.

A well known business man is spending the summer at a country boarding house in Montgomery county, and his interesting family of a wife and three tiny misses are with him. The other night when Mrs. W. was saying good night to the angels the eldest asked for something to eat.

"I'm sorry, darling," said the devoted parent, "but there is not a thing to eat up here, and everything is locked up down stairs."

"Ain't there a cracker here?" inquired the little one, wistfully.

"No, darling."

"Ain't there even a real old piece of bread?" continued the hungry sufferer.

"No, precious, not a thing."

The little one sighed wearily, then she brightened up with hope as a bright idea struck her.

"Then, mamma," she queried plaintively, "won't you please give me a pill?"

That baby got a generous slice of buttered bread, despite all obstacles, after that remark.

### Misunderstood.

He had an auburn-haired girl and promised to take her out riding. She met him at the door when he drove up in a buggy and exclaimed:

"Hello! Ready?"

She misunderstood him and they don't speak now. Thus slang makes another slap at love's young dream.—*Texas Siftings*.

### The Nation's Wealth.

The latest bulletin which has been issued by the census bureau, that on the wealth of the country, is one of the most interesting and suggestive documents ever issued by the government. According to this bulletin the assessed value of all the property in the country in the census year of 1890 was \$25,473,173,418, of which amount \$18,956,555,675 represented real estate, and \$6,516,617,743 personal property, which includes live stock on farms, as well as machinery of all sorts in mills, mines and factories and product on hand, telegraphs, telephones, shipping, railroads and rolling stock, money of all sorts and every kind of property outside of what is ordinarily classed as real estate and the improvements thereon. This is the value set for purposes of taxation. The true valuation, that is, the sum for which this property could sell in a normal market, was computed at \$65,037,091,197, of which amount \$39,544,544,333 represents real estate and the improvements thereon, and \$25,492,546,864 personal property.

For the purpose of this computation the census officials divided up the states and territories into six groups. The true value of the property of all sorts in the North Atlantic division—the New England states and New York, New Jersey and Pennsylvania—is put at \$21,435,491 864, that of the South Atlantic division—the states beginning with Delaware and ending with Florida, including the District of Columbia—at \$5,132,980,666, that of the North Central division—Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, Missouri, the Dakotas, Nebraska and Kansas—at \$25,255,015,549, the South Central division—Kentucky, Tennessee, Alabama, Mississippi, Louisiana, Texas, Oklahoma, Arkansas and the Indian Territory—at \$6,401,281,019, and that of the Western division—beginning with New Mexico, Colorado, Wyoming and Montana on the east, and taking in all the states and territories westward to the Pacific—\$6,811,422,099. In order of wealth the states along to and including Missouri rank in this order: New York, \$8,576,701,091; Pennsylvania, \$6,190,746 550; Illinois, \$5,066,751,719; Ohio, \$3,951,382,384; Massachusetts, \$2,803 645 447; California, \$2,533,733,627; Missouri, \$2,397,902,945.

A comparison of the figures of recent censuses shows a striking increase in the wealth of the United States. The true value of the country's property amounted to only \$308 per capita in 1850, while it was \$514 in 1860, \$780 in 1870, \$870 in 1880, and \$1,039 in 1890. In 1870, however, the value was stated in the depreciated currency of that period. After changing the value to the gold level the figures for 1870 would be \$906 instead of the \$870 stated in the cen-

sus report. A truly marvelous growth is represented by those figures. The increase in population in the United States, which is more rapid than in any other great country in the world, is largely exceeded by the expansion in the value of property. Contrary to the popular assumption, some of the states in the Rocky Mountain region and farther west lead in per capita wealth, Nevada standing first with \$3,941 per inhabitant, and other places in the same region are also represented by high figures, but this is due to the estimates of the value of mining property, which value has been largely reduced since 1890. Outside of the mining region Rhode Island leads with a per capita wealth of \$1,459, while New York's figure is \$1,430. Missouri in per capita wealth is far down on the list, ranking as thirty-three among the states and territories. Her figure, however, which was \$895 in 1890, and only \$720 in 1880, shows a handsome growth in the decade.—*St. Louis Globe Democrat.*

### Fables of the Phoenix.

The paragon of all fabulous creatures was the bird described by the ancient writers under the title of the "Arabian phoenix." Ovid says: "Although most beings and things have their origin in other individuals of their own species, there is one remarkable exception to this general law—the miraculous bird called the 'phoenix,' which reproduces itself. According to a belief which Herodotus heard expressed at Heliopolis, the famous Egyptian 'city of the sun' this 'miraculous' bird visited that place once every five hundred years—always coming from the direction of Arabia—on the occasion of its father's death, and always buried him with peculiar ceremonies.

According to the best evidences which can be gathered from the writings of Ovid, Pliny, Herodotus and Dion Cassius, after the phoenix had lived his allotted lifetime of five hundred years he selected a spot and prepared his own deathbed, which consisted of a sort of nest, or funeral pyre, made of leaves and branches of the oak, ears of sweet spikenard, cinnamon bark, yellow myrrh, etc. Seating himself upon this he flapped his wings with such velocity as to cause the nest to take fire. After bird and nest had been consumed, a little worm appeared in the ashes and rapidly developed into a full-fledged phoenix. The first care of the new bird was to arrange for the sepulchre of his father's ashes, which Herodotus describes as follows:

"With the myrrh and other gums it has amassed the phoenix fashions a ball as large as it can carry. This ball it hollows out, and in the hollow places puts the ashes of the dead parent. The ball is deposited in the nest, and the young phoenix carries the

whole from Arabia to Egypt for the purpose of interring its father's ashes at the 'city of the sun.' Having reached its destination it lays its burden down upon the altar of Helios and disappears as mysteriously as it had come." The legends connected with this fabulous bird vary in some of their details, but all agree in the statement that only a single bird of the species was living at any one time.

### An Office Drama.

It was Friday night. The telegraph editor felt in his pocket and glanced contemplatively at his watch.

"What have they got to-night?" he said finally, addressing the assistant telegraph editor.

"Pork and beans, stewed tomatoes and apple pie," was the reply.

"And"——

"It's all right. Dead swell layout."

The telegraph editor ruminated and again felt in his pocket. Then he remembered a little indebtedness of 25 cents.

The copy boy entered.

The telegraph editor scribbled on a piece of paper.

"Take this to the assistant city editor and be dod gasted quick about it," said the telegraph editor. He handed the copy boy a piece of paper which looked like this:

25c.		25c.
	WELL?	
25c.		25c.

The copy boy took the paper into the sporting editor's room, where he stopped to listen calmly to the arrangements for a prize fight; then he went out into the area way and threw paper wads at the watchman.

Then he went into the local room and threw a crumpled piece of paper on the desk of the assistant city editor.

"His nibs sent that to yeh," he remarked, pushing the paperweight off the desk onto the toe of the Constant Reader.

The assistant city editor apologized to the Constant Reader and looked at the paper. Then he drew a half dollar from his pocket, carefully laid the paper over it and rubbed it with the butt end of his lead pencil. Underneath the rough facsimile of the coin he wrote:

"Please send back the change."

"There, take that back, quick," said he.

The copy boy went into the dramatic editor's room and put a mustache on the latest photograph of Helene Mora. Eventually he reached the telegraph room and handed the paper to the telegraph editor. The telegraph editor studied it for a full minute. Then he remarked calmly:

"That's the grouchiest guy that ever struck this joint. He ain't even got manners enough to pretend that he's broke."

Then the telegraph editor pulled his chair up to his desk and wrote a head to the gold exports, which began, "Millions in Our Pockets Still."—*Cincinnati Commercial Gazette*.

"We should hardly expect to learn much about the arts of civilized life from the tribes of Central Asia," remarked Walter B. Brooks of Birmingham, Ala., "and yet according to some of our most noted explorers the inhabitants of western Mongolia know how to make better brick than we can make. They use about the same material as we do, and singularly enough the thing that gives superiority to their process of brick making is one of the most powerful agents of civilization, steam. When the brick have been baked for three or four days, the opening in the oven is closed up with felt, which is kept wet, so that the bricks, still intensely heated, are enveloped in steam. This process causes a remarkable change in the character of the brick. From red they turn gray in color, and at the same time they acquire a remarkable degree of toughness and hardness, and resist the effects of the weather much better than do the bricks of Europe and America. Necessity, as usual, was the mother of invention in this case, for the climate in which these ingenious Mongols live is subject to great extremes of temperature, which have a disastrous effect upon brick made by the ordinary process."

It is announced from Washington that the United States will bring suit against the Central Pacific railroad as a corporation for the sum of \$27,855,680, with interest thereon at the rate of 6 per cent. for a period of thirty years, the total amount of the suit being for \$78,095,904; also that the government will bring suit against the Union Pacific and the Kansas Pacific railroads, as two associated corporations, for a total of \$33,539,512, with interest at 6 per cent., also for thirty years, the amount due from these roads being \$92,910,633.60. The grand aggregate for these suits against the three roads will be \$171,006,537.60. It is stated that the government will seek to prove that the sinking funds intended to be used for payment of the debts to the government incurred in the construction and operation of the roads have been diverted to other purposes, and that corporations and also the original stockholders are liable therefor. The inauguration of so gigantic a scheme of litigation as is thus suggested would be an immense boon to the legal fraternity, whether or not it ever reached a termination—in fact, the longer it was continued the better for the lawyers.—*Railway Age*.

### A Story About Senator Call.

Some gentlemen who were sitting in the lobby of one of the best known hotels the other night fell into a reminiscent mood, and the stories told included this about Senator Call, of Florida:

It was in 1876. The returning board was considering the question of awarding the electoral vote of the state. One of the members of the board was Samuel B. Macklin. The day after the decision was made in favor of the Republican presidential candidate Macklin asked a friend of his named Morris to go driving with him. Macklin seemed strangely excited, and Morris agreed to go providing he should be allowed to handle the reins. This was agreed to, and as the two drove along they got into an animated discussion of the action of the board. While this was at its height they passed the residence of Wilkinson Call. A little farther on they were passed by Call, who had started out in a buggy. Macklin immediately stopped his defense of his action as a member of the board and declared to Morris as Call passed them:

"I mean to kill that man. If there is a man in the world I hate, he is the one."

For a moment Morris thought nothing of his companion's words, but suddenly Macklin turned, drew his pistol hastily from his hip pocket, pointed the weapon at Call's carriage and fired. Fortunately Morris regained his presence of mind. He seized the reins tighter with one hand, while with the other he struck the hand containing Macklin's pistol, and talked to the horse, which was frightened by the report of the pistol, in such a way that Call, who was not hurt, should think that Macklin had shot at something along the roadside. Call evidently understood it so, for he merely turned his head and drove on, and it was fully 15 years before he knew that Macklin had ever tried to kill him. The latter has now been dead or some time.—*Cor.*

The young man who has had the priceless experience of self abandonment to some happily chosen point was well illustrated in a man I knew, writes G. Stanley Hall in the *Forum*. With the dignity and sense of finality of the American senior year quick within him his first teacher in Germany told him to study experimentally one of the seventeen muscles of a frog's leg. The mild dissipation of a somewhat too prolonged general culture, aided by some taste for breezy philosophic speculation, almost diverted him from so mean an object. But as he progressed he found that he must know in a more minute and practical way than before—in a way that made previous knowledge seem unreal—certain definite points in electricity, chemistry, mechanics, physiology, etc., and bring them

to bear in fruitful relation to each other. As the winter proceeded the history of previous views was studied and broader biological relations seen, and as the summer waned and a second year was begun in the study of this tiny muscle it was seen that its laws are the same in frogs and men; that just such contractile tissue had done all that man had accomplished in the world, and muscles are the only organs of the will. As the work went on many of the mysteries of the universe seemed to enter in his theme. In the study of this minute object he gradually passed from the attitude of Peter Bell, of whom the poet says:

A primrose by a river's brim  
A yellow primrose was to him,  
And it was nothing more—

up to the standpoint of the seer who "plucked a flower from the crannied wall" and realized that could he but understand what it was, "root and all, and all in all, he would know what God and man is." Even if my friend had contributed nothing in discovery to the temple of science, he had felt the profound and religious conviction that the world is lawful to the core, and had experienced what a truly liberal and higher education—in the modern as distinct from the mediæval sense—really is.

### Carnot and Seven.

An interesting discovery has just been made by a contributor to a French periodical, who has apparently a touch of superstition in his character concerning numbers. Whether or no he believes in the mysterious and uncanny influence of number 13 is not stated, but he points out that the unfortunate President Carnot was throughout his life under the influence, so to say, of the figure 7.

He was born in 1837 and entered the Ecole Polytechnique in 1857. He became president of the republic in 1887 by virtue of the seventh article of the constitution. On the 17th of May in the present year he presided at the centenary fetes at the Ecole Polytechnique. He died in the fifty-seventh year of his age and in the seventh year of his presidency.

In the carriage in which he was seated when assassinated there were, including the driver, etc., seven persons, the crime being committed on a Sunday, the seventh day of the week, by Cesario, an Italian, there being respectively seven letters in these two words.

To conclude this list of sevens, it is pointed out that M. Carnot's remains were laid in the tomb in the seventh month of the year and on the seventh day after the murder was committed. It might be added that Cesario came from Cete to commit it, and that the pronunciation of Cete and sep (seven) is identical.—*London Standard*.

**A LAW GRADUATE.**

He has just come out of college  
With his head crammed full of knowledge.  
So he thinks! So he thinks!

He will surely make a hit,  
With his arguments and wit.  
So he thinks! So he thinks!

He will argue like a sage,  
Though but 20 years of age.  
So he thinks! So he thinks!

He has come the courts to alter,  
In his works he'll never falter.  
So he thinks! So he thinks!

But he'll run against a stump  
And receive a great big bump.  
So we think! So we think!

He will learn he's sometimes wrong  
And his points not always strong.  
So we think! So we think!

He will learn life's hard and dreary.  
That courts don't run by theory.  
So we think! So we think!

And he'll say: "I have very oft  
Been very green and very soft."  
So we think! So we think!

—*New York Sun.*

**Customs of Costers.**

A writer in the London *Quiver* says that the costers are now a large class. Though the coster's work is extremely hard and his profits are precarious he lives for a good purpose. When he speaks of himself as "a general dealer," he means that he trades in anything which enables him to turn an honest penny. His ordinary mode of life is even lower than is meant by living from hand to mouth. When he turns out in the small hours of the morning to look round the markets, he may not even know whether his traffic for the day will consist in fish, vegetables or fruit. He may take a hasty penny breakfast in the street and then go to Billingsgate with the idea of "loading up" with the first, only to find that everything is too dear, and then he must hie away to Spitalfields or Covent Garden. When he thus arises with the lark, he cannot tell whether he will have "a good day" or a very poor one.

The most despairing time of all is when the markets all round are too dear to allow of the barrow being "loaded up." If the coster can clear 3 or 4 shillings in the day, he will not be down-hearted, and should he earn nothing, or even make a loss, he looks at the matter as philosophically as one could expect. There are shrewd business men among the costers who rise into thriving shopkeepers. The bank establishment for their own use teaches them to save, and the evening for receiving deposits will be one of the liveliest of the week. The fact is also learned that there is strength in unity, so that the London Union of General Dealers in its way exercises as far-reaching an influence as a city guild.

The chairman might correctly have described himself in the words of one of his

brethren, "I ain' a eddicated person, but I know wot's wot." He proved this characteristic by rising into a thriving tradesman, having one or two shops, and when on one occasion his errand boy stole a box containing nearly 100 sovereigns the police would not believe that such a man had so much money to be stolen. The fact was as stated, however, and the "general dealer" still continued to make progress, while he was well known to Lord Shaftesbury, who publicly alluded to him as "My friend—." At first sight it may appear to be a humble thing to be a leading spirit among such humble folk, but in a way there is ample scope for administrative ability and enterprise.

**Europe's Torch of War.**

After the dreadful Franco German war of 1870-71 the principle of prolonged military service and of diminished annual contingents was given up. The monstrous principle of universal service was adopted instead. By this principle the whole nation is under arms.

A country is no longer a country; a people is no longer a people; a nation is now nothing but an army, and a country is only a barracks. Everybody is *sur le qui vive*. If war breaks out to-day, all professions become deserted, all functions abandoned; the life of the nation stops, so that national activity may be said to begin again only with the blood that is shed.

Moreover, before two hostile armies—that is, two nations when they are enemies—join in combat each of the two armies—that is, each of the two infinite hordes which traverse their several countries to meet eventually on the field of battle—will leave behind it a country in famine, its factories silent and its trade paralyzed.

Again, enormous stocks of food supplies must be accumulated on the frontier where the two armies are likely to meet, but before reaching these inexhaustible magazines the army must be fed while crossing their own territories, and that requires money. So that before even the first gun is fired each army will have expended enormous sums and left in its train towns and villages stripped of men and beasts, the cities in famine, the country without a single tiller of the field.—*McClure's Magazine.*

**Defense of Lying.**

It is an awful wicked thing to tell a lie, no doubt; but what an uncomfortable world this would be without lying! Families would be rent asunder, friends would become enemies, and language would become extinct, for nobody would be upon speaking terms with anybody else.—*Boston Transcript.*



### The Right to Get Rich.

In a recent address, Hon. Abram S. Hewitt forcibly defends the right to get rich as the essence of individual liberty. The constitution recognizes it, he argues, by investing all citizens with freedom of personal exertion for the promotion of their own welfare and prosperity, which includes the process of accumulation, of increase of property, according to the measure of individual ability. It is true, he says, that the few, and not the many, become wealthy, and that some large fortunes seem to be vile when contrasted with the numerous acres of small estates, or of no estate at all; but it would be an infinitely greater evil, he contends, if we should, even in order to get rid of the exceptional instances when he right to get rich has been perverted to fraudulent uses, adopt the policy of undermining the security of property, and taking away the incentive which success alone offers to industry, enterprise and honesty. The hope of profit and reward is the basis of all progress, he insists; and any theory which antagonizes that idea is false and pernicious. We have prospered beyond precedent as a people by reason of the sort of liberty which gives to every man the right to apply his energies in any direction, with the assurance of protection in the possession and enjoyment of all that he may acquire.

The inequalities that we see do not signify, as we are sometimes tempted to believe, that the philosophy of our political system and our industrial structure is illogical and unjustly discriminating. They are unavoidable under any system, and simply mean that men differ in degrees of capacity, and that they can not be artificially made and kept equal in that respect. "I have myself often felt a sense of grievance, which almost amounted to impatience," says Mr. Hewitt, "that some men could have so much more than others." But this does not seem such a wrong, he goes on to point out, when we reflect that if these superfluously rich men did not exist there would be very few people who would have a competence. They are to be regarded comparatively and according to the logic of general conditions. It is undeniable that the great mass of mankind enjoy more of the comforts and pleasures of life than they have possessed at any former time in the history of the race. There is much want and misery, to be sure, and probably always will be, but the fact remains, as Mr. Hewitt graphically declares, that "it is easier for a tramp to get a living in this world to-day than it was a hundred years ago for an honest and industrious man." The right to get rich does not condemn any class or any person to poverty. It merely offers the inducement that is the principal secret of success; and some men

profit by it more than others because they are more intelligent, energetic and persevering.—*St. Louis Globe Democrat.*

### A Hudson's Bay Post.

Life at a distant Hudson's Bay post, far from a railway, may seem a very quiet and uninteresting one to dwellers in busy towns, but quiet as it is the particular post in the district is the center of all life and animation for all the white men, half breeds and Indians within a range of many miles. There they come to hear the news and bring the backwoods gossip. At any hour of the day one or two Indians or half breeds may be seen listlessly hanging about the store or shop smoking, but talking little. Perhaps they have come in to buy something, perhaps they want to sell some skins—or very likely they are only loafing.

Often they come to see the manager simply in the hope of getting an advance of money or of stores on credit, previous to going on a prolonged hunting trip, when, if refused the first time, they will hang about for days, persistently and petulantly returning to the charge. But this advance is often allowed, repayment being taken when the furs come in in the spring.

The Indians look upon the manager of a Hudson's Bay post very much in the light of a father, and if he is a good hearted fellow, as he usually is, he in turn comes to regard them almost in the light of his children and to know the characteristics of each one of them. But, like a father with his children, he knows what is good for them and often in many ways has to deny them to protect them against themselves.—*Blackwood's Magazine.*

### An English May Day.

Baroness Burdett-Coutts clasped the gold chain and cross that Mr. Ruskin annually gives to the "May Queen" at Whitelands College, Chelsea, round the neck of Miss Emma Hands, the young lady elected to that pretty distinction by her fellow-students. The May Day observances began with a festal service in the college chapel, which was beautifully decorated with spring flowers; and after last year's "Queen Dowager" had gracefully abdicated, and a chaplet of apple blossoms had been placed on the head of the newly-found sovereign, an intricate May-pole dance was performed in the great hall while the "Queen" retired to assume her regal robes. Baroness Burdett-Coutts said that she hoped the day would be a pleasantly memorable one in all their young lives, and that the winner of Mr. Ruskin's beautiful gift would find it one of her greatest pleasures in the future to bring to other minds and homes some of the lessons of love and gentleness to be found in his works.—*London Telegraph.*

**MY SWEETHEART.**

'Twas a quaint rhyme scrawled in a spelling book,  
And handed to me with a bashful look,  
By my blue eyed sweetheart, so fondly true,  
In the dear old school days long years ago—

"If you love me as I love you  
No knife can cut our love in two "

That "Saunders' Speller," so tattered and torn,  
Has always a halo of romance worn.

And never a poet with honeyed pen  
Has written so precious a rhyme since then—

"If you love me as I love you."  
Ah, dear, you know I did—I do.

I've kept it safely for many a year—  
This dog's-eared, shabby old spelling book, dear,  
And now, as I hold it within my hand—

Again in the schoolroom I seem to stand—  
Reading once more, with rapture new—  
"If you love me as I love you."

How some foolish saying from out the past,  
Like a rose branch, is over the pathway cast,  
And the time of flowers, we still remember,  
Till winds blow cold in the bleak December.

God grant it always may be true—  
"That you love me as I love you."

—Carolyn L. Bacon.

**The Care of Tender Feet.**

First and foremost, the boots and shoes for summer wear should be half a size larger than those worn during the winter. Shoes are generally considered more comfortable than boots, and should certainly be adopted, if possible, in the summer, for they leave the ankle free and the circulation unimpeded. However, if boots must be worn, they should not be very high, as any additional pressure means additional suffering. It is hardly necessary, I hope, to mention that extremely pointed toes and really high heels should never really be thought of by any one who values peace of mind and comfort. The leather for summer footgear should be light, but not too thin, and brown in preference to black, when brown is suitable to the occasion.

The evil effects of tight lacing will be very soon realized by the woman who has tender feet; the undue compression adds tenfold to the pain, and very often the ankles, even of young girls who are silly enough to sacrifice their well-being for the sake of having a waist of 18 inches, are so swelled and inflamed by the end of the day that they are utterly shapeless.

In cases of this kind the remedy is not far to seek, but it is more difficult to relieve those who suffer legitimately, so to speak. The following treatment should be persevered in; it will give immediate relief, and, when practicable, should be resorted to twice a day. Do not wait until you go to bed, but if the opportunity offers when you come in, weary and footsore, apply the remedies then:

Soak the feet well in tepid water, to which a little ammonia has been added, and as the water gets cold pour in more hot to keep up the temperature. After drying the feet, rub them gently and thoroughly with a mixture made thus:

Add 1 ounce of the best linseed oil to the same quantity of lime-water, shake the bottle in which the ingredients are until a mixture about the thickness of cream is produced, then pour in half a dram of spirits of camphor, shake again, and it is ready for use. The feet, after being rubbed, should be wrapped in soft linen for a little while, and then powdered with boracic acid before the stockings are replaced. In the event of the feet and ankles being in a very inflamed condition, after soaking them as I have described, apply an arnica lotion, which will soon allay the discomfort. This is made by adding twenty drops of tincture of arnica to half a cupful of tepid water; saturate a piece of lint sufficiently large to envelop the entire foot with the lotion, cover it with a piece of oiled silk, and rest for an hour or two.

**The Niagara Falls Power Company.**

The supply canal leaves the Niagara river about 7,000 feet above the falls. It is 188 feet wide and 12 feet deep, with cut stone walls. From this canal water passes by gates and penstocks to the turbines. At present the wheel pit is constructed only on the western side of the canal. This pit is 21 feet wide, 179 feet deep and 150 feet long, and the turbines are now being placed in the northern end of it. The penstocks which supply the turbines are 7½ feet in diameter, and the turbines themselves, each of which is double, take the water at the center and discharge outwardly. These are five feet three inches in diameter, and each double turbine will develop 5,000 horsepower. The shaft from the turbines is of hollow steel, 38 inches in diameter and ½ of an inch thick. At bearings the shaft is solid and 11 inches in diameter. The turbines are so arranged that the weight of shaft, turbines, and gear is counterbalanced by the upward thrust of the water, so that when running the thrust will be on the bearings at the top. These are to run at 250 revolutions a minute. The breadth from the surface of the water in the canal to a point half way between the two double turbines is 136 feet. The tail-race is a tunnel 7,000 feet long, 21 feet high, 18 feet 10 inches wide, lined throughout with brick. It has a fall of 52½ feet, and opens at the bottom of the gorge, just below the upper suspension bridge, at the level of the stream.

**An Unsatisfied Boy.**

Old Gent—See here, boy, what do you mean by speaking so disrespectfully of your father?

Urchin—Well, I guess you would, too, if your old man wouldn't let you go in swimmin' only fourteen times in a whole day: dat's what.—*South Boston News.*

## Federation of Women's Clubs.

The National Federation of Women's Clubs has just finished an interesting annual meeting at Philadelphia. Nearly every woman whose name is identified with the advancement of women was present, and the field of activity in reform was thoroughly discussed.

A topic of particular interest in view of all that has been said and written was dress reform. The committee having the matter in charge said in its report: "The public has treated our various styles of dress very kindly, and the dual dress in some form is growing familiar in the bicycle suit as well as in the physical culture classes. These receive favorable comment and illustration in the daily papers. There are indications everywhere of a great change in public opinion within the year, and of an inquiring mind and desire for radical improvement in woman's dress. The attempt to make trousers look and behave like a skirt can never be very satisfactory. There is great need of experimenting, and of the comparison and criticism of experiments in dress by groups of interested women. I have seen nothing yet which seems to be entirely satisfactory to recommend for general adoption.

"We must work toward it bold, but not too bold. It seems absolutely necessary to destroy the fashionable ideal as fast as possible and I think the hideous newspaper illustrations of 'latest novelties' are helping us wonderfully; no lover of beauty with a grain of good sense can defend such out-lines." As a means of destroying Parisian influence it was decided to offer a prize for the best student's dress, and thus to secure the adoption of new ideas in the schools whence the influence of common sense might spread.

Another subject considered was divorce reform. The report of the committee deprecates any further legislation restricting freedom of divorce until the women of the United States have had ample time to form and express an opinion on every restriction proposed. The National Divorce Reform League, an organization composed wholly of men, comes in for a share of criticism. The women are suspicious of it because in none of its reports is any evidence shown that the real source of social evil is perceived—namely: the subjection and consequent helplessness of women.

Before the adjournment of the meeting the Federation adopted unanimously this resolution, suggested by the Breckinridge case:

"Resolved, That the Federation of Women's Clubs declares its belief that one standard is equally binding upon men and women, and that immoral conduct which

debars the one from public and social life should also debar the other."—*Albany Evening Journal*.

## Work, Not Talk.

Times never boom so that a lazy man will prosper. An idler can inherit wealth, and it slips through his fingers until in a few years he is a ragged loafer. No man or set of men can sit around on the stool of do nothing and make times better by theorizing on the financial question or discussing the rapid transit on which this country is going to the "demnition bowwows." It is true there are certain times when the conditions are better for general prosperity than at others, but as a main proposition an individual's prosperity depends solely upon himself and the country's prosperity upon the industry and frugality of its people. No legislation can alter this fact; neither can the enactment of any law make a professional loafer prosperous or keep an industrious, economical man from succeeding in life.

This is a lesson that people should learn. Success in the various occupations in life depends upon their own endeavor and not upon any legislation congress may enact. When people learn to work and think more and discuss politics less, an era of prosperity will dawn upon this fair land that will surprise even the most cynical curbstone prophet.—*Kansas City Times*.

## Paper Telegraph Poles.

One of the latest uses to which paper has been turned is the making of telegraph poles. The paper pulp employed is saturated with a mixture of borax, tallow and other substances. The mass is cast in a mold, with a cone in the center, forming a hollow rod of any desired length, the cross pieces being held by wooden keys driven in on either side of the pole. The paper poles are said to be lighter and stronger than those of wood and to be unaffected by the many weather influences which shorten the life of a wooden pole. It is doubtful, however, whether the paper pole will come to be anything like a rival to the iron pole, which is now high in favor for the carrying of all kinds of wire lines. The value of iron telegraph poles has been well tested under the most trying conditions on the line between Europe and India, and again across arid stretches of country in Australia. Insects that eat out the core of everything in the shape of wood, leaving the shell only, and bird borers that drill holes in the toughest of trees, let the iron pole pass, and even wandering tribes cannot chop it up for firewood, although down in Australia they have not yet quite gotten over their trick of making arrow heads of the insulators it carries.

**Mrs. U. S. Grant.**

Those who now meet Mrs. U. S. Grant find that though time has touched her gently, the resemblance to the young matron of former days is scarcely traceable in the elderly woman of to-day, attired still in widow's weeds. She has grown much more corpulent with advancing years; her brown hair changed to snowy white and the lines which time has drawn in a face possessing prominent features, indicate strength of character and common sense. In manner she is unaffected and gracious; her cordial greeting at once puts visitors at ease, who soon become charmed listeners to fluent reminiscences of noted people and incidents in her eventful life. On the occasion of our visit, to the suggestion that visitors might be an intrusion upon her time and tax upon her strength, she assured us that when her health admitted, the attention of strangers among whom she is thrown gave her pleasure. Meeting people has been so much a part of her life that should courtesies now be withheld she would feel somewhat neglected. She recognizes the fact that the desire of the public to meet her is influenced by admiration of her husband, which she regards as a tribute to his memory and which she is pleased to gratify. Mrs. Grant's life has been one of unusual excitement and activity. She is living now largely in the past, and what wonder, for who has such a past to recall.—*Housekeeper.*

**Cynical Metaphors.**

Man is said to be an animal that has a mania for getting up societies and making himself president. If the presidency has been already claimed, he contents himself with the position of treasurer. In a cynical old bachelor's opinion, ideas are like beards—men only get them when they grow up, and women never have any at all. It was probably another old bachelor who said, "Nature shudders when she sees a woman throw a stone, but when a woman attempts to split wood nature covers her head and retires to a dark and moldering cave in temporary despair." A spinster says: "Old bachelors are frozen out old gardeners in the flower bed of love."

A farmer said, "One thing I don't like about city folk—they be either so stuck up that yer can't reach them with a haystack pole or so friendly that they forget to pay their board."—*New York Despatch.*

**The Two Kittens.**

The once idea of a learned woman, angular, absorbed, unmindful either of the decurms of social usage or the charms of dress and manner, has long since given way before a better acquaintance with our fascinating women scholars, artists, professors,

physicians, architects and "divines." In fact, so completely changed from "all that" primitive notion as Moliere himself would admit, that he could no more write "*Les Precieuses Ridicules*" of any professional woman here than he could unwrite his *Tartuffe*, written for all time. It is an open secret that within one of the women's clubs in Philadelphia are two ladies who are known to one of their intimates as "the two kittens." They are so playful, so graceful, so apparently unostentatious in their casual conversation, so dainty, so thoroughly bewitching in their gayety. And yet upon one of these ladies will the university this spring place its dignified "degree" and upon the other has long rested the dignity of a presiding officer, with all the rules of "order" and parliamentary procedure at her finger ends.—*Household.*

**The Doll of Colored Children.**

Did any one ever see little colored girls playing with any other sort of dolls than white ones? Perhaps such little girls sometimes have black dolls, but the writer often sees them at their doll play in a street which is almost exclusively inhabited by colored people, and has never seen them with any but white dolls. Generally the dolls are quite blonde. It is not for want of black dolls in the stores; they are numerous enough, and are much favored by white girls. The reason for it is of course a very pathetic story—the long story of a race enslaved and despised until it has to a great extent lost its pride in itself and come to court another by a habit which is second nature. The mulattoes and quadroons are given a certain precedence and honor by the blacks, and the little mulatto girls will have none but white dolls, and blondes at that.—*Boston Transcript.*

**He Got the Russet Shoes.**

Oliver Van Ostend, the New York electric expert, is very fond of driving, and a day or so ago told his groom to have the mare he most favors for a spin in the park freshly shod. Being in a merry mood, he added, "If the blacksmith has any russet shoes, tell him to fit her out with that kind." What was his surprise to get a bill for a complete set of fine copper shoes, especially made to order; but, as the joke was on him, he paid up without protesting.—*New York Mail and Express.*

**Revenge.**

"That disagreeable Mrs. Highfi acted as though she didn't want to speak when she met me on the street, but I'll get even with her."

Florence—"What will you do?"

"Kiss her the very next time I meet her."—*Chicago Inter Ocean.*

offee and Indigestion.

frequently advise dyspeptics published with indigestion to avoid ey would a poison," said J. T. ew Orleans, long identified with ade. "I have heard other phy- e the use of coffee as a promoter

Both sides were right and The brand of coffee has noth- it either. It is wholly in the offee long boiled, whether it be t or the most costly brand will oduce indigestion, but it will orse case of it than the persist- of the most indigestible foods. hand a simple infusion of coffee e digestion. By the latter pro- aroma of the coffee is preserved, elicious beverage, and is health-

By the boiling process, the e coffee is absolutely destroyed, erage rendered harmful. And ill boil coffee. You need not supported word for this. The as been proven beyond ques- periments made by Dr. Van bably the most distinguished Berlin."

### Two Conundrums.

me and bright young woman and is spending the summer evening this week she was at a young people, and some one you were going to dam the Miss- how would you do it?" The : "Why dam it you can't?" ening she was invited to a trip ver with a party. Her escort man who was not at the gath- previous evening. He proposed a: "If you came to a river when ry and the bridge were away ou cross?" The young woman's ere partly engaged with what g and partly with other things, g of the other conundrum, she ered: "Why d—it, you can't." and her consternation were a old. The balance of the even- ntly spent in explanations by oman.—*Buffalo Express*.

### The Kaffirs.

rs are great philosophers. If l die, the owner never grieves, : "Now I must go to work for white men who treat them well asters), and in six months he e a cow. It will have a calf. ll calf, in a year I'll have a pair should it be a heifer calf I'm er, for the next year I'll have nstead of one."—*New York Tri-*

NEW YORK CENTRAL earnings for the quarter ending June 30 (partly estimated) will show a falling off of \$1,885,000, notwithstanding an increase of 300 miles of road, but reduction of operating expenses has brought the loss in net earnings down to \$661,000. For the year the gross earnings are estimated at \$43,840,000, a loss of \$3,006,000 compared with last year, and net earnings will be \$14,221,000, which is only \$423,000 less than last year, the falling off having been to a large extent compensated by the severe reduction of \$2,672,000 in operating expenses. In spite of retrenchment, however, the profit over first charges lacked \$711,000 of being sufficient to pay the moderate dividend of 5 per cent.—*Railway Age*.

MOST people have an idea that rice paper, out of which cigarettes are made, is made of rice—99 out of every 100 smokers share this opinion. Rice does not enter into the composition at all, and the name is a misnomer. The so-called rice paper is made from the pith of a small tree which is indigenous to Formosa. It is found nowhere else, I believe. It belongs to the family which is represented in this country by the sarsaparilla. The pith is pure white. The stems are sent to China, where the paper is made. It is used largely by the Chinese artists for water color drawings. Those illustrated Chinese and Japanese books are made of it. The Chinese and Japs also dye the paper and make artificial flowers of it.

"It has been a popular opinion for some time," remarked Prof. L. D. Grey, of Montreal, "that certain diseases, such as carbuncle, cancer and their allies, may be transmitted from one animal to another, or from animals to man, by means of flies lighting upon the diseased spot and thence passing to a healthy subject. Although this is rather hard to believe, still it has been proved by direct experiment to be not simply probable, but an actual fact. This is not done by the ordinary blow or meat fly, but by the common house-fly, which, after coming in contact with a sore and thence passing to a healthy animal, imparts the infection to the latter."

### MY GIRL.

Last night I held her on my knee,  
The girl that I love best;  
That little head so dear to me  
Was pillowed on my breast.  
I held her little hand in mine,  
And kissed her o'er and o'er;

But then, you see, she's barely nine,  
And I am sixty-four,  
And if it happens that I be  
The grandad that adores  
The grandchild that takes after me,  
It's no concern of yours.

## GRAND LODGE.

**Assessment Notice for September.**

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., September 1, 1894. )

ASSESSMENT No. 48, \$2.00.

*To Receivers of Subordinate Lodges:*

SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members entitled to all the benefits of the order, viz.:

CLAIM No. 1323. Robert W. McMullen, of Maple City Lodge, No. 198, was killed in a Collision, February 12, 1894.

CLAIM No. 1329. J. F. Brown, of Crystal Lodge, No. 408, was declared totally disabled by Blindness, April 5, 1894.

CLAIM No. 1330. Peter Whitmaw, of El River Lodge, No. 164, was declared totally disabled by Epilepsy, May 19, 1894.

CLAIM No. 1331. G. O. Spaulding, of Eastman Lodge, No. 134, was Drowned, May 20, 1894.

CLAIM No. 1332. Saml. Rowbottom, of Central Park Lodge, No. 237, was declared totally disabled by a Tumorous Growth, May 24, 1894.

CLAIM No. 1333. Thomas Chapman, of P. H. Sheridan Lodge, No. 388, was declared totally disabled by Hemorrhage of Lungs, May 28, 1894.

CLAIM No. 1334. T. C. Green, of Blue Mountain Lodge, No. 348, died of Paralysis of Heart, June 5, 1894.

CLAIM No. 1335. M. F. Murphy, of Champlain Lodge, No. 352, was Stabbed and killed June 8th, 1894.

CLAIM No. 1336. John M. Rummel, of D. J. Chase Lodge, No. 259, Fell from his Engine and was killed, June 10, 1894.

CLAIM No. 1337. J. S. Vinyard, of J. M. Dodge Lodge, No. 79, was declared totally disabled by Ankylosis of Knee, June 11, 1894.

CLAIM No. 1338. Thomas Hare, of Iron Range Lodge, No. 296, was Struck by a Switch Target and died, June 13, 1894.

CLAIM No. 1339. Joseph H. Rubbert, of Cerro Gordo Lodge, No. 29, was declared totally disabled by being Scalded, June 13, 1894.

CLAIM No. 1340. J. C. White, of H. C. Lord Lodge, No. 153, was killed in a Railway Accident, June 13, 1894.

CLAIM No. 1341. Wm. A. Rouse, of Pilot Lodge, No. 124, was declared totally disabled by Injury to Spinal Cord, June 19, 1894.

CLAIM No. 1342. Edward Cahow, of Stuart Lodge, No. 20, was declared totally disabled by Injury to Spinal Cord, June 20, 1894.

CLAIM No. 1343. George S. Flading, of Buffalo Lodge, No. 12, was declared totally disabled by injuries sustained Falling from Engine, June 21, 1894.

CLAIM No. 1344. James Anderson, of Franklin Lodge, No. 9, was declared totally disabled by Paralysis, June 21, 1894.

CLAIM No. 1345. James G. Warland, of Elkhorn Lodge, No. 28, died of Septemia, June 21, 1894.

CLAIM No. 1346. Arthur J. Bowers, of Green Valley Lodge, No. 223, was Struck by Train and killed, June 28, 1894.

CLAIM No. 1347. F. H. Humphrey, of Paul Revere Lodge, No. 485, was killed in a Wreck, June 29, 1894.

CLAIM No. 1348. John McCabe, of Triumphant Lodge, No. 47, was Shot and killed, July 2, 1894.

CLAIM No. 1349. C. A. Sterns, of Long Doubler Lodge, No. 334, died of Typhoid Fever, July 3, 1894.

CLAIM No. 1350. James Clark, of Mt. Tacoma Lodge, No. 192, was struck by Guard Post and killed, July 3, 1894.

CLAIM No. 1351. Thomas Gribble, of Headlight Lodge, No. 217, was declared totally disabled by Phthisis Pulmonalis, July 6, 1894.

CLAIM No. 1352. Jacob Herider, of Sprague Lodge, No. 133, was declared totally disabled by Disease of Lungs, July 7, 1894.

CLAIM No. 1353. E. F. Fleck, of Golden Eagle Lodge, No. 78, was killed in a Railway Accident, July 13, 1894.

CLAIM No. 1354. John Gatchell, of River View Lodge, No. 330, was declared totally disabled by Injury to Back and Lungs, July 13, 1894.

CLAIM No. 1355. Wm. Swatz, of W. F. Hynes Lodge, No. 48, was killed in a Railway Accident, July 13, 1894.

CLAIM No. 1356. Lewis L. Frampton, of Belvidere Lodge, No. 329, was declared totally disabled by having Leg Crushed, July 17, 1894.

CLAIM No. 1357. Harry A. Smith, of Omega Lodge, No. 316, died of Pulmonary Consumption, July 22, 1894.

CLAIM No. 1358. Jeff Davis Aront, of Lone Star Lodge, No. 70, was killed in a Collision, July 23, 1894.

CLAIM No. 1359. Eugene Flanagan, of East Albany Lodge, No. 215, was declared totally disabled by having Hip Crushed, July 25, 1894.

CLAIM No. 1360. John Laird, of Eureka Lodge, No. 14, was declared totally disabled by Fracture of Skull, August 7, 1894.

CLAIM No. 1361. Martin Glynn, of Falls City Lodge, No. 103, was declared totally disabled by Tuberculosis, August 11, 1894.

An assessment of Two DOLLARS (\$2.00) has been levied for the payment of the above claims, and you are required to forward said amount for each member whose name appears on the rolls of membership August 31, 1894 (also for all members having taken a withdrawal (limited or final) after August 1st. and for all members who died or were totally disabled since that date), said remittance to reach the Grand Lodge not later than SEPTEMBER 30th, 1894, as provided by Section 50 of the Constitution. Any lodge failing to make returns as above provided will stand suspended from all the benefits of the order, as per Section 52 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. and T.

Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER, }  
TERRE HAUTE, IND., August 1, 1894. }

Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund for the month of July, 1894:

RECEIPTS.

	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1		78		145		217	\$16	289	
2		74		146		218		290	
3		75		147		219		291	\$42
4		76		148		220		292	
5		77		149		221		293	
6		78		150		222		294	
7		79		151		223		295	
8		80		152		224		296	
9	\$24	81		153		225		297	
0		82		154		226		298	
1		83		155		227		299	
2		84		156		228		300	
3		85	\$40	157		229		301	
4		86		158		230		302	
5		87		159		231		303	
6		88		160		232		304	
7		89		161	46	233		305	
8		90		162		234		306	
9		91		163		235		307	
0		92		164		236		308	
1		93		165		237		309	
2		94		166	426	238		310	
3		95		167		239		311	
4		96		168		240		312	
5		97		169		241		313	
6		98		170		242		314	
7		99		171		243		315	
8		100		172	116	244		316	
9		101		173		245		317	
0		102		174		246	118	318	
1		103		175		247		319	
2		104		176		248		320	
3		105	\$96	177		249		321	
4		106		178		250		322	
5	50	107		179		251		323	
6		108		180		252		324	
7		109		181		253		325	
8		110		182		254		326	
9		111		183		255		327	
0		112		184	112	256		328	
1		113		185		257		329	
2		114		186		258		330	
3		115		187		259	126	331	
4		116		188		260		332	
5		117		189		261	80	333	
6		118		190		262		334	
7		119		191		263		335	
8		120		192		264		336	
9		121		193		265		337	
0		122		194		266		338	
1		123		195		267		339	
2	150	124		196		268	64	340	
3		125		197		269		341	44
4		126		198		270		342	
5		127		199		271		343	
6		128		200		272		344	
7		129		201		273		345	
8		130		202		274		346	
9		131		203		275		347	
0		132		204		276		348	
1		133		205		277		349	
2		134		206		278	120	350	36
3		135		207		279		351	82
4		136		208		280		352	82
5		137		209		281		353	45
6		138		210		282		354	46
7		139	50	211		283		355	47
8		140		212		284		356	52
9		141		213		285		357	49
0		142		214		286		358	40
1		143		215		287		359	41
2		144		216		288		360	432

RECEIPTS—Continued.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
438		443		468		478		498	
439	\$174	444		469		479		499	
440		445		470	60	480		500	
441		446		471		481		501	
442		447	\$62	472	58	482		502	
443		448		473		483		503	
444		449		474		484		504	
445		450		475		485		505	
446		451		476		486		506	
447		452		477	32	487	\$84	507	

Balance on hand July 1, 1894 . . . . . \$46,473 75  
Received during month . . . . . 2,962 00

Total . . . . . \$49,435 75

DISBURSEMENTS.

By claim of Annie Tourville . . . . . \$1,967 90

Balance on hand August 1, 1894 . . . . . \$47,467 85  
Respectfully submitted.

F. W. ARNOLD, G. S. and T.

Special Notice.

No lodge should be without a copy of the latest book of schedules of wages and agreements between Engineers and Firemen and Railway Officials. We have a large supply on hand and will furnish them to subordinate lodges at seventy five cents per copy. Send your orders at once and they will be promptly filled. All orders must come through the Secretary or Acting Secretary of the lodge.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. and T.

"Don't you consider Mr. Nuwed very devoted since his marriage?"  
"Well, I can't say. I've never seen him with any one but his wife."

"Did the new soprano seem to make a good impression on the congregation?"  
"Pooh, no; there was really not one thing in her singing to find fault with."

PASTOR—Tommy, have you read the story of Moses in the bulrushes?"  
Tommy—Nope; whenever we do sneak in one of them good detective stories ma finds 'em an' burns 'em up.

"The doctor says Mrs. Holton must take more exercise."  
"What is she going to do?"  
"Hire three more servants."

"Well, Ethel, congratulate me. I've just sold my horse."  
"Good; who bought him?"  
"Your father."

"Great heavens, George, do you realize what you have done? Alas! in two weeks father will be forbidding me to see you."—*Harper's Bazar.*

A SERPENTINE dancer in a London music hall twirls around with so much rapidity that the clocks in her stockings get all wound up.—*Kings' Jester.*

**"WORTH A GUINEA A BOX."**

# BEECHAM'S PILLS

The Favourite of  
**All Railroad Men.**

*A Standard Remedy the World over*

FOR ALL

## BILIOUS AND NERVOUS DISORDERS,

Such as Sick Headache,  
Weak Stomach,  
Impaired Digestion,  
Liver Complaint,  
**Constipation,**  
and all Similar Ailments.

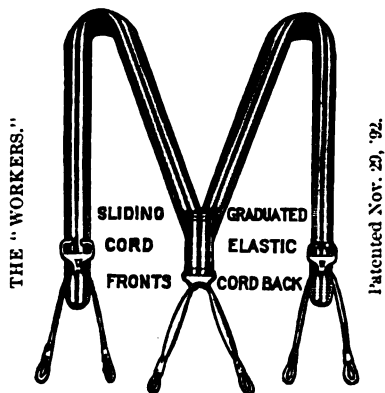
Covered with a Tasteless and Soluble Coating.  
Of all druggists. Price, 25 cents a box.

New York Depot, B. F. Allen Co.,  
365 Canal St.

Send postal for our valuable book, "Constipation."

## ENGINEMEN! FOR YOU!

A Gallus that will never leave you in the lurch or let your "trousers down." Only 25 cents.



The "WORKERS" is the simplest, completest, most comfortable and most serviceable low-cost suspender made. (Have testimonials from railroad men everywhere.)

Easy on buttons. Does not slip down on shoulders. Has no rubber in web to induce perspiration. Great stretch in back elastic graduated cord. Ask for it or send stamps for a sample pair. Say if you like black.

Our new suspender, the "CHESTER," at 50 cents, is a handsome one and quite as comfortable. The best suspender in the world.

**Chester Suspender Co.,**  
60 Decatur Ave. Roxbury, Mass.

## A COOL SKIN,

FREE from Rash, Eczema, Irritation, Scalds, Burns or Cutaneous Troubles, will ensure sleep to the

## TIRED RAILROAD MAN.

He will find a comforter and healer in a cleansing and refreshing wash with

## Glenn's Sulphur Soap.

It is not a fancy toilet soap—but a plain, every-day remedy for the mechanic, the busy housewife and the children. No household should be without it. Ask your druggist—he keeps it.

N. B.—Beware of vile imitations. Ask for and obtain

**GLENN'S SULPHUR SOAP**

## REGALIA

FOR

Brotherhoods of  
**Firemen,**  
**Engineers,**  
**Conductors,**  
**Brakemen, etc.**

Send for Price List to the

**M. C. Lilley & Co.,**

**COLUMBUS, OHIO,**

MANUFACTURERS OF

**Military and Society Goods, Railroad Caps and Uniforms.**

PLEASE MENTION THIS MAGAZINE

When addressing our advertisers mention this Magazine.



# Engineers and Firemen!

## STANDARD LITERATURE.

**These Books Will Help You to Master Your Calling and Get "On Top."**

**"Locomotive Catechism,"** by ROBERT GRIMSHAW. Nearly 400 pages. Full of cuts and illustrations. Fresh from the press and fully up to the times; **Price, \$2.00.**

**"New Catechism of the Locomotive,"** by M. N. FORNEY. More than 700 pages and more than 500 engravings. Greatest book published. **Price, \$3.50.**

**"Compound Locomotives,"** by ARTHUR T. WOODS. The only book on the subject. Should be in the hands of every student of the locomotive. **Price, \$1.**

**"Air Brake Practice,"** by J. E. PHELAN, of the Northern Pacific R. R. An exhaustive treatise on the Air Brake; explains in simplest language how to operate it under all conditions. **Price, \$1.00.**

**"Progressive Examinations of Locomotive Engineers and Firemen,"** by JOHN A. HILL. A capital little book for new beginners. An excellent pocket companion. **Price, 50 Cents.**

**"Alexander's Ready Reference,"** by S. A. ALEXANDER, for engineers and firemen. This book contains more valuable information in fewer words, and is easier understood by railroad men than any other book now in print. **Price, \$1.50.**

**"Twenty Years with the Indicator,"** by THOS. PRAY, JR., M. E. Copiously illustrated and containing many rules as to the best way to run any steam engine to get the best results. **Price, \$2.50.**

**"Simple Lessons in Drawing,"** by ORVILLE H. REYNOLDS (Chief Draftsman, Northern Pacific Railway). A splendid book. Every student of locomotive engineering and every explorer in the field of mechanics should have it. **Price 50 cents.**

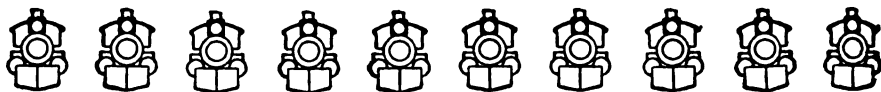
**"Roper's Hand Book of the Locomotive,"** by STEPHEN ROPER. One of the most valuable treatises ever written on the subject. It is fully illustrated, and contains a description of the most approved locomotives in use. **Price, \$2.50.**

**"Locomotive Running Repairs,"** by L. C. HITCHCOCK. A splendid little book for locomotive men. **Price, 50 cents.**

**SEND ORDERS TO**

**DEBS PUBLISHING CO.,**

**TERRE HAUTE, INDIANA.**



Do You Want a Picture of the

## FAMOUS "999" LOCOMOTIVE?

We've had hundreds of letters asking for a picture—now we have it. Something better than a photograph. A **transparent**, copper-plate engraving of the famous flyer; you can see everything **outside** and **inside**. Every part is numbered and named. Fit for a gold frame in a palace. Printed on satin gloss paper, 14x28, and mailed in a tube (without folding) for 50 cents (stamps are good, but we would rather have postal notes or money orders). This is an educational device, up to date, unique, beautiful and correct. Once seen, no other picture of this beautiful locomotive will satisfy you at all. Send cash with order. **LOCOMOTIVE ENGINEERING, 5 Beekman St., New York City.**

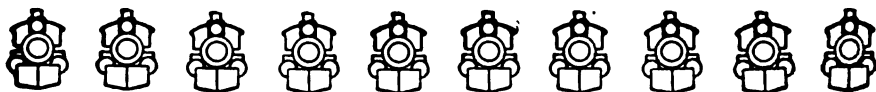


If you are a subscriber, for 1894, to our paper, **Locomotive Engineering**, you get the above picture and our other little school masters, the **Traveling Engineer's Examination Chart** and the **Working Model of the Triple Valve**,

► **FREE.** ◄

The paper has over 40 large pages and is the best illustrated and **"most interesting railroad paper published."** Practical, instructive, interesting! No engineer, fireman or shop man can afford to be without it. Sent to any address in the world for \$2.00. Angus Sinclair and John A. Hill, Editors. Specimen Copy, free. Address

**LOCOMOTIVE ENGINEERING,**  
256 Broadway, NEW YORK CITY.



**JUST PUBLISHED.**  
**LOCOMOTIVE CATECHISM**

By **ROBERT GRIMSHAW.**

Containing nearly 1300 questions and answers concerning Designing and Constructing, Repairing and Running various kinds of Locomotive Engines.

Intended as examination questions, and to post and remind the engine runner, fireman and learner.

**A STANDARD BOOK FRESH FROM THE PRESS,  
FULLY UP TO THE TIMES.**

**EVERY TYPE OF LOCOMOTIVE TREATED.**

Nearly 400 pages; filled with Cuts, Diagrams and Illustrations. Tells all about the Locomotive in language any schoolboy can understand. Difficult problems made easy. A popular book for the masses.

**PRICE, \$2.00, PREPAID TO ANY ADDRESS.**

**AGENTS WANTED!**

We want an agent at every round house in the country. Liberal commissions and exclusive agency given. Several agents sold more than 50 copies each the first week. **SEND NOW** for copy and full particulars to

**NORMAN W. HENLEY & CO.,  
PUBLISHERS,**

**150 Nassau Street, NEW YORK.**

**ENDORSED BY FAIRMOUNT LODGE, No. 333,  
BROTHERHOOD OF LOCOMOTIVE FIREMEN.**

**Locomotive  
Mechanism and  
Engineering.**

By **H. C. Reagan.** Explaining Fully and Clearly the Construction and Action of Simple and Compound Locomotives. Illustrating the principal "break-downs" which happen to a Locomotive, with Complete Directions what should be done when one occurs "on the road." Questions and Answers are so arranged that they can be used by Master Mechanics or Traveling Engineers, or by the Demonstrator in the Lodge Room. 145 Illustrations. 300 pages. 12mo, cloth. \$2.00.

**JOHN WILEY & SONS,**

**53 East 10th St. New York.**

Agents wanted.

**LOCOMOTIVE  
CATECHISM**

—BY—

**ROBT. GRIMSHAW**

**1300 Questions and Answers  
360 Pages.**

**ALL ABOUT REPAIRING AND RUNNING THE  
VARIOUS KINDS OF LOCOMOTIVES.**

**NEW AND COMPLETE.**

**FULLY - UP - WITH - THE - TIMES.**

**Diagrams and Illustrations Galore.**

**PRICE, \$2.00.**

**Address Orders to**

**DEBS PUBLISHING CO.,**

**TERRE HAUTE, INDIANA.**

## Helpful Books for Ambitious Men.

**Locomotive Engine Running**, by ANGUS SINCLAIR. Price, \$2.00.

**Progressive Examinations for Engineers and Firemen**, by JOHN A. HILL. Price, 50 cents.

**Air Brake Practice**, by J. E. PHELAN. Price, \$1.00.

**Block Signalling**. Explains how the different forms of block signals are worked. Price, \$2.00.

**Catechism of the Locomotive**, by M. N. FORNEY. Price, \$3.50.

**Hand-Book of Instructions for Engineers and Firemen**, by N. HAWKINS, M. E. Illustrated. Price, \$2.50.

**How to become a Successful Engineer**, by B. STUART. Price, 50 cents.

These books are well known stand-bys, and the man who buys one of them, will never regret his investment.

### CATALOGUE FREE.

## ENGINEERING LITERATURE CO.,

East Orange, New Jersey.

# To all Union Men: - -

Greeting:--

We, the members of Local Union No. 18, United Garment Workers of America, employes of Sweet, Orr & Co., of Newburgh, N. Y., hereby certify that all garments in this Factory are made under strictly Union regulations; a fact which we shall be very glad to have Union men remember when they have occasion to buy an Overall.

MARY F. CAHILL, Rec. Sec.      GEORGE GASKING, Pres.

L. O. BEDFORD, Treas.      EVELINE MCGUIRE, Fin. Sec.

## N. B.--EVERY GARMENT WARRANTED.

Pants from \$1.00 to \$4.00.

*Ask your dealer for a pair of yellow ticket pants, price \$1.50*

Newburgh, N. Y.  
Chicago, Ill.  
New York City.

# Sweet, Orr & Co.

# MECHANICS



DIPLOMAS AWARDED.

Courses in other trades, all including thorough instruction in Mathematics and Physics. Send for FREE circular, stating subject you wish to study to **THE CORRESPONDENCE SCHOOL OF MECHANICS**, Scranton, Pa.

## MODEL OF LINK VALVE MOTION, Neatly Made of Brass. PRICE, \$4.00.

A great help in the study of Valve Motion. Just what is required for the Lodge-room. Perfect in Design and Works Smoothly in all its parts. A great object lesson. Address

**WM. WEILER,**  
Port Morris, N. J.

Box 25.

## THE BROTHERHOOD SEAT.

IS SENT ON ONE WEEK'S TRIAL.

Patented and Manufactured by

**STANNARD & WHITE,**  
APPLETON, WIS.

B. of L. E., No. 88. B. of L. F., No. 28.

Send stamp for full particulars.



## OF INTEREST TO R. R. MEN AND THEIR FAMILIES.

U. S. CENSUS, 1880, REPORTS

**35,000 DEATHS**  
FROM **CANCER**

### The IOLA SANITARIUM

is an institution thoroughly equipped for the treatment of Cancer, Tumors and all malignant growth without the use of the knife, and effects a permanent cure where the circumstances are at all favorable for treatment. References on application.

Address DR. GEO. DALE, Iola, Wisconsin.



**FREE**

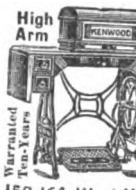
A fine 14k gold plated watch to every reader of this paper. Cut this out and send it to us with your full name and address, and we will send you one of these elegant, richly jeweled, gold finished watches by express for examination, and if you think it is equal in appearance to any \$25.00 gold watch pay our sample price, \$3.50, and it is yours. We send with the watch our guarantee that you can return it at any time within one year if not satisfactory, and if you sell or cause the sale of six we will give you One Free. Write at once, as we shall send out samples for 60 days only. Address **THE NATIONAL MFG & IMPORTING CO.,** 334 Dearborn St., Chicago, Ill.

### \$100 Reward, \$100.

The reader of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly on the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

Address, **F. J. CHENEY & Co., Toledo, O.**  
Sold by Druggists, 75 cents.

**FAT FOLKS REDUCED**  
from 15 to 25 lbs. per month by a **HARMLESS TREATMENT.**  
Nostarving; leaves no wrinkles. **THOUSANDS CURED.**  
18 Years' Successful Practice. **TREATMENT BY MAIL.**  
For particulars call on, or address with 6 cents in stamp, **O. W. F. SNYDER, M. D.,** Chicago, Ill.  
**246 McVicker's Theater Bldg.**



### MY HUSBAND

Can't see how you do it.

\$60 Kenwood Machine for - \$23.00  
\$50 Arlington Machine for - \$19.00  
Standard Singers - \$8.00, \$11.00, \$15.00, and 27 other styles. All attachments FREE. We pay freight ship anywhere on 30 days free trial, in any home without asking one cent in advance. Buy from factory. Save agents large profits. Over 100,000 in use. Catalogue and testimonials Free. Write at once. Address (in full), **CASH BUYERS' UNION,** 158-164 West Van Buren St., Chicago, Ill.



# FREE TO SUFFERERS.

Why waste time, money and health with "doctors," "wonderful" "cure-alls," specifics, etc., when **when I will send FREE** the prescription of a new and positive remedy for a **prompt lasting cure**. Lack of strength, vigor and manhood quickly restored in young or old man. **I send this prescription FREE of charge**, and there is no humbug or advertising catch about it. Any good druggist or physician can put it up for you, as every thing is plain and simple. I can not afford to advertise and give away this splendid remedy unless you do me the favor of buying a small quantity from me direct or advise your friends to do so. But you may do as you please about this. You will never regret having written me, as this remedy cured me after everything else had failed.

Correspondence strictly confidential, and all letters sent in plain sealed envelope. Stamp if convenient. Address

**E. H. HUNGERFORD, Box A 314, Albion, Mich.**

**COOK REMEDY CO.**

**BLOOD POISON!** Primary, Secondary or Tertiary

permanently cured in 15 to 35 days. We eliminate all poison from the system, so that there can never be a return of the disease in any form. Parties can be treated at home as well as here, (for the same price and under the same guarantee,) but with those who prefer to come here, we will contract to cure them or refund all money and pay entire expense of coming, railroad fare and hotel bills.

**Our Magic Remedy** Eight Years in Use and Never Failed to cure the most obstinate cases. We challenge the world for a case we can not cure. Since the history of medicine a true specific for **BLOOD POISON** has been sought for but never found until our Magic Cyphlene was discovered. We solicit challenge the world for a case we cannot cure. This disease has always baffled the skill of most eminent physicians.

**\$500,000 CAPITAL** behind our unconditional guarantee. Absolute proofs sent sealed on application. Address,

**COOK REMEDY CO.,**  
Room 207 Masonic Temple, Chicago, Ill.

**COOK REMEDY CO.**

**14 KARAT GOLD PLATE**

**CUT THIS OUT** and send it to us with your name and address and we will send you this watch by express for examination. A Guarantee For 5 Years and chain and charm sent with it. You examine it and if you think it a bargain pay our sample price, \$2.50, and it is yours. It is beautifully engraved and warranted the best time-keeper in the world for the money and equal in appearance to a genuine Solid Gold Watch. Write to-day, this offer will not appear again.

**THE NATIONAL MFG. & IMPORTING CO.,**  
334 DEARBORN STREET,  
CHICAGO, ILL.

**\$12 to \$35 Per Week**

Can be made working for us. Parties preferred who can give their whole time to the business. Spare hours, though may be profitably employed. This announcement is of special interest to stirring men who wish to rise in the world. Good openings for town and city work as well as country districts.

**B. F. JOHNSON & CO.,**  
No. 3 So. 11th St., Richmond, Va.

## NATIONAL HOTEL.

**J. H. BREWER, Proprietor.**

(B. of L. E. Div. 182.)

**102 Park Avenue, opp. Avenue Hotel.  
HOT SPRINGS, ARK.**

(Correspondence solicited. Letters of Inquiry promptly answered.)

**MY WIFE CANNOT SEE HOW YOU DO IT AND PAY FREIGHT.**

**\$14** Buys our 3 drawer walnut or oak Improved High Arm Singer sewing machine finally finished, nickel plated, adapted to light and heavy work; guaranteed for 10 Years; with Automatic Bobbin Winder, Self-Threading Cylinder Shuttle, Self-Setting Needle and a complete set of Steel Attachments; shipped any where on 30 Day's Trial. No money required in advance. 15,000 now in use. World's Fair Medal awarded machine and attachments. Buy from factory and save dealer's and agent's profits.

**FREE** Cut This Out and send to-day for machine or large free catalogue, testimonials and glimpses of the world's fair.

**OXFORD MFG. CO. 342 Wabash Ave. CHICAGO, ILL.**

## THE ASTRONOMICAL WONDER, PLAY OF THE PLANETS,

Reveals that: **MERCURY** People Have Executive Power and Oratory; **VENUS** People Make Good, True Friends; **MARS** People are Leaders and Rulers; **JUPITER** People Make Money; **SATURN** People are Sickly; **URANUS** People Think, Work and Advance. **NEPTUNE** People are Travelers and Statesmen.

Most people are out of their sphere—where do you belong? Send one dollar for the Play of the Planets and ascertain. Address, **PLANETARY PUB. CO.,** 60 Wabash Avenue, Chicago, Ill.

**Artificial LIMBS**

**BEST LEG—\$50**  
Wood or Rubber Foot

**TRUSSES, Elastic Stockings, Crutches, etc.**  
Catalogue Free. State particulars.

**GEO. H. FULLER,**  
U. S. Government Mfr., Dept. No. A. A. ROCHESTER, N. Y.

**BUY DIRECT AND SAVE DEALER'S AND AGENT'S PROFITS.**

**\$12** Buy our Oxford Boss Bicycle, suitable for either sex, made of best material, strong, substantial, accurately adjusted and fully warranted. Write to-day for our large complete catalogue of bicycles, parts, repairs, etc., free.

**OXFORD MFG. CO.,**  
338 Wabash Avenue, - CHICAGO, ILL.

**MRS. WINSLOW'S SOOTHING SYRUP**  
- FOR CHILDREN TEETHING -  
For sale by all Druggists. 25 Cents a bottle.

# Marks' Patent Artificial Limbs

## WITH RUBBER HANDS and FEET

ARE NATURAL IN ACTION, NOISELESS IN MOTION AND THE MOST DURABLE IN CONSTRUCTION.

Over 15,000 in use, scattered in all parts of the world. Eminent surgeons and competent judges commend the Rubber Foot and Hand for their many advantages. At every industrial exhibition where exhibited they have received the highest awards. They are endorsed and purchased by the U. S. and foreign governments. A treatise, containing 430 pages, with 300 illustrations, sent FREE; also a formula for taking measurements, by which limbs can be made and sent to all parts of the world with fit guaranteed.



To A. A. MARKS:

DEAR SIR: I was a professional tight rope walker and aeronaut before I lost my leg, and I do not allow the loss of a leg to compel me to seek another occupation. With your patent artificial leg I can walk a tight rope nearly as well as I ever could. The rubber foot enables me to balance with safety. The absence of an ankle joint removes the risk of falling to a large degree.

While walking on the ground I never feel the necessity of looking for uneven or bad places. I feel safe and sure on my rubber foot, no matter where I place it. I consider your invention of the rubber foot the most valuable and important to persons who have lost their natural limbs than any invention that has been made.

If any person doubts my ability to walk on a tight rope with an artificial leg applied, I will wager \$100.00 with them that I can perform for 30 minutes on a one and one-half inch rope elevated fifty feet above the ground.

Respy yours, PROF. F. E. JACOBY,  
157 Bank St., Waterbury, Conn.

RECEIVED THE HIGHEST AWARD AT  
WORLD'S COLUMBIAN EXPOSITION.

ADDRESS

A. A. MARKS,  
701 Broadway, N. Y. City.

## RAILWAY OFFICIALS & EMPLOYEES

### ACCIDENT ASSOCIATION INDIANAPOLIS, IND.

WE PAY AGENTS TO REPRESENT US AND NOT TALK  
AGAINST OTHER COMPANIES.

WM. K. BELLIS, SECRETARY.

Some of the  
Claims Paid  
to Firemen:

## Death Claims--Firemen.

Wm. Whitzig, Wis. C. Ry.	\$1,500	E. Skillman, Ill. C. Ry.	\$1,000
Frank Strub, N. P. Ry.	1,500	S. McInnes, Big Four Ry.	1,000
C. W. Ryan, Ill. C. Ry.	1,000	Geo. E. Wells, C. R. I. & P. Ry.	2,000
C. Z. Boynton, Ill. C. Ry.	1,500	E. B. Good, C. B. & N. Ry.	1,500
Hugh Gilmer, St. L. & S. F.	1,500	Ira L. Owens, U. P. Ry.	1,500
Jno. C. Moore, U. P. Ry.	1,000	P. F. Leyha, Ft. W. & D. C.	1,000
Wm. B. Doane, C. B. & N. Ry.	2,000	James Bowen, L. N. A. & C.	1,000
John Hunter, Ill. C. Ry.	1,500	Frank Nichols, St. L. S. W. Ry.	1,000
Eyans Jones, St. L. N. & N. W.	1,000	Orlia Fowler, M. L. S. & W. Ry.	1,000
N. J. Chauncey, E. T. V. & G. Ry.	2,000	John Werkhoff, L. N. A. & C. Ry.	1,000
H. P. Shriner, B. & M. Ry.	1,000	Samuel Horne, L. N. O. & T. Ry.	2,000
Thomas McGee, Ill. C. Ry.	2,000	O. W. Bean, B. & M. R. Ry.	1,000
B. B. Arthur, R. & D. Ry.	1,500	Jno. McJohuson, St. L. & S. F. Ry.	2,000
H. W. Clements, C. & O. Ry.	2,000	C. D. Hasemier, B. & M. R. Ry.	1,000
W. J. Wheeler, St. L. S. W. Ry.	1,500	C. H. Crosby, Soo Line	2,000
Joe Hartley, U. P. Ry.	2,000	J. T. Stewart, N. N. & M. V. Ry.	2,000
T. R. Wallace, M. P. Ry.	3,000	A. P. Baer, D. & R. G. Ry.	2,000
George Knuckles, E. T. V. & G. Ry.	2,000	Andrew Conn, D. & R. G. Ry.	1,500
B. W. Needham, N. P. Ry.	1,000	Chas. L. Myers, M. P. Ry.	2,000
Chas. A. King, St. L. I. M. & S.	1,000		

## Disability Claims--Firemen.

H. N. Hancock, C. B. & Q. R. hand	\$750	Elmer E. Barbee, C. & O. Ry., arm	\$1,000
F. T. Wilson, C. B. & Q. Ry., arm	1,000	W. C. King, C. B. & N. Ry., arm	1,000
W. H. Smith, St. L. & S. F. Ry., hand	750	Charles Brown, C. O. Ry., arm	1,000
J. E. Kennedy, Big Four Ry., foot	500	John Long, C. & U. Ry., arm	500

ADDRESS W. K. BELLIS, Secretary and General Manager, Lock Box 93, Indianapolis, Ind.

**S. N. CLARKSON****The Railroad Jeweler**

The Clarkson Perfection Electric Alarm Clock  
rings until stopped. Price, \$4.50.

**PRICES OF LEADING AMERICAN MOVEMENTS.**

Howard No. 7	58 00
Howard No. 5	42 00
Clarkson's Special Railroad, 17 Jewel	31 00
Clarkson's Railroad	27 00
Clarkson's Railroad Queen	22 00
Raymond Nickel	17 00
Raymond Gilt	15 00
Hampden's Special Railway, 17 Jewel	35 00
Hampden's New Railway, 17 Jewel	28 00
Hampden's Nameless Railway, 17 Jewel	18 00
John D. Dueber, 17 Jewel	14 00

**WALTHAM MOVEMENTS.**

Crescent Street, Nickel	\$23 00
Appleton Tracy, Nickel	18 00
Appleton Tracy, Gilt	16 00

The above movements will stand inspection on any of  
the roads in the United States.

Goods of any description sent C. O. D. on approval.

Agents wanted. Our illustrated catalogue sent free to  
any address in the United States.

ESTABLISHED  
1884.



126  
State St.,  
CHICAGO,  
ILL.

**ARTIFICIAL LEGS AND ARMS.**

For Railroad Service a Specialty.

Unparalleled List of Awards.

Free Illustrated Catalogue.

HON. WADE HAMPTON (Ex-Senator from Virginia), writes: "Wore leg 6 years. I commend your workmanship cordially."

FRANCIS FESSENDEN, Brig. and Bvt. Maj. Gen'l U. S. Army. "I wore your leg with entire satisfaction, and have lately procured a third."

JOHN CONNERY, Conductor B. N. F. & W. Ry. "For the past year have run a passenger train. Best have ever seen."

J. W. HAIGHT, Conductor N. Y., L. E. & W. Ry. "I would not part with artificial limb for five times its cost."

Send description of your case.

**C. A. FREES,**

781 Broadway, New York,

Branch Office, 106 Fifth Ave., cor. Washington St., Chicago, Ill.

Established 26 Years.



**FIRE UP!**

**FIREMEN!**



You have a furnace in front, cool drafts about you, and mishaps all the time.

**ST. JACOBS OIL**

**CURES BURNS, SPRAINS, BRUISES, CUTS, WOUNDS, SORENESS,  
STIFFNESS, SWELLINGS, BACKACHE, NEURALGIA,  
SCIATICA AND RHEUMATISM.**

**"PULL YOUR LEG"**

Is less to fear with Railroad men than to Lose Your Leg. In the latter case you surely want to replace it with a **Patent Adjustable Slip Socket**. Warranted *not* to chafe the stump. Received the Gold Medal and the Diploma at the World's Fair. Also Gold Medal, Bronze Medal and Diploma at the California Mid-Winter International Exposition.

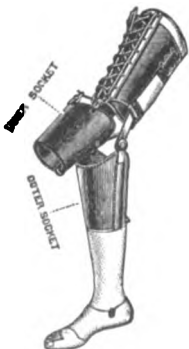
**LARGEST FIRM IN THE UNITED STATES.**

The Inner Socket, seen outside the limb in cut, is made over a plaster cast of the stump, giving an exact fit, being held permanently upon the stump by elastic fastened to lacer above, and in act of walking moves up and down in the Outer Socket, bringing all the friction between the two sockets, instead of between the stump and the socket as in the case of all wooden socket limbs. With our **SLIP SOCKET** the most tender, sensitive stump can be fitted and limb worn with perfect ease and comfort. Endorsed and purchased by the United States Government. Send for our new catalogue with illustrations.

**THE WINKLEY ARTIFICIAL LIMB CO.,**

323 Nicollet Ave. MINNEAPOLIS, MINN.

BRANCH OFFICES: 84 Adams St., Dexter Building, Chicago; 116 Jones St., San Francisco.





**ELY'S CREAM BALM**—Cleanses the Nasal Passages, Allays Pain and Inflammation, Heals the Sores, Restores Taste and Smell, and Cures

# CATARRH

Gives Relief at once for Cold in Head.  
Apply into the Nostrils. —It is Quickly Absorbed.  
50c. Druggists or by mail. ELY BROS., 56 Warren St., N. Y.



**FREE Examination**  
**FOR 60 DAYS.**

**WATCH AND BOX OF 50 CIGARS C.O.D. \$2.75**

AN EXTRAORDINARY OFFER! NO MONEY REQUIRED IN ADVANCE.  
BOX OF 50 CIGARS AND WATCH FOR \$2.75. 100,000 TESTIMONIALS RECEIVED.  
CUT THIS OUT and send it to us with your name and address, (no money required in advance) and we will send to you by express, same day we receive your order, one box containing 50 of Our Celebrated 5c. Cigars, and in the same package a genuine Solid Nickel Plated Watch, stem winder and setter, enamel dial, oil tempered, unbreakable mainspring, finely finished train, jeweled balance, dust proof, finely polished case, a splendid timekeeper. A written guarantee for 5 Years sent with every watch. You examine the goods at the express office and if satisfactory, pay the express agent \$2.75 and express charges, and the box of 50 Cigars, Watch, Chain and Charm are yours. As this offer is made solely to introduce our famous 5c. Cigars, to protect ourselves against dealers and speculators ordering in large quantities, we will not sell more than 3 boxes and watches to any one person. Write to-day. **THE CHICAGO WATCH CO., 281 Wabash Ave., Chicago, Ill.**



**ALL GENUINE**  
**INGOTS & MANUFACTURES**  
**BEAR OUR**  
**REG. TRADE MARKS.**



*"Phosphor-Bronze"*

## PHOSPHOR-BRONZE

INGOTS, CASTINGS, WIRE, SHEET &C.  
**THE PHOSPHOR BRONZE SMELTING CO. LIMITED**  
**2200 WASHINGTON AVE. PHILADELPHIA, PA.**  
**ORIGINAL MANUFACTURERS OF PHOSPHOR-BRONZE IN THE UNITED STATES AND SOLE MAKERS OF "ELEPHANT BRAND" PHOSPHOR-BRONZE.**



**FIREMEN! HAVE YOU TRIED IT?**

The Marvelous Metal Polish

# BURNISHINE

HOT OR COLD METAL—NO MATTER WHICH.

The only Polish adopted and used in the Transportation Building at the World's Fair.

Note these SPECIAL PRICES to Firemen:  
One pound boxes, \$2.00 per dozen; one-half pound, \$1.25 per dozen; five pound pails, \$7.50 per dozen.

Cash with order. Money refunded if anything is wrong with the polish. Samples free on application. Send 10c for quarter-pound box, prepaid.

J. C. PAUL & CO.,  
121 Lake Street,  
Chicago, Ill.

H. B. LEONARD & CO.,  
Sole Eastern Agents  
Somerset, Mass.

## "THE DETROIT"

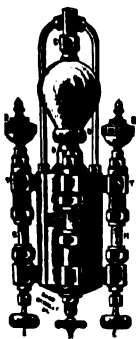
Lubricators No. 2 and 3 for Cylinders and Air Pumps of Locomotives are **THE BEST.**

**No Variation of Feed; Oil Cannot Syphon Out.**

**Sight Feed Glasses not WORN AWAY by STEAM or WATER.**

**Always Sure and Reliable. Buy the "DETROIT."**

**ADDRESS DETROIT LUBRICATOR CO.,**  
**DETROIT, MICHIGAN.**



No. 2 Improved Cylinder Lubricator.

**CASTNER & CURRAN,**

General Tide Water  
**COAL AGENTS.**

---

CELEBRATED

**POCAHONTAS**  
**Semi-Bituminous Coal.**

---

1 Broadway, New York. 308 Walnut St., Philadelphia  
70 Kilby St., Boston. 36 Main St., Norfolk, Va.  
1 Fenchurch Ave., London, England.

---

The Pocahontas Coal is acknowledged by all railroads that have used it to be the best American coal for Locomotive use. It generates steam with great rapidity, and at the same time holds the fire an unusually long time. The merits of the coal are shown by the unprecedented growth of the mines, which were not opened until 1883. Since that time the out-puts have increased over 1,200 per cent. beyond all precedent, amounting during 1892 to 3,000,000 tons. During the present year it will be at least 2,000,000 tons. We are therefore prepared to fill all orders with prompt dispatch.

---

**BERWIND-WHITE**  
**COAL MINING CO.**

Miners and Shippers of the  
**EUREKA**  
**BITUMINOUS COAL.**

---

55 Broadway, New York.  
Ballitt Building, 139 South Fourth St., Philadelphia.  
19 Congress St., Boston, Mass.

---

**An Unexcelled Fuel for Locomotives and Steam Ships.**

---

Shipments Last Year, 3,500,000 Tons.

---

SHIPPING WHARVES:  
PHILADELPHIA, Greenwich Point.  
NEW YORK, Eureka Pier, Harsimus (foot Sixth St.)  
Jersey City, N. J.  
BALTIMORE, Canton Piers.

**CAST STEEL WORKS**

—OF—

**FRIED. KRUPP,****ESSEN, GERMANY.**


---

American office, 15 Gold St., New York  
Represented by THOMAS PROSSER & SON,  
P. O. Box 2878.

---

**Locomotive Tires,  
Crank Pins,  
Piston Rods,  
Spring Steel,  
Steel Tired Wheels.**

---

After a test of over twenty-five years the "KRUPP TIRE" has proved itself the best in the market.

If a reliable article is wanted which will give satisfaction, get KRUPP'S.

---

**Important to  
Railroad Managers and  
Master Mechanics.**

**Sibley's  
Perfection  
Valve Oil.**

More perfect lubrication insured, and guarantee entire freedom from corrosion, honey-combing of cylinders and destruction of joints of steam chest by fatty acids.

In exclusive use upon eighty-two railroads.

References furnished upon application.

Make exclusive specialty of Valve and Signal Oil for railroad use. BEWARE OF IMITATIONS.

---

**SIGNAL OIL WORKS,  
LIMITED.**

J. C. SIBLEY, President.

- - - **FRANKLIN, PA.**



HIGHEST AWARD AND MEDAL, WORLD'S COLUMBIAN EXPOSITION

## THE OLD RELIABLE STANDARD METAL POLISH FOR ENGINE WORK

Firemen Should be Careful and Avoid Imitations.  
PRICES REDUCED FOR 1894.

For this year prices to firemen (as agents) will be: One pound boxes, per dozen, \$2. Three pound pails, per doz. \$5. Five pound pails, \$7.50 per dozen.

Cash must always come with orders to avoid delay.

Best Rock prices are here given to firemen as agents and they cannot and must not expect to buy from dealers at these prices. Samples sent free on application. Address,

**THE MATCHLESS METAL POLISH CO.,**

69 Frankfort St. New York.

88 Market St. Chicago.

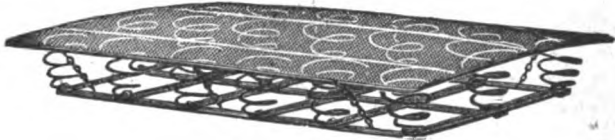
### WHAT THEY SAY ABOUT OUR

ELDON, Ia., Dec. 18, 1893.  
DEAR SIR:—Please send me one of your seats for locomotive use. I find that they are the best seat for engine use that I have seen yet. I want it 24 inches long and 20 inches wide. Weight, 170 pounds. Send it C. O. D.

Yours respectfully,  
(Signed) W. T. BROWN,  
Engineer C. R. I. & P. R. R.

We refer by permission to the following users: D. J. Crowley, Engineer S. F. & W. Ry., 16 Jones st., Savannah, Ga.; Jno. Horton, Engineer Grand Junction, Colo.; Wm. Malloch, Engineer G. T. Ry., Belleville, Ont.

## ALL STEEL CAB SEAT.



**ROUGH RIDING MADE EASY.** Just put this seat in the box and lay your cushion on it. Made only of finest tempered steel spiral springs, heavy band steel bottom frame, and tempered woven wire fabric. Any size or shape desired. Usual size, 18x24. Price for seat not over 24 inches long, \$2.00. Terms, C. O. D. or cash with order. Please give your weight.

MANUFACTURED ONLY BY

**HAGGARD & MARCUSSEN,**

409 and 411 S. Canal St.,

CHICAGO, ILL.



CHAS. MILLER, President

## Galena Oil Works, Limited. FRANKLIN, PA.

### SAFETY, SPEED, ECONOMY

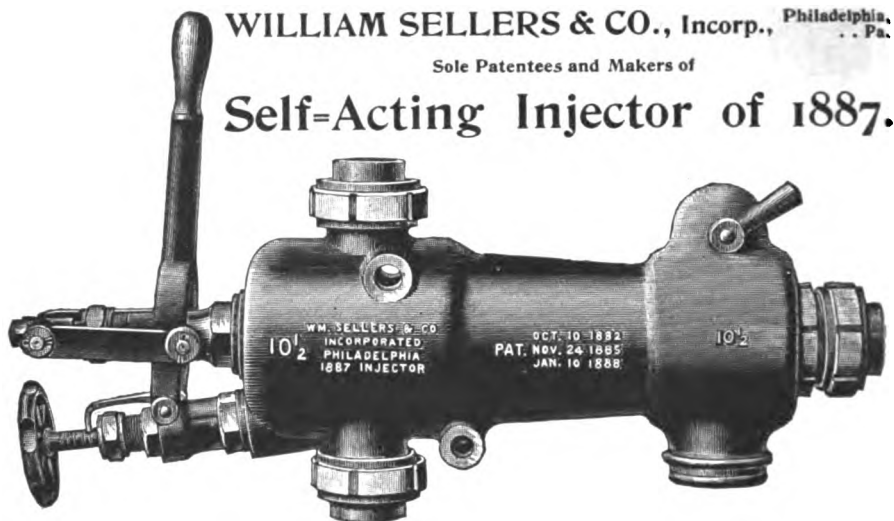
Are the results of the use of Galena Oils. Scientific and practical tests of the past twenty years have demonstrated the fact that Galena Oils are superior to any other oils in the market.

Galena Oils in winter stand a cold test of from ten to fifteen degrees below zero, and will not freeze in the coldest weather.

The superiority of Galena Oil is demonstrated by their exclusive use upon a large majority of the railways of this country. They are in use upon three continuous lines of railways from Boston and New York to the Pacific coast and on one to the City of Mexico, thus demonstrating their adaptability to all climates and all temperatures.

We also supply our patrons with Sibley's Perfection Valve Oil, which is in exclusive use upon a large majority of the leading railroads of the country.

When addressing our advertisers mention this Magazine.



**NOTE**—There are many injectors which will work well when the conditions are favorable. This injector is designed to work well under all conditions and is, therefore the most reliable.

**IT WILL RE-START ITSELF.**

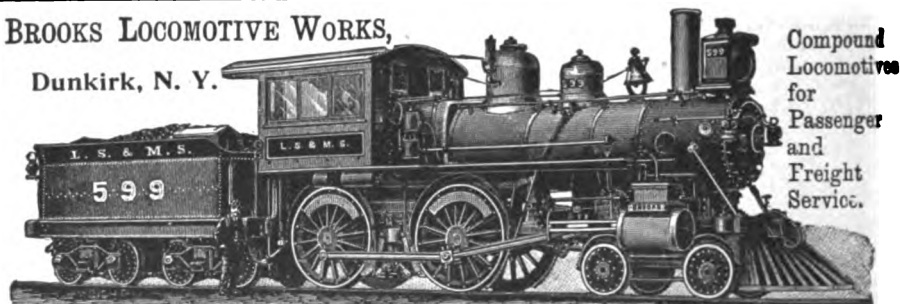
**IT WILL ADJUST ITSELF.**

**IT WILL LIFT HOT OR COLD WATER.**

Its range of capacity is over 60 per cent. and it can be regulated, therefore, to work continuously for light or heavy trains. It is operated by a simple lever motion which readily starts and stops its action.

## BROOKS LOCOMOTIVE WORKS,

Dunkirk, N. Y.



Builders of Locomotive Engines for any required service from our own designs or those of purchasers. Perfect interchangeability and all work fully guaranteed.

M. L. HINMAN, Pres't and Treas.

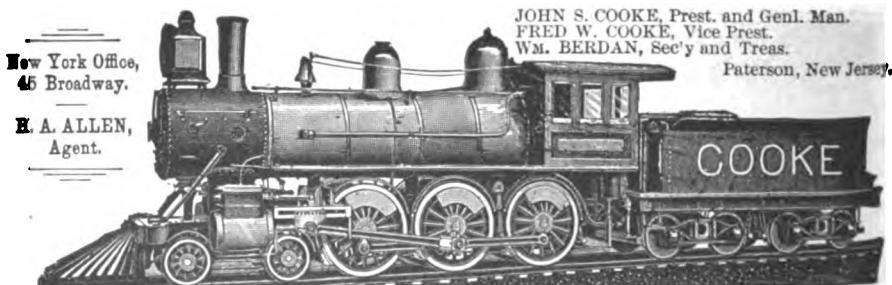
R. J. GROSS, Vice Pres't.

D. RUSSELL, Superintendent.

F. H. STEVENS, Ass't to the President.

T. M. HEQUEMBOURG, Sec'y.

H. TANDY, Ass't Supt.



**COOKE LOCOMOTIVE AND MACHINE CO.** (Formerly Danforth Locomotive and Machine Co.)

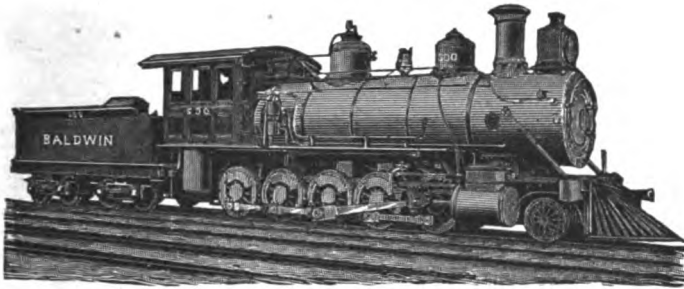
**PATERSON, NEW JERSEY.**

When addressing our advertisers mention this Magazine.

ESTABLISHED 1831

# Baldwin Locomotive Works.

ANNUAL CAPACITY, 1,000.



## Locomotive Engines

Adapted to every variety of service, and built accurately to standard gauges and templates. Like all parts of different engines of same class, perfectly interchangeable. Broad and Narrow Gauge Locomotives; Mine Locomotives by Steam or Compressed Air; Plantation Locomotives; Noiseless Motors for Street Railways, Furnaces, etc. **Compound Locomotives.**

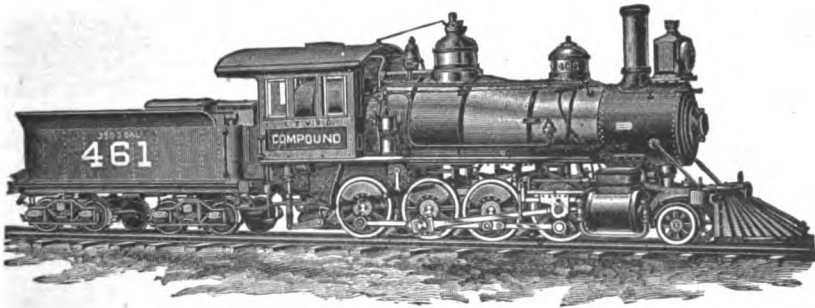
**Burnham, Williams & Co., Proprietors,**  
Philadelphia, Pa.

EDWARD ELLIS, President.  
WM. D. ELLIS, Vice-President and Treasurer.

A. J. PITKIN, Superintendent.  
A. P. STRONG, Secretary.

## Schenectady - Locomotive - Works,

SCHENECTADY, NEW YORK.



Locomotives of Standard Design for all Classes of Service, or from  
Designs Furnished by Railroad Companies.

## COMPOUND - LOCOMOTIVES,

Showing an Economy of 15 to 25 Per Cent. in Fuel and Water.

ANNUAL CAPACITY, 400

When addressing our advertisers mention this Magazine.

# PERFECT RAILROAD WATCHES

HIGHEST GRADE

ROCKFORD

WATCH CO.

15 JEWEL

MOVEMENT.



GUARANTEED

TO PASS

RAILROAD

INSPECTION

**COSTS NOTHING  
TO EXAMINE.**



**Jos. Fahys & Co.'s "Montauk,"** dust proof, open face case, 10k gold filled, screw back and bezel, neatly and artistically engraved, and accompanied by the **manufacturer's signed guarantee to wear for fifteen years.** Fitted with No. 87 Rockford movement as described below,

**\$22.50.**

**American 14k Gold Filled Hunting Case,** elegantly engraved and finely finished, and accompanied by the **manufacturer's own guarantee to wear for twenty years.** Fitted with No. 84 Rockford movement as described below,

**\$25.15.**

The No. 87 Open Face and No. 84 Hunting Movements are the highest grade 15-jeweled movements made by the Rockford Watch Co. They have fifteen finest ruby jewels, in solid gold settings, Breguet hair-spring, patent micrometer regulator, fancy or double sunk dials, and are elegantly damasked in gold on solid nickel. They are fully adjusted to heat, cold and positions, will pass railroad inspection, as they comply with the requirements of railway time orders, and are acknowledged the best movements ever offered for the money.

With each movement is sent a signed and numbered guarantee and our agreement to clean and oil movement once a year for five years from date of purchase.

For the benefit of those who do not wish to purchase higher priced cases, we will furnish these movements in **Dueber Silverline Cases** at the following prices: No. 87, \$15.05; No. 84, \$16.60, and will allow a credit of 75 cents for the open face and \$1.25 for the hunting case (when returned) on any purchase of a solid gold or gold filled case for the movement made within one year..

**Samples** of these watches can be seen and purchased for above prices at any Express Office in the United States. If the agent of the express company doing business in your town has not samples on hand, write us, giving his name and name of the company, also stating which watch you wish to examine, and we will at once forward samples for your inspection. If the watch is satisfactory, pay the agent our price and he will deliver it to you, otherwise you do not pay a cent.

**MOORE & EVANS, WHOLESALE JEWELERS,**

**MASONIC TEMPLE, CHICAGO.**

When addressing our advertisers mention this Magazine.

# LOCOMOTIVE FIREMEN'S MAGAZINE.

OCTOBER, 1894.

## CONSTITUTION FAILURE.

BY WILFRED P. BORLAND.

There comes a time in the life of the physical body when the powers decay, and the constitution of the individual is no longer able to meet the demands made upon it by the will of the individual. In the periods of childhood, early manhood and middle age, the constitution of the physical body is, with rare exceptions, able to meet all demands made upon it for action, and the individual is always, in a physical sense, in a position to be able to satisfy his wants and aspirations. But, with the period of old age decay manifests itself and the constitution of the individual becomes incompetent to perform its functions satisfactorily for its possessor. The individual finds himself constantly wishing to do things, right and proper that he should do, and the doing of which would contribute greatly to his happiness and peace of mind, but which he finds physically impossible for him to do; his physical constitution is no longer equal to the demands made upon it by his will; it fails to perform its functions as its possessor wishes them to be performed. This period of constitution failure and decay ends in death for the individual, as there is no process known to science whereby one may renew his physical constitution. The search for some elixir of life, some fabled fountain of youth; in other words, for some means of regenerating the physical constitution of the individual man, has been prosecuted with vigor in all ages of the world and in all stages of civilization of which we have record. But this search has been productive only of failure and disappointment, except in the field of romance where the topic is a copious one, and it has led to some of the darkest tragedies recorded in history. It is the inexorable decree of nature that the period of decay and constitution failure must end in death; the body to which the constitu-

tion is attached must perish. Whether or not there is a process of regeneration after death, whether or not the old constitution, animated by the same soul, renews itself in another physical body, are questions that are at present beyond the ken of man; all that man is permitted to know is that upon the complete failure of his constitution to perform its functions his body must perish.

Transferring our point of view to the social body, or the body politic, we are able to perceive processes in the life of societies which are analogous to those we have just noted in the life of individuals. It happens with the body politic that it becomes at times sadly hampered by its constitution; the instrument which met all the wants of the members of the social body in periods of childhood, youth and middle age, no longer meets the demands made upon it; it fails to perform its functions properly; no longer has sufficient vital power to enable it to respond readily to the demands made upon it by the general social will; becomes incompetent to give expression to the wants and aspirations of the body it inhabits; and when the members of the social body desire to perform acts which they believe will contribute to their happiness and peace of mind, as well as the general welfare, they find that they cannot do these things because their constitution says "nay." At such times we have periods of disorder and contempt for, or defiance of, law; because the law, being constructed with reference to its harmony with constitutional sanction, and the constitution being a thing which has become devitalized and incompetent to properly perform its functions, no longer permits the members of the social body to do those things which will contribute to their happiness and peace of mind; they are hampered by the body of constitutional law, which weighs them down as with a nightmare, and they cannot meet their social wants and aspirations without becoming lawbreakers and placing

themselves in opposition to the established order of things.

When these periods arrive, we always find a drove of reactionary croakers—priests, judges, lawyers, privilege mongers of all kinds and their paid lackeys and apologists, who are unable to understand any question apart from its connection with the established order of things—who develop great respect for the law as it exists, and who exhibit great concern lest the decrepit instrument which is supposed to vitalize the social body may chance to die. As is the case with the individual body, these periods of constitution failure in the social body have invariably ended in death, and the death has hitherto always been a violent one. The disputes generated by the attempt to hold the members of the social body to the observance of worn out and decrepit constitutional sanctions have always been decided by the arbitrament of arms, with the result that the old constitutional sanctions have been swept away and new ones have taken their place. In theory, these violent processes are not required by the necessities of the case, and in fact they ought not to occur; nevertheless, it is a fact that no social body has hitherto been able to throw off a constitution which it has outgrown, for the purpose of assuming a new one, except by a violent process. The crust of custom becomes so thick that it must be struck hard in order to break it. The conservatism of privilege that has old constitutional sanction for its support becomes so marked that it can only be shaken out of itself by destructive measures.

Let it be understood that this is true only with reference to social movements, only with reference to those movements that have changed the social relations of men. Constitutions have been changed or amended so as to accommodate them to a political fact, on numerous occasions, without turmoil and without bloodshed, but such has never yet been the case when constitutions have been changed so as to accommodate them to a social fact.

It may be well, here, to indicate the difference between a social movement and a political one. A social movement has for its object a change in the social relations of the people. A political movement has for its object a change in the existing form of government without reference to the social relations of the people. Political movements are frequently carried through without bloodshed and war, but social movements never have been. For instance, the recent revolution in Hawaii was a political movement, it changed the form of government but it did not change the social relations of the people. Our own civil war was a social movement; it did not change our

form of government in the slightest: we went into that war as a republic and we came out as a republic, but the war established a new social status for four millions of our people, it changed the social relations existing between the black man and the white. A political movement may be carried through without any reference to a social movement; thus, in a monarchy where slavery exists, the form of government may be changed to that of a republic without in any way disturbing the institution of slavery, or a republic where slavery exists may be changed to a monarchy without disturbing the institution of slavery. Likewise, a social movement, one of which completely changes the social relations of the people, may be carried through without producing any change in the existing form of government. But it happens that political and social movements sometimes become blended and are carried on together, and when that occurs we have times "that try men's souls." Yet, there can be no doubt that where these double movements are concerned, the purely political issue involved might be settled peaceably and quietly, if it could only be divorced from its relation with the social issue and considered by itself.

The French revolution was both a political and a social movement, but there can exist no doubt as to what brought on the reign of terror. The political constitution of the French government might have been changed after no greater event than a war of words, and, in fact, there was good prospect that it would be so changed, we may, indeed, say that it actually was so changed, but the social relations of the French people could not be changed by any such method as that; the only death in store for the old social regime was a violent one. The social movement brought on the revolution, and it carried the political movement along with it, thus changing the political constitution of the government and the social relations of the people at the same time. A social movement may take on the character of a political movement when the political constitution is such as to interfere with the introduction of reforms that effect the social relations of the people. This was the case with France upon the convocation of the states general in 1789; it was the case with us, here in the United States, in the period preceding our civil war, and it is to a certain extent in the case with us at the present time. It is of the highest importance that the people of this nation, not the workmen merely, but every citizen, of whatever degree, who is interested in the future welfare of the country and its people, should understand the character of the great industrial and economic agitation that is now being



carried on. It is a great social movement; it is a movement that is destined to change the existing social relations of this entire people; it is a movement that will surely end in the total abolition of wage slavery and bring about a complete change in the property relation as it now exists; it must be understood and treated as such, and it remains to be seen whether or not we shall be able to settle a great social question any more satisfactorily than such questions have been settled in the past. In theory, we have one signal advantage over those who have been called upon to settle these great social questions in former days, which advantage ought to enable us to escape in a measure from the dreadful concomitant of fundamental social changes. We have the ballot, and the constitutional right to so use it as to change our entire scheme of fundamental law so as to make it conform with our social needs and aspirations. But, as a matter of fact, it is extremely doubtful if this is so much of an advantage as it is supposed to be. The advantage, if such it may be called, did not serve to enable us to escape from a great war which was based upon the necessity for social change; our fundamental law could only be changed so as to make it conform with a social fact by a resort to arms, but perhaps we were not then as socially self-conscious as we are now, or as we may become in the near future. And the very fact that the people have the suffrage, the fact that they have the power to change the constitution by constitutional methods, is, in a certain sense, a stumbling block in the way of progress. There is an assumption that because the fact exists the people are responsible for their own miseries. It is continually dinned into the ears of the people that they have the power to bring about any sort of a condition that they want, and why don't they do it? They are pointed to the constitution, the palladium of their liberties, and told to go ahead and bring about the reforms they wish for in a constitutional manner; everything is said to be in their own hands. It is here that the croakers and privilege mongers get in their fine work. They say to the masses, blindly pressing for social change, "we know that your demands are just; we know that you are being pressed to earth under the weight of wrongs which should be rectified; we sympathize with you and earnestly desire to see you enjoying every one of the rights which you demand for yourselves; but the remedy lies in your own hands, and you must proceed in a strictly lawful and constitutional manner." "Social order," say they, "requires that the law as it actually exists must not be violated; when law is no longer respected anarchy rules, and the very foundation of the social structure is in

danger of destruction. If the law does not represent your will you have a legitimate and constitutional method at hand for changing it; proceed along that line, the only safe one, and we are with you, all honest men will applaud your efforts and you will ultimately succeed.

"This reasoning is plausible, it is strictly in line with the theory of our social compact, and there can be no doubt but the greater number of those persons who indulge in it are honest and sincere in the belief that they have only the good of the whole social body at heart. Nevertheless, although plausible and reasonable, the difficulties in the way of this strictly legitimate method of improvement seem almost insurmountable, for the reason that the constitution itself stands as a buttress to the very evils that are sought to be repressed by law, and the moment a radical and effective law is directed squarely at a crying social evil it comes in violent contact with the sanctions of that instrument and falls lifeless to the ground. Very well, then, the same power that created the constitution can amend or abolish it, can create another which shall be in harmony with the progressive ideas of the age in which we live. This is true, but the moment it is attempted all the forces of the old social order, struggling to maintain its privileges intact, are roused into antagonism; all that petrified conservatism, that horror of change which always distinguishes those who profit by the existence of things as they are, straightway brings all the immense force at its command into the line of resistance; and that will be wise counsel, indeed, which shall avail to prevent, in such a time, the very conflict sought to be avoided by such a method of procedure. And, again, those old constitution builders of ours were so much in love with their work they thought the instrument which was the product of their efforts so near a perfect one for the government of man that they desired it to stand for all time to come, and they hedged it about with such safeguards as to make it next to an utter impossibility for the people to change it so as to bring it into harmony with the social aspirations of a twentieth century commonwealth. To illustrate the immense difficulties in the way: When the Coxeyites were demanding the issue of treasury notes and the inauguration on a national scale of public works, for the purpose of employing the millions of idle and starving men who had been deprived of their means of subsistence and rendered helpless by the industrial crisis, a demand which was in harmony with the wishes of a vast majority of the laboring men of this country, it was treated as a complete and self-evident absurdity. It was declared that our law-making body would be entirely

transcending its constitutional authority by the inauguration of any such scheme as that, and there can be no doubt that had the altogether unlikely came to pass, by congress acceding to the demand, the matter would have been promptly appealed to the court, which would have responded by declaring the act unconstitutional. Then, look at the almost hopeless process that must be gone through in order to remedy that constitutional defect. It is appalling when one thinks of the matter seriously. During the course of his address before the American Bar Association, at its annual meeting in Saratoga, on August 22, Judge Cooley, president of the association, and probably the highest authority on constitutional law in the country, remarked on the Coxey movement as follows:

The thought actuating the movement was that the country of their birth, or which they had selected to live in, owed them the duty to see that the means of support were provided them, and that the government must perform this duty. No attention seems to have been taken by them of the apportionment of powers between the states and the general government; the states were passed unnoticed, though to one familiar with our institutions it was plain enough that the duty insisted upon, if it existed at all, must rest upon the states, and the armies marched directly upon the national capital to demand the action of the general government.

These vagrant bands marched across the country to the great detriment of its industrial life. While they pretended to represent the doctrine that the government was under obligation to provide for its people, the means whereby a comfortable living might be had, they found sympathizers among those temporarily out of employment and also among other well-meaning people who had of the true functions of government only vague and unsettled notions. They caused unrest everywhere, and as they represented notions which are antagonistic to the existing social and political state, they were everywhere a public danger.

It is here plainly set forth that legislation of the character demanded had no constitutional sanction, the general government was utterly powerless to afford the desired relief; and the closing sentence of this quotation is pregnant with food for earnest thought. "They caused unrest everywhere, and as they represented notions which are antagonistic to the existing social and political state, they were everywhere a public danger." The idea expressed in that sentence pretty accurately represents the ability of the upholders of the existing order of things to comprehend the significance of the great social movement that is going on about them, and it also furnishes a very fair indication of the immensity of the difficulties which stand in the way of bringing about desired constitutional changes. There is no intimation here that there is any "public danger" to be apprehended from the fact of millions of idle men, divorced from their means of subsistence through a legitimate operation of the existing social state, tramping about the country without a place to lay their heads, and without a crust between them and starvation in a land over-

flowing with all the good things of life. It is only when these men band together and get "notions" in their heads that there is any "public danger" to be apprehended.

And what were those "notions" which are "antagonistic to the existing social and political state?" Simply that millions of idle citizens should not be left to starve in the midst of plenty, and that there should be provided some means whereby they might turn their labor into bread with which to feed themselves and their wives and starving little ones. The existing social regime had cast them off, had decreed that they were superfluous, but they had a notion that they had a right to protect themselves from starvation, and they asked merely for the chance to labor for bread. President Cleveland had told them that their condition was the result of vicious legislation on the part of the national lawmakers; what more natural, then, than that they should turn to those lawmakers for relief? What more natural than the belief that the body which had produced chaos in the industrial world might also be able to produce order? And, as they were workmen, what more natural than that the relief sought should take the form of a demand to be provided with work? All they asked for was work, a chance to earn a living; surely there was nothing incongruous in the idea that the body which they had been taught to believe exercised absolute control over the industrial destiny of this great nation, this country of almost limitless resources, might at least give them this.

But such "notions," it seems, are antagonistic to the existing social and political state," and their organized expression, therefore, constitutes a "public danger." And these "notions" are also unconstitutional, that is to say, there exists no constitutional method whereby they may be carried into effect. Then considering that the mere organized expression of such "notions" constitutes a "public danger," how much greater must that danger appear when the attempt is made to alter that constitution so as to permit the mere "notions" to assume the character of actualities? It would be more than well if laboring men could be brought to devote some attention to this phase of the industrial situation, to the end that they might thus form some sort of an idea of the magnitude of the task that lies before them, and thus still the warring factions within their ranks and permit them to use their constitutional weapons for all they are worth. Understand, there is no claim here that there is anything impracticable about the "notions" under consideration, it is nowhere asserted that there is any insurmountable obstacle in the way of their realization. And, from a commonsense

standpoint, one might be excused for believing that these millions of idle men might better, and with far more safety to the whole country, be employed in some productive labor and thus become self-supporting, even though that labor was carried on under public auspices, than to be left helpless and starving to float at the mercy of the wind and tide upon the vast sea of industrial stagnation. It is only asserted that they are out of harmony with constitutional sanction and that, therefore, they are "antagonistic to the existing social and political state," and their organized expression constitutes a "public danger." Oh! that men would only learn to starve quietly and in a constitutional manner, like good citizens as they ought. We should, indeed, be near unto elysium then. But we shall go on in this way, ever widening the circle of authoritative condemnation of those "notions" which are "antagonistic to the existing social and political state," ever bringing the force of constitutional prohibition against them, until, by some process or other, the "notions" themselves become legitimized. The holders of these "notions" will, in the meantime, be called upon to suffer contumely, ostracism, persecution and perhaps death; yet they must not falter, yet may they take heart and have courage, for were not Garrison, Phillips and Lovejoy afflicted with these "notions," and are their names not spoken with reverence by this generation? Are the acts of those who opposed themselves to the then "existing social and political state" not written down on the pages of history in the most flattering terms of approval? Returning to Judge Cooley, it appears that in spite of his reverence for that venerable instrument there still exists a doubt in his mind concerning the infallibility of the constitution. He is inclined to think that the work of our old constitution builders may contain imperfections after all; may be in need of review and revision. The address from which I have already quoted contains the following:

The year which has elapsed since the last meeting is, in some very striking particulars, one of the most notable in the history of the country, and, I think, cannot more usefully occupy your time than by inviting your consideration of some of the phases of social and public life which, in a constitutional point of view, appear to merit notice. They have a bearing upon the vital principles of our political institutions, and seem to indicate a necessity for reviewing the work of those whom we have been accustomed to admire and respect as the founders of liberty in the western world, and for considering and judging for ourselves whether the structure they created, and which has hitherto been the admiration of the world, is worthy of the praise it has received.

The experience of the year has taught us, if we needed the lesson, that times may and will come when the fact that for a century political institutions have had beneficent operation and the excellence of their principles has seemed unquestionable to those who have enjoyed them, may perhaps no longer be

accepted as conclusive evidence of their consistency with true liberty or with the highest good of a great people. The careless or interested criticism of one whose political following seems to be discontented with whatever of government now exists, may suffice to put our constitutional structure under suspicion and the outcry of persons who not unlikely are so new to our country that they speak but imperfectly its language and cannot read a clause of its constitution, may be enough to raise in the mind of one who courts their favor, doubts, real or pretended, whether the freedom we are supposed to enjoy is more than nominal.

When such a time comes the most fundamental principles may be in need, not merely of tacit acceptance, but of a defense that shall consist in active and aggressive warfare upon those who in disorderly or unconstitutional ways, assail them.

The thought expressed here is one that is present in the minds of all those who are affiliated with a class in this republic which sees its profit in the continuance of the existing order of things; it is a thought which finds open expression from pulpit and rostrum with increasing frequency of late, many of those who give expression to it honestly believing that they are working for the preservation of law and order, and in the interests of liberty, when the truth is they are working merely for the preservation of privilege and the continuance of robbery. The constitution which gave the members of the plutocratic class the liberty to plunder their fellow men in accordance with the forms of law has served its purpose to their complete satisfaction, and they are now ready to pitch it overboard in order to adopt another which shall give them all the power they need to thoroughly conserve their existing rights and privileges. Let no one suppose that this talk of change is calculated to interfere in any way with the existing social relations; indeed, Judge Cooley's condemnation of those "notions" precludes the possibility of entertaining such a supposition. The change in view is merely one which is calculated to restrict the power of the ballot to assail the existing order of things; it is one that has for its object the limitation of the right of suffrage to those only who are known to be in favor of things as they are. There is a suspicion that the producing element of the nation is becoming united, that workingmen are becoming class-conscious, and there is a fear that the great political power which the masses are capable of wielding may possibly become so solidified that it will successfully be used so as to break down the wall of privilege and possibly change the constitution so as to accommodate it to the great social idea that is at the bottom of the present agitation. This fear will furnish a motive for the manipulation of public sentiment so as to create prescribed classes, and the prescriptions will be sought to be extended from time to time as fast as the necessities of the case may seem to require it, until the privilege mongers feel themselves se-

cure in the possession of their booty, and the last semblance of manhood is crushed out of their serfs—the workmen. And the presence of this fear is the day star of hope for the producing masses if they will but understand and appreciate the situation as it exists. It points out the way for them to go in search of the only method left to them for their peaceable enfranchisement. Fellow workmen! close up the ranks, and let it not be set down, when the history of the approaching crisis shall be written, that you failed to make proper use of your constitutional prerogatives or neglected your duty to your fellow men and to humanity at large.

### IN UPID'S NET.

BY FRANK A. MYERS.

They met first while she was visiting her uncle at Banquo, and thence for a month their meetings were frequent.

She was a beautiful, modest, lovely girl, and possessed of refined taste and penetrating intelligence.

He was a high-toned, smart, jolly young man; neat in dress, but just a little short in his fund of real sympathy for others. He had an abundance of it for himself, and may have been just a shade egotistical—at least I always thought so. There were others who said he was as unselfish as sunshine. It is certain he had a great many friends, even if he was a trifle independent sometimes. What was always a great source of pleasure to him was the bountiful way in which nature had bestowed good looks upon his physiognomy. Everybody said he was a fine looking man. Added to this was his talkative, sociable disposition. In brief, he was popular and a ladie's man.

"As this is your last evening with us before returning home, let's attend meeting to-night—what do you say?" said this handsome young man, whose name was Tobin Wing, addressing Wellie Mac.

"All right," said Wellie, gleefully, her bright eyes gleaming like jets.

There were "no intentions" in this case on the part of either, it needs to be said here, and still they found a peculiar pleasure in being together. The truth is, neither knew the workings of their own hearts, and apparently cared not to know.

"I believe this is the last night of the protracted meeting," said Tobin, as he pushed his chair back a little from the glowing grate.

"Yes," responded Wellie, with a light, easy laugh, as she turned to Tobin. He was staring stolidly into the red embers of the coal fire, and did not return her twinkling, merry look. Running his fingers through his short hair a few times in a sort

of self-abandoned manner, he observed in a most unstudied, casual style, as if it had just occurred to him:

"When you get home I hope you will not object to receiving a letter from me."

A slight blush suffused her fair round cheeks at this half inquiry, and her eyes of penetrating mould assumed a tender glow, and her words and acts belied her feelings as she replied naively:

"You are cruel to want to inflict poor me with your heavy and gaudily written letters, but—"

"O, none of that, now," he interrupted. "If you don't wish them—"

"Hear me through," she cried, with a falsetto sternness meant for the comic, "and prejudge not rashly."

"Well," he interjected indifferently, if not a little independently.

"I meant to tell you how gladly your proposition struck me, and how—how—pleased I was that you made it."

Was she thankfully and gratefully accepting the proposal, or was she pretending a little? He could not tell. Or perhaps she was retracting or explaining away her seeming stiffness and inouciance at first.

"You never jest?" he inquired in a tone that caused her to feel small in her own eyes.

"Well, hardly ever!" was her jocose and airy response, after the prevailing fashion then to quote Pinafore.

"I never know when you mean anything in earnest," he remarked soberly and slowly, intending to test her real solemnity and seriousness. Yes, oh, yes; he liked the girl, but there was something so doubtful about her style, and he couldn't tell just what her mind was two minutes in succession. He guessed she, herself, knew herself. If she didn't, she ought to, and it was not his business to set to work to study her and reveal her unexplored self to herself. And yet he caught himself doing just this thing.

"I am not a flirt," she said, tartly as she could, as if resenting an affront implied in his remark, at the same time trying to preserve a smiling face. She was, in fact, not provoked one bit. His solemn air was manufactured for the occasion, and he enjoyed getting her into straits and letting her disentangle them alone. If he had paused an instant to analyze his own sense of the matter, he would have found that he rather enjoyed teasing her, and still he could have discovered no reason for it. The singular state of feelings he had in her presence this evening did not amount to an emotion, nor did he care what they were. All in all his indifference was not indifference.

"I did not say you was," he responded sharply.

"You left that inference," turning the tables on him.

"I will not dispute that," with calculating frankness that made him marvel at his own intellectual coolness.

"You cannot," she retorted, with feigned defiance.

"I will not."

"You dare not."

"What would you do if I did?"

"Eat you alive," bursting into rippling laughter at the ludicrousness of her own thought.

"Gracious!" he exclaimed farcically, lifting his large eyes to hers with kindling light.

"It's true," with mock gravity.

"I don't doubt it."

"You would better not."

"Pshaw! now, you're no lion."

"No, but I'm a girl, and that's more."

"I don't believe it."

"You're skeptical."

"Upon that point—yes."

"And destitute of sincerity."

"I deny the soft impeachment."

"Denial does not divest you of guilt," she returned.

"Still I deny."

"Anybody can do that. Defense is harder."

"And will always deny."

"Generally the weaker the cause the stouter the denial," glancing up archly at him.

"But the letter," he said abruptly, in a tantalizing tone.

"I have seen no letter," she said twittingly.

"Do you want to, really?"

"Was ever woman born that did not rejoice and cry over a letter from a fine young man? I shall watch every mail that arrives till I get this letter from you. Now, mark me—I am in downright earnest."

He saw a twinkle in her eye, and said to himself that she was laughing at him.

"You shall have the letter. Of course I want to write to you, or I would not have broached the subject." After he had said this it sounded like an apology, and he half-despised himself at the moment for the retrenching utterance.

"You are an honest-hearted gentleman, I confess, and I always thought so." That sounded like she was twitting him, and he pricked up his ears.

"I always was," he interjected, scarcely knowing how to answer her.

"I hope you always will be," she returned, trying to impress him with both a serio comic and melodramatic air at the same time.

"Same to you," he rejoined, affecting to utter slang.

"Humph!" she ejaculated with a manu-

factured tone and air of disgust, curling her rosy lips and half closing her darting eyes, at the same time springing up from her seat and approaching the lamp on the center table. Then she resumed: "And dare you question my honest intents?"

"I dare do what man dare do. He that dares do more is not a man," said Tobin quizzically, quoting a sentiment from Shakespeare.

"And I would spit on thee—if it were fashionable these days," observed Wellie, assuming the air of Queen Ann, as she conceived, and concluding with a bursting laugh that would admit of no interpretation.

"I believe you," he answered so sagely that she felt she had made a very grave mistake.

"And has it come to this?" she queried half-mechanically and with the attitude and spirit of a soliloquist.

"Aye, to this," he uttered sternly.

"Man, have you no mercy?"

"Mercy is to those who mercy show."

"Take pity then."

"Pity! That argues me as your superior."

"And, if it does?"

"Conference to be full and gratifying must be between equals. And I take it you do not wish to confess to inferiority."

"To confess that, is not to confess to dishonesty," said she as a tear of vexation stole down over her dimpled and lovely cheek. She took her kerchief gently from the folds of her trim-fitting dress and with a pretense of touching only the tip of her nose softly mopped up the dewdrop of surprised emotion, which Tobin had not seen. She was not angry, but she was "all torn up" and could not tell what was the matter. But her serious air could not now be concealed, and he half felt like accusing himself of untoward harshness.

"The latter question settled," remarked Tobin quietly and with a view to amending affairs, "and the time for church being at hand, let us bury the red-edged tomahawk and repair to our devotions at the church."

Springing up like one who never knew a tear in all her life she said bubblingly:

"It is so ordered, Mr. Secretary. Soon we can sing the song of our childhood—

High and low, fast and slow,  
Over the hills away we go."

And she flitted about lively for a moment, seeking her hat and wrap. These on, she put her tippet about her neck and with a frolicking air caught up her black muffas as if it were about to escape out of pure willfulness. Then she added in lively strain, the room echoing the gentle note of her musical voice:

"Now I'm ready, sir. And, pray, don't you say that I delayed you." All this had

such a lively, pleasant humor in it—no false note in a single sound.

He took his hat and great-coat from her soft hands, and as he quietly got into his coat he said:

"As long as we are before time we are not behind."

"But better late than never, Hal," she replied in the style of one who inwardly said, "Now, there, take that."

"Proverbial still," he responded enigmatically.

"What—how?"

"Depend on't, woman will have the last word."

"And man will browbeat her out of all feeling of intelligent respect, and congratulate himself on his smartness in doing so," she retorted with equal fitness and shrewdness. She was not sure that she approved of this censorious counterstroke, after it fell upon her own disapproving ears, and she found herself wondering what he thought of it. She did not like to put herself into mental states that wondered what others thought of her; she preferred to be selfish and approve her own conduct and words.

"And woman feels it her bounden duty to tell him every thought her feelings suggest, leaving no room for the play of the imagination."

And now she wondered whether he was capable of wondering what others thought of him.

"That last-word business, as you persist in demonstrating, is more a masculine theory than a natural fact," she said slyly.

"I don't think so."

"No, men do not think so, I know. If woman tamely submits to his imperial highness and says nothing, but obeys his every beck and nod, she is a model woman, indeed; a veritable Griselda. I'm glad we are not all that way."

"And I'm sorry," he responded farcically and with designing purpose.

"Let us agree to disagree here. I do not care to discuss this point further now, since the truth cannot shake either from his firm convictions." This remark placed her in the ascendancy.

"Convince a man against his will, and so forth," he subjoined, as if to agree with her. "You let him have his opinion still, &c," she amended as a sort of mocking conclusion, but without any intent at raillery.

"Too bad," he commented satirically.

"I'm glad you confess to the truth—once in your sweet life, at least."

"At least," in astonishment.

"Yes," in a merry, laughing tone.

"Great Caesar! what a beast you paint mortal man!" feigning to believe her in solid earnest.

"I have not overdrawn the picture."

"And yet lovely woman could not do without the beast."

"I've nothing to say on that point."

"How strange! How very strange."

"And is it so strange, indeed," she said airily and connecting the conversation now with that of a moment before.

"Most passing strange! A woman with nothing to say! I am dumb!" He affected to laugh.

"Then let me take you back home; we want no dumb beasts at church."

His hearty laugh at this witty sally acknowledged his defeat, and he was glad a truce was at last declared between them.

They were now at the church door, and the opening song broke through the barriers of walls and swept away on the cold night air into the limitless beyond. It went forth as a sweet incense unto the Lord from the profane altar of man's wayward heart, and just in the degree that it became earnest and acceptable unto Him did it raise up the down-trodden and heavy-laden to a purer and higher sphere of righteousness and perfection.

It cannot be said that either Wellie or Tobin enjoyed in any sense the church services. Their minds—perhaps their hearts also—were preoccupied with the lively conversation they had had.

The next day a jolly crowd of Wellie's friends congregated at the depot to see her off home and bid her goodbye. The snow was falling fast, and the irrepressible young gabblers collected around the stove in the depot waiting room, where they were seemingly each trying to outtalk the other and where no one listened to anything that was said. All were standing irregularly around the cannon-stove, twittering and chirping like young birds in their nests when the mother bird brings them something to eat. The screaming laughter and the explosive bursts of gayety resounded in the room like the confusion of a madhouse and bewildered the silent spectators. But it was pleasant to behold the buoyancy of lightsome youth and witness its manifestations of absolute freedom from soul-hardening care.

Wellie Mace was the liveliest of the lively. Happy in the fact that she had turned her face homeward, she surrendered to the impulses of the occasion. And then, perhaps, she was endeavoring to make an impression on Tobin Wing, who was present to bid her godspeed on her journey. The enlivening spirit of the occasion was a gay scene of youthful frivolity never to be forgotten. Like the winds that roar these young folks gushed and tossed back and forth thoughtless words, and no one could divine why or what gave rise to the swift current of foamy ideas.

But through it all Wellie and Tobin

seemingly strove to say as little to each other as might accord with those who took no interest in one another. And neither knew whether they would ever meet again or not, and apparently cared not whether the currents of their lives should ever again run together in the same channel. They had no secret understanding. Neither could account for his or her indifference. It was not desirable, it is quite safe to say. They were and they were not acting for the special concern of the other. One thing was very sure, they parted most excellent friends.

Like a bit of noise from the inferno, the train rolled and hissed into the depot, puffing like a bridled hurricane. Securely bundled up, Wellie was helped into the coach by Tobin. Just before she entered the car door she turned and waved her hand in silent goodbye to all the crowd of booming, beaming friends on the platform. Notwithstanding she had kissed all the girls a mute goodbye, she impulsively turned and gayly fluttered her hand back as if it were a silent speech from her overflowing soul. Her wrap flitted in the swift air like a banner from some mast, her cheeks were red as spring roses, and with uplifted hand she stood there a perfect picture of youthful beauty and innocence. A chorus of melodious female voices greeted her lively, fun-loving ears:

"Goodbye, Wellie."

She disappeared in the coach. Tobin found her a seat, and she thanked him, smiling graciously.

"Don't forget the letter," she cried just as the car jerked in its start.

Tobin had but time to say—

"No."

And he hastened out of the moving car.

Wellie had gone to her home more than a hundred miles away.

And again Tobin took up his monotonous duties as an aid clerk at the depot. When he thought about it, he confessed that his acquaintance with this dashing, spirited, well-mannered girl had been to his life like the crocuses to the early spring—a joy and an adornment.

## CHAPTER II.

Tobin, during his first leisure hours, wrote a pleasant, chaffy, chattering, non-serious letter to Wellie. He did it, it is essential to say, honored reader, almost as a perfunctory duty in the fulfillment of a request he half wished he had not made.

Upon his table in his room was scattered much writing material and many old letters. When he had finished the hastily-thought-out letter he sat in pensiveness, gazing blankly at the unfolded sheet. It is hard to determine now whether he felt any

satisfaction at all in his performance. He did not believe he did.

In a hollow-spirited listless manner he at length read it over from beginning to end, and when he had finished he tossed it down petulantly like one disgusted with the fading, fleeting vanities of life. He was half inclined not to send it, even after the labor of writing the four pages full. He had lost, he thought, all interest in the incipient correspondence. But like many others he did not know himself—knew not what caused his dry, dull, dusty feelings. A dearth had struck his enthusiasm, like the drying heats of summer.

Then he arose from the littered table and went out.

Two days afterward he visited his room again, and there lay the unsigned letter to Wellie. In a half-jesting humor he scrawled his loved name to the uninspired document, and folding it up, shoved it hurriedly into a large, plain, white envelope. Fearing to read it again, lest he should not send it at all, he hurried it off to the postoffice. He felt a little meanly at the way in which he had executed a matter that he himself had requested, but then he recalled the fact that he proffered the request when under the spell of her glorious humor. After all there was something rich and vague and desirable about this girl.

The letter bore the trite and tentative intelligence that her visit to Banquo had been a delight to him, and that he hoped she would renew her acquaintances—he wrote it in the plural number—there sometime in the near future. With a gracious contortion of the pen he feared, however, she would never repeat her visit, especially if what he had heard of her was true, and that was that she was soon going to marry a young gentleman, a telegraph operator, in her own town of Dennis. He hoped she would at least notify him of her wedding in time to send his special congratulations. And very much more of the same trifling sort. To himself he said it made the goose marks show on his flesh to write such deadly nonsense. A week later, he could not have told, for the life of him, what foolishness he had written. But, if the truth must out, he did not particularly care what he wrote.

A reply to this strange billet-doux came promptly. Wellie denied very sentimentally and with uplifted hands the "charge" that she was going to marry soon. She wrote with joyful emphasis that she had long since made up her mind "to live and die an old maid, regardless," declared that life would be sweeter without a "beast" than with one, and asserted that she did not propose to put herself in a position where she would be compelled to

"have the last word."

"So far as marrying is concerned," she wrote easily and gracefully, "no young gentleman has had the temerity to ask me for my hand and heart, and what is more, I hope none ever will, so I will be spared the vexing pains of flatly rejecting him. Now, I'm disposed to think you will declare this all to be only sour grapes, but I beg to assure you that I am perfectly sane while penning this language.

"It is perhaps no news to you to be informed that Claude Fenshaw spent an hour with me at home last Sunday evening. But what I desire to say in this connection is that he saw the photograph of your sister Lillie, and falling in love with the picture, requested me to ask her through you to correspond with him."

Now, this had a tone of frankness about it, but still that very open tone might be deceptive. Tobin reflected that they might have agreed to this as a stratagem to deceive him. At all events he suspected that Claude admired Wellie's photograph more than he did Lillie's. However, he wrote back to Wellie, without consulting Lillie in the matter, that she would answer Claude's letters. He had no other ideas but that Lillie would gladly avail herself of the opportunity to carry on this correspondence for pleasure and profit both.

In a short time afterward Lillie received a letter from Claude, written not only in elegant penmanship, but in refined language. And what do you suppose Lillie did? With a sudden singular perversity of spirit she peremptorily refused to answer it. Now, we are sure, from a certain angle of view, you will agree that her reasons for the refusal were good. She said, first, that she ought to have been consulted in this arrangement in which she was so prominently concerned; and, next, she would not correspond with an entire stranger, who in time, if he was not already, might turn out to be a villain; and then how would she feel with the remembrance of this correspondence clinging to her like an incubus! Despite all his spacious and varied arguments to the contrary she still maintained her resolute decision.

With Claude's first letter in hand Tobin was placed in a dilemma, such as he had not in the least suspected. Should Claude find out that Lillie would not correspond with him, he would never believe otherwise than that Tobin had conspired to have her insult him by this refusal, or else that he was a fool and unworthy of a reply. Whatever Claude might twist out of the entanglement he could not escape the conclusion that Tobin had willfully misrepresented the fact when he wrote Wellie that his sister would answer the letters. And perhaps Wellie, too, would feel hurt over

it, since she had asked the favor for Claude. It was equivalent to impeaching her honesty in the matter, and making it appear that she had recommended an unworthy correspondent for Tobin's sister. And so unexpectedly a real crisis had come that Tobin was truly nonplussed. What aggravated the matter not a little was Lillie's utter indifference about it.

After cudgeling his brains for two or three days trying to solve the difficulty, he finally asked Lillie for Claude's letter, and she gave it to him.

Then he went to his room, sat down at his table or desk, and wrote to Claude in Lillie's name. What could he do but express delight at the receipt of the pleasant letter, and hope their correspondence would prove profitable from a literary standpoint, as she could entertain no other motives whatever in writing.

After this missive was finished he explained all about it to Lillie, read over his answer to Claude, and said this was the only way he knew out of the perplexing strait.

Like a sudden playful breeze it now struck Lillie as a huge joke, and she laughed heartily over it. Of course she did not object to his writing to Claude in her name as long as he read to her the letters he wrote. The letters from Claude she was sure to see. She became profoundly interested.

Claude responded promptly to this, and she perused the love document—with the love part all left out—with infinite satisfaction.

"I have one girl," he wrote, half rebukingly, in answer to her statement that she entertained no motives but those of literary culture, "and that is quite enough for me, and hence I write simply for pastime and profit."

The concluding facts of this true tale do not justify this statement, as we shall see by-and-by.

When he asked whether Tobin was writing to Wellie, it was very natural for Lillie and Tobin both to suspect the real motive of the query, if not the reason in the first place for the correspondence. He added that Wellie denied writing to Tobin, but as for himself he believed they were corresponding regularly. To the brother and sister this singular affair became absorbingly romantic, and added a new spice to their fresh young lives.

"Now look here, Lil," remarked Tobin, when he had finished reading Claude's letter, "we must not answer that point about whether I am corresponding with Wellie, and we must strive somehow to gain his full confidence and extract a confession of the whole business from him. See?"

"Just so—all right! But you know that I have nothing to do with this thing."



laughed Lillie. "I'm not sure of the rightness—"

"Well, that is the idea, anyway," interrupting her and holding one eye shut with a comic leer.

Then he drew a letter from his inside coat pocket, and read it to Lillie. It was from Wellie. And she wanted to know whether Claude was writing to Lillie. Wellie wrote that he denied it, but she did not believe him—that his mysterious air about it contradicted his denial. The most of the letter was filled with scribbles about Claude, and silently conveyed the impression that she thought a good deal of Claude Fenshaw. Tobin knew not what object she had in trying to convey that impression. Perhaps she did think very much of Claude, and perhaps she was only endeavoring to make Tobin think so. Her letter was adroitly drawn, and left Tobin in a very unsettled state of mind about her. And yet he said to himself that he did not care a pinch of snuff, one way or the other, about it.

Three or four letters were written to Claude, ostensibly by Lillie, and the pretty jest grew to fine proportions. The perpetrators of the joke had many a hearty laugh over it. It was rich. But never once was answered the point whether Tobin was corresponding with Wellie. And yet in every return letter Claude repeated the same question. Evidently he was deeply interested in that one single fact; it was no passing idle fancy with him.

At length he wrote that he believed she (Lillie) studiously avoided answering his question, and therefore he would construe her silence into an affirmative answer. This was his clouture, so as to speak, and he believes it will force her to a yea or nea on the point. But notwithstanding all this the letters to him were as silent as the midnight stars on a cold wintry night.

With equal persistence Wellie repeated her question as to whether Claude was corresponding with Lillie. Tobin took no cognizance of it whatever, and wrote not a breath concerning that point. At last she wrote, he thought, a little petulantly regarding it, and still her correspondent remained as speechless as a mummy.

It was a difficult task to gain Claude's confidence and induce him to write unreservedly about Wellie. This was now the great desideration with Tobin. His diffidence Tobin assumed to be a slight pointer, and one not altogether favorable.

In the strictest confidence Tobin represented to Claude that she (Lillie, the presumable writer) was betrothed to one of the finest young men of Banquo. He further wrote that as soon as this fine young man completed his college course they were going to marry, which would be in about a

year, "or such a matter." He made Lillie say they exchanged letters weekly; the receipt of this weekly missive, fledged with the pinious of eternal love, was the chief event of the week to her. As soon as he had finished his collegiate studies he would enter the legal profession.

Now, all this was manufactured for the occasion, of course, for the single and sole purpose of gaining Claude Fenshaw's implicit and unreserved confidence. It was a straw-man he set up—all a joke on Tobin's side only. As Tobin viewed it, a joke was a joke, whatever its character, and therefore could not be immoral.

And the "joke" won, after two or three more letters had passed. Claude opened up himself like a book printed in pica, and he wrote as one who had the complete confidence of his esteemed correspondent. Her (Tobin's) artless prattle about her intended (?) induced him to talk freely about Wellie. This was much to Tobin's delight. And Lillie also relished the joke, much as a hungry man does a strawberry shortcake. And yet the nature of Claude's confessions were not exactly agreeable to Tobin, for some inscrutable reason. He would rather the statements or information contained in Claude's letters was not true.

The letters bore the unwelcome news that he was engaged to Wellie; that his "pa" was the wealthiest man in Dennis. He hoped Wellie was not going to marry him for his money. Three times a week he called on her, the "nicest girl he ever knew." And somewhere along in each letter he persisted in asking the same old question, whether Tobin was writing to her.

The persistence of this inquiry finally caused Tobin to believe he wrote his confession expressly to have Lillie reveal it to Tobin, in order to discourage or overthrow his supposed rival. There was now a beautiful uncertainty about the whole affair on both sides. It grew more and more entangled. The more he tried to solve it the worse it became.

Lillie saw that the "joke" was growing richer and more desperate every day. It was leading Tobin on like a man who was lost in the canebrakes of a large swamp. The end—it never occurred to Tobin to think of that.

And once Claude wrote he saw every time he called on his sweetheart the elegant plush album Tobin had given her for a Christmas present when she was visiting in Banquo. He also stated that he saw the ring she wore with Tobin's initials, "T. W.," in it. However, he was frank enough to say that she denied receiving the ring from him. He asked Lillie to tell him definitely about this ring.

Tobin, as Lillie, he it always remembered, confessed the gift of the album, but as to

the ring she could not say.

Meanwhile the correspondence went on between Tobin and Wellie. And Tobin was extracting much "fun" out of his correspondence with these two persons. All that Claude wrote to Lillie, with his own trifling comments thereon, Tobin repeated to Wellie. To all this Wellie Mace made answer, not exactly as a defense of herself but as an explanation. She averred that they were *not* engaged, that he did not call on her three times a week; that he had not called on her over six times in his life, and that she did not care how rich his "pa" was—it made no difference to her.

Here was a pretty mess, indeed. The richness of the "joke" relieved his mind of the fraud of writing in his sister's name, if indeed it ever gave him the least concern. How easy he could end the whole matter by suddenly breaking off the correspondence and refusing to explain! The hard-hearted fellow had no concern what trouble he engendered between Wellie and Claude. Of one thing he was certain, and that was that he would never reveal the fact that he wrote Lillie's letters to Claude.

Strange as it may seem that Claude should be guilty of such boastful folly, it is nevertheless true that he wrote these words to Lillie now:

"It will not be good for Tobin to come to see Wellie here at her home, as I've heard he intends to do."

At first Tobin took this as a threat of violence to his person; perhaps Claude would act the part of a villian and assassin in this gentle by-play in life. But of course he could have had no such mad design. All he meant by this fustian expression, which sounded to Tobin as big as Aesop's inflated frog, was to the general effect that "matters" were so definitely arranged between them that Wellie would not entertain him if he came. In a jealous humor he wrote this bold foolishness as a bluff. He was shrewd enough to play a little jealous game. And further he hoped to encompass Wellie's flirtation with Tobin. In his own soul he was conscious that she cared little if any for him, and he feared she was becoming firmly attached to Tobin as the ivy to the masterful oak of the forest. He said to himself that if she learned to love Tobin it "was all day with him." So in all innocence he wrote the notorious boast recorded hereinbefore.

In one of Tobin's dashing letters to Wellie he spoke of her little sister Dola, and sent her his best good wishes. This brought a respectful letter from the kind mother and a polite invitation to spend a few days with them. As Dola was not old enough to write, the loving mother acted as her letter-writer.

Now, Tobin began to correct some of his

vagaries and conjectures about the relations of Claude and Wellie. The general tone of the evidence was to the effect that Claude had misstated some things. He concluded Claude was not an acceptable prospective son-in-law to any one in Wellie's home. So the bewilderment increased.

In a fit of garrulity and unconcern he wrote to Wellie that it was his honest opinion she was a flirt; however, he believed she was sincere and without any of the elements of a mean coquette.

"If you do not like my opinion of you," he wrote, "I may conclude I have been abusive where I meant to be kind. If you approve of openness and frankness, I am sure you will give me credit for possessing these admirable qualities. I do want to say, above all things at this time, that your letters have been bright, crisp, and interesting, and my correspondence with you has been profitable in the highest degree."

This was his last letter. The dual correspondence had grown wearisome.

In fact, in one of his last letters he begged she would talk about something else than Claude. And she had answered that she would try, but the trial was an utter failure.

When she so defiantly and vehemently denied what Claude had written to Lillie about her and himself, and positively declared she did not believe he wrote such stuff, Tobin bundled up Claude's letters to his sister and forwarded them by mail to Wellie's sister Maude, who read them and then turned them over to her sister. Tobin's single object in sending them to Maude was to have a witness, in case Wellie should burn them. In a doubting humor he said she might deny the receipt of them and then defy him to prove that Claude ever said such things.

There was a pause in these very unusual proceedings for a time, like the eloquent silence of a Quaker meeting, but at length Wellie wrote to Lillie that she expected to visit again in Banquo during the approaching holidays and would, therefore, accept the invitation to be her guest.

To Tobin this news conveyed a pleasing significance, in spite of his indifference so rigidly imposed on himself without any special reason or purpose. And yet her coming might—indeed must—involve a very unpalatable explanation of the mixed-up correspondence, and would, no doubt, occasion no very pleasant set of feelings between them. He judged, with impartial sense, that such strained relations might be brought about as would make her an awkward guest of Lillie's. Still he desired to see her, and run the hairbreadth risk of making her an inveterate enemy. So he must set his mother wits to work to avoid an impending social drama of no pleasant nature. And in time

he struck a plan that would avert the unpleasantness looming up in the near future like fearful breakers to old salts of the sea—at least he felt confident in the success of his scheme.

Accordingly, he induced Lillie to write that previous engagements would take him to Wingate at the time of her promised visit to Banquo, a circumstance that caused him profound regret, as it would deprive him of the exquisite pleasure of her lively presence. Of all those, he caused Lillie to write, whom he numbered among his chosen friends, none afforded him more pleasure to see and converse with than herself.

The hypocrite, if we must apply so vile a turn to one who would not purposely deceive in other things for all the world. But he rested supremely innocent on that old adage which falsely asserts that all things are fair in love and war. Things were so mixed up in all this business that he felt almost justified in saying anything.

As to Claude, he was now confident the fellow was deeper in the design to deceive for an ignoble, selfish purpose than he at first thought it possible. This was equivalent to saying that he had himself been deceived not a little. His writing to Claude in his sister Lillie's name was merely a playful trick, but one Claude would not approve of should he find it out. Of course Claude would get mad, conceive himself very badly injured, and all that, but—what of it? The kettle should not call the pot black, you know. There was no law of casuistry that would justify Claude's deception, or his anger either, for that matter, unless the boy's rule can be regarded in this case, and, that is, "you began it first." But no one will consent to have his own evils exposed; it hurts and enrages. If one falls into his own trap he is ready, on a moment's preparation, to swear most gallantly—hard as the army in Flanders. Laying bare another's cunning is a bold declaration that you have no good opinion of him, and we are not of those who believe that there are even some who are unconcerned when they are hated. Evidently Claude had designed to make a cat's-paw of Lillie for a clever selfish purpose. Should she ever discover his deception she must place him low down in the grade of manhood. And if Wellie should find him out he was certain she could find no justification in his course. In a sense Wellie had been the innocent means of opening up the way to all this love-light trickery. Further, what must Wellie think when she should discover that Lillie had refused to write to one she had recommended to her as a perfect gentleman? And when the whole truth should out, what kind of young gentleman, in fact, had she recommended? And again if Wellie should know all, what must she

think of Tobin? Whom must Tobin believe, Wellie or Claude? Their statements about each other crossed as positively as the beams of a church cross. Their conflicting statements might, if in very truth they did not, make her seem to be an untruthful girl, to say the least about it. But she knew nothing—the only innocent one of all. If she knew, it would be highly improper for her to visit Lillie.

This sweetly innocent girl had her reasons for wanting to go to Banquo once more. In Tobin's last letter she read between the lines a chilliness that struck her as the essence of a secret anger, and she hoped the visit would explain all differences away. Her sedate and considerate mother urged her not to spend a moment of breath over the assumed anger disclosed nowhere in the letter, but to make her intended visit as if nothing was suspected. But the breaking off the correspondence itself was an inexplicable matter. It is to be remarked here that those who seek pity usually obtain it. Wellie had wretched images; she wanted encouragement. Tears were even her portion at times. It was not because she cared for Tobin, but the thing displeased her. If she had been guilty of trifling, it is due to say she was now perfectly cured of that. It hurt to feel that any one could have grounds for believing she was a trifling, flirting girl.

When Tobin ceased to write to Claude, Lillie was in the humor to have him continue it.

"What's the use, Lil?" Tobin said sharply.

"The desperate fun of it," returned Lillie.

"No, it's all over now."

### CHAPTER III.

The day before Christmas Lillie met Wellie at the train. It was a mild winter day, unlike the blustery, cold one when she left there about a year before.

The two girls rushed together on the platform like colliding engines, and kissed in a happy greeting. Then Wellie grasped Lillie emotionally around the neck and bowed her head a moment on the other's shoulder. When she lifted up her fair, round, rosy face, a glistening tear stood in each eye.

"O fie!" she exclaimed, dashing away the tears with her small gloved hand on being discovered in her sentimental weakness.

She would have it appear her tears were joyful ones, while in reality they were produced by an entirely different cause. The warm, sweet greeting she received, when she had abundant reasons, as she thought, to expect a different one, overcame her and she wept.

Lillie suspected the cause of the tears but said nothing. Her sympathetic seriousness was but momentary.

"I'm so glad to see you," cried Lillie with a desperate, welcoming smile.

It was a singular, heart-felt meeting.

Lillie was burdened not a little with the secret of Tobin's correspondence with Claude in her name. She began to fear her own weakness and inability to keep it.

Wellie inquired not for Tobin, for she knew where he was.

That evening there was a public entertainment and banquet at the public hall, and the two girls of course attended. The general liveliness of Christmas in a pleasant little country town was apparent on every hand. There was movement and commotion, bustle and preparation, expectation and enthusiasm. The next day passed in yule-tide gayety and Christmas good cheer, and so occupied were the two young friends that no opportunity was offered to speak of that which lay nearest to the hearts of both.

Let us hasten the story.

The day succeeding Christmas these two girls, each with her own singular burden to bear, each holding a dead secret in her heart, were alone in Lillie's room, a perfect little bower of loveliness and blending colors. It is for lovely woman alone to touch a room as with a magic wand and make it burgeon into beauty and glory. This fairy retreat was aglow with thought and touch.

Wellie sat in a soft, luxurious armchair near the roaring coal-stove, and Lillie sat near—so near that their eyes and inner souls seemed to touch.

A picture of the great dead general—General Grant—was the object on the wall on which Wellie's eyes rested.

"Grant," she ejaculated, nodding toward the painting.

"Yes; that is a bit of my work," responded Lillie.

"It is good," returned Wellie. "I wondered whether you did not paint it."

"Yes; but it is a clumsy thing."

"I did not mean that. It is not a clumsy trick of the brush. It is really good." And Wellie meant this.

"But to yourself within you do not say so."

"I do, Lillie. I imagine portrait painting difficult; but anybody can see that it is a true and lifelike picture of the famous general."

"I did that the past summer during my idle moments. I did not work very hard at it."

"It needs no apologies at all. Few are good at portrait painting. To get the right expression and faithfulness to life in a face is no very easy thing, I know."

"Do you love painting?"

"I have tried it, but I have no ability in that direction," remarked Wellie thoughtfully.

"None at all. I fear I'm cut out to make trouble to myself and others," ventured Wellie, sadly enough indeed. "It was a remark that broke the ice."

"I know to what you allude," returned Lillie, bending forward in her chair in her excitement.

"Yes, you know but too well," and the remark was so broad in its application that Lillie presumed she knew more than she in fact did. "And I humbly beg your heartfelt pardon," she added, agitatedly.

And before Lillie realized it, Wellie flung herself on her knees and bowed her head on her lap. She sobbed like a brokenhearted child. And then Lillie, full to overflowing, bent down, put her hand gently on the weeping girl's head, and mingled her tears with Wellie's.

Not a word was spoken for several minutes, and the two girls sobbed as if they would not be comforted. After this pause of serious silence Wellie asked in broken accents:

"Say—do you—do you—forgive—me?"

"I've nothing to forgive," sobbed Lillie. Their fresh young hearts were stirred like great forest trees in a fierce, whistling storm.

"But—do you—you forgive—me?"

"Yes, to the fullest extent—all—all—everything!" assented Lillie, seeing that nothing but an affirmative and plain answer would suit her state of mind and soul.

"Now, you don't say that because I ask you for it?" said Wellie, still doubting.

"No, no, no! I say it from the bottom of my poor heart."

"God bless you, Lillie. I knew you loved me."

And the sobbing girl sprang up from her knees overjoyed, and caught Lillie around the neck and kissed her again and again. Once more their sad, sweet tears flowed freely and truly mingled as they fell. Lillie could not speak, so overcome was she with her emotions. After an interval in which the swelling emotions were somewhat calmed Wellie asked, still clinging to Lillie.

"You do not hate me?"

"No, no!" was all Lillie could respond.

"You still love me?"

"Indeed, Wellie, I love you as my sister," dashing away the fast flowing tears.

"I know it!"

Again the fountains of her eyes overflowed. Again she kissed Lillie passionately, and then walked quietly to the armchair and re-seated herself.

Her fears were allayed. The worst was over she believed. Peace had been made without any specifications as to the causes

of the trouble, like the treaty of Ghent after the war of 1812.

"Now, Wellie," Lillie began in a sort of confessional humor, "I want to say this; that really no harm has been done. But truly, I have given you cause to feel badly, I'm not angry, and I have need to ask your forgiveness."

"No, no. It is all my fault."

"But if I think I have done wrong, too, will you forgive me?"

"You don't need it."

"But will you?"

"Why, yes, with all my heart."

"There, now, I have regained your love, and I feel glad in my heart. I am to be blamed some in this."

"No; not so. All the blame is on me. I started it. I asked you to correspond with Claude."

You see both girls were laboring under some misapprehension as to the extent of the knowledge of the other in this very angled affair.

"Yes, I know," returned Lillie, "but that is not all. My big brother played you and Claude both a sort of scurvy trick, I fear, and I'm not guiltless, for I might have written it all to you, but I did not."

"I know," still not comprehending, "but then I should have written to you at the first and asked you about it instead of Tobin, and that would have ended it at once."

"I let it go, not thinking anything bad would grow out of it," said Lillie, "because it was such a good joke. It was all meant in fun."

"I'm so glad you did not really get angry over it," remarked Wellie, innocently, reclining back in the armchair and looking upward toward the ceiling just over the picture of General Grant.

"I was afraid you'd be angry," observed Lillie, in explanation of her feelings.

"O, no. When my sister put Claude's letters to you into my hands, I was thunderstruck. I did not want to believe my eyes. But there they were. And he had said he was not writing to you. That settled him forever with me. He was not honest or truthful."

"And will you believe it, I did not write one single letter to Claude," explained Lillie. They were approaching the main point as well as a common understanding.

Wellie turned to her so suddenly and with such an incredulous look that Lillie opened her eyes in startled wonderment, if not of half fear.

"Who *did*?" she exploded, in an astonished and doubtful tone.

"Tobin," meekly.

"Tobin!" Wellie's eyes exhibited more white than customary. A sort of palsied look overspread her white face.

"Tobin," repeated Lillie, in subdued emphasis.

"Do I hear you aright?"

"Yes, he wrote every letter."

"How?" still dubious.

"With the pen," her face brightening into a smile.

"You know what I mean," replied Wellie, with a rather stern, unanswering gaze.

"Well, I would not write, and Tobin took it up in my name."

"And you knew it?"

"Certainly. It was a huge joke. And I read all Claude's letters," Lillie laughed.

At first, in her present humor, Wellie did not see the point of the joke so clearly. After a moment's reflection she said, seriously:

"Well, that does not change my part in this mixed-up affair one bit. I am to blame. You did right in not answering Claude."

"I will not say anything about that. Now you understand what I meant by saying my brother played you and Claude a scurvy trick."

Pausing a moment, in which her thoughts seemed to be wrestling and writhing with each other and tumbling about like fighting gladiators, Wellie said:

"No. Tobin is a young man. All this was fun to him. I still am to blame for not writing to you. But I did not think of it at the time."

This one single point could not be removed from her too accurate and circumspect mind.

"To be sure, it was fun to Tobin to fool Claude."

"No doubt of that." After a second she resumed: "I have Claude's letters to you yet. I will show him." A new resolve had apparently crept into her heart. "I shall point out his duplicity through these letters. I am sure he ought to be taught the lesson."

"It was a rich joke," laughed Lillie.

"A tangled affair," the lines in her white brow smoothing out into a smile.

"I think the joke is on Claude."

"It is, it is!" Wellie fairly shouted in a burst of laughter. The ludicrousness of the whole thing seemed to break in upon her suddenly. It took all this time for the infinitude of the huge jest to remove the serious tone that dominated her truth-loving soul.

Long did they talk. It was a sweet, sisterly talk. Then they understood all about it, and perfectly understood each other. The conversation had cemented their souls like links of a chain. They were inseparable friends forever.

Again and again they laughed heartily over the monumental joke on Claude.

"See what he has come to by his smartness," commented Wellie.

Now Wellie did not dread so much to see Tobin. When he returned from Wingate she met him with a quiet demeanor he

could not divine. He had remained away as long as he could from his position, and only returned at last under a protest of his feelings. He did not want to meet Wellie. In his own mind there was no question of his guilt.

She greeted him politely and earnestly enough, to be sure. But her quiet air of assurance and self-poise puzzled him. He had taken no thought how she would appear to him, when he should meet her, and now that he had met her he was not fully satisfied about it. Reasoning a little afterward on the matter he believed he wanted her to greet him at first a little timidly. After all might she not regard him as the villain in the piece, since he had obtained Claude's confessions by stealth, as it were? He had not done it fairly, that was certain. And if she did so view him, there was no alternative. The more he thought about it now the less he wanted her to think evil of him. He had thought he would not care what she thought about it, but now, confronted by her composure and inexplicable general attitude, he really desired her good opinion. At all events it was certainly too late to remove those facts of the past that might give her cause to think ill of him.

What a singular ball of flesh the human heart is! One time it will, and the next time it will not.

But still there were her statements conflicting with Claude's. It never occurred to him before that her statements might be truthful and Claude's dishonest. Indeed, now that seemed to be the only real condition of affairs, and he wondered that he ever thought she might be untruthful. Of course, she was truthful and Claude untruthful, as the man as a rule is quite apt to be.

They sat down alone in the parlor before the great blazing fire in the grate. The red rays of the flame fell over them like a mantle, at the same time casting their shadows on the wall on this wailing, throbbing winter evening.

They were about to discuss a matter the end of which no prophet could foresee.

She looked bewitchingly lovely in a close-fitting, fashionably-finished dress of the latest pattern and material. Her little feet were just perceptibly pushed out from beneath the edge of her dress and extended toward the fire. Her ivory features and gentle smile and perplexing deliberation charmed him. He himself had been a fool all along. Now he wished he had not written to Claude as Lillie.

Without prefatory remarks "leading up" to the matter in her mind—disregarding all precedents relating to the prologue—she began the attack boldly thus:

"So you wrote to Claude instead of Lillie, I am informed?"

This hit him like an iceberg does a ship in midocean. The "I am informed" was not offensive, but it was apparently calculated. No blame could be imputed to her because of her open manner, and moreover, what did he expect from her. He was prepared for anything.

Girls can't keep anything. Lil, he reflected like one retreating within himself, has told the whole business. He should have expected it, for a girl can't padlock her lips and throw the key into the bottom of the well.

"You have been *informed* correctly," placing considerable stress on the word "informed," and uttering it with equal frigidity. Oceans would have frozen between them, and the farcical part is that neither wished such a frigid air. Both hoped for May weather, at least, before they ceased talking.

"And you returned Claude's letters to me through my sister?"

"I did. And was that a crime, pray?"

"And you think I stated falsehoods?"

"You wrote you'd explain. I supposed you had something surely to explain. An explanation implies something that needs explanation."

"And you feel all right about it?"

"I have not grieved one single moment over it."

"And you have no compunction of conscience, according to this confession, for any trouble you may have caused?"

Then she had had "trouble" over it with Claude. Then they were lovers in very truth, and Claude spoke truthfully. All this passed through his mind in an instant.

"I did not know before that I had caused 'trouble.' About that you know best."

"And you would not believe me, if I said I loved Claude and we are engaged?"

"If you are, it would be but natural. Generally two of the opposite sex marry."

"And you believe Claude called on me three times a week?"

"You have positively denied it." He was uneasy.

"But when I denied it, you tried to convince me I was untruthful by placing all of Claude's letters in my hands to read."

This was a clincher. It was just what he had done. He felt a little meanly now.

She did not want to quarrel with him—would rather, deep down in her heart of hearts, they were lovers. If they should eventually part as eternal enemies, she should cry her eyes out, she knew. But she could not do otherwise than she did. An obtuse, blind impulse drove her to her several accusing inquiries. She really believed him the best young man she had ever met in her life. Already he had cost her many tears and heartaches.

And he admired her spirit and intelli-

gence. He had never known a girl just like her. Nor did he wish to quarrel with her. But they had always been at dagger's points, so to speak, and now he desired a change. Someway there was something a little different in their attitudes on this evening after all. It was worse, or it was better, he knew not which.

"I sent you the letters," he returned calmly, "to show you I did not speak falsely, since you wrote you did not believe Claude said such things as I wrote he did. I had no thought further than to vindicate myself. But it seems you make more out of it. My integrity was squarely impeached by your positive words. You claim yours was impeached by my act in trying to prove myself innocent of the charges you put upon me. We were both right and both wrong."

This turned the tide of affairs.

"Do you think I'm guilty or not?" she queried half-appealingly, changing her tone of bold self-assurance.

"Are you through?" he queried, disregarding her petitioning inquiry, and continuing without waiting for an answer: "Then you get on the witness stand a few minutes."

"Well," demurely.

"Do you think I schemed to bring all this about?"

"You have not denied it."

"Do you think I forced Claude to make the statements about you that he did?"

"I thought nothing about it. I'll be as frank as you were to me."

"Do you think I would have returned his letters, or revealed my secret of this correspondence, if you had not made it necessary for me to do so?"

"I can't say."

"Are any of Claude's statements true?"

"In part."

"What part?"

"Must you know?"

"Yes, or the difficulty as to who is untruthful still remains uncleared."

"Manlike, you will force the weaker vessel to tell you all her secrets, lay open her most sacred heart like a book, just like the tyrannical 'beast,' man, usually does with a weak, defenseless woman."

"You are at liberty to do as you please in the matter."

"He stated the truth when he said his pa' was rich—that only."

It was her purpose to have him reveal the exact condition of his mind, instead of voluntarily yielding her circumstances at his dictation.

"Was he truthful when he said you were engaged?"

It was all coming out now.

"Will you believe me?"

"Whatever you assert solemnly here now I'll believe. Now is the accepted time

for truthfulness and honesty, if ever."

She felt the truth of this more than he did.

"We are not engaged," with peculiar emphasis.

Now, if he had paused there she would have had a vague suspicion that a little jealousy actuated him. She hoped he was a little jealous, for then she would know better his real feelings for her. She hoped he loved her just a little—no, a great deal. But she feared he did not. Indeed, she was not a little desperate at this stage of the conversation.

"Did he call on you three times a week?"

"He did not."

"Why did he write these things—do you suppose?"

"He probably desired what he wrote, and thought perhaps to cut off all obstacles in his way to that end."

"I believe you," said Tobin, in a tone of faithful trustfulness and seriousness that sent a thrill to her heart. It was not expected. Spring time was coming.

"You make me glad," she threw out impulsively. It had a dramatic effect.

"Do you think we have explained?" he inquired, touching secretly upon the rising tide of pleasurable sensations rolling into their hearts like a ground-swell, while a soft twinkle played with iridescent light in his eyes.

"Do you think you have explained?" she answered naively, glancing up archly at him from beneath her symmetrically arched brows. The tension was over; the new gentle feeling was contagious. Happiness cooed like a dove at the door of their hearts. It was what they desired.

"I do. Do you?"

"I do."

How much was in the mutual confessions and concessions.

"They say one never knows a woman's heart," he said, playfully, turning his meaningful eyes upon her poetic, lovely face. His look was not lost.

"They say is nobody, for they say man is deceitful and full of envy," she responded, at the same time sending forth a merry peal of laughter that filled the room like sweet music.

"Let that be as it may," he said, feeling that the old playful humor, so ravishingly uncertain and inspiring, had returned like a prodigal once again. It was honored by a position in a familiar and delightful niche in the walls of his soul.

"But are you satisfied with matters as they stand at this moment?" This query was leading, and Wellie so felt it.

"I am. Are you?"

"I am," he answered with a promptness that was in itself a declaration of his gladness.

"It was a neat trick and a dangerous one you played," she observed with strict adherence to the bounds of mental propriety.

"I confess the justness of your remark."

"I cannot imagine what other motives Claude had than jealous promptings," she observed.

"Doubtless that was it."

"He evidently thought to impose a falsehood on you for a selfish purpose."

"He will reap his satisfaction out of it, no doubt, if he has not done so already," he replied ironically.

"He does not know that you wrote the letters to him."

"No; but he ought to know, if he had an evil purpose in it," he urged, earnestly.

"Yes, and he *shall* know it. I hate one who tries to rob another of a friend. I hope this is not presumptuous." They were coming together. The tone of their hearts would not be suppressed. Sunlight was succeeding the clouds.

"No, no! You may rely on my friendship henceforward and forever. As I wrote to you, I admire honesty of heart and purpose. I like a girl who will not flirt."

This was drawing close. He said he "liked" and that, you know, is closely akin to "loved." She noted this with a tranquilizing sense of relief and gladness. Then he *did* like her metal. She was like no other girl he had ever met.

"I did wrong in not asking Lillie's permission to allow Claude to write her. But she and I have settled all that between us amicably," she added with a good deal of visible satisfaction stamped in bold expression upon her face.

"And the wrong I did was in not telling you I was writing to Claude in my sister's name, and all the time telling you what he said to me. But if I had told you, that would have spoiled it all, for no doubt you would have told him. I could not ask you to keep it from him, for I did not know your relationship. It was better for me to keep the secret, you see, than for me to ask you to keep it. Besides, you know, a secret is published when you tell one more—so it is said. I confess it was obtaining facts and secrets under false pretense, but since we have made our peace I cannot be sorry for my conduct."

If Tobin had so far cunningly avoided leaving a suspicion in Wellie's mind that there was even the slightest bit of jealousy in his heart toward Claude, this last remark must have supplied the deficiency. His allusion to the fact that he did not know their relationship proved that such an idea had found a lodgement in his mind, and may have been present during all the time of the scene of this story, for aught she knew. It might have been an incentive to his conduct all along.

"Allow me to say," she observed, "that under the actual circumstances you could have made such a request of me with perfect freedom and absolute safety."

This was simply a casting of the lead in order to sound the depths. He did not perceive her motive.

"But just there was the rub. I could not boldly ask you about such a delicate matter, a thing that was none of my business whatever, and I confess I had not the courage to do the only other thing left to do, which was to declare the honest truth and risk the consequences. After I got into the scrape I enjoyed it for a time, and designed never to say a word about it. But even this I was not permitted to do, as you now know."

The depths were not very great, she thought.

"I'm glad and I'm sorry the thing happened at all," she said archly and tentatively.

"I'm glad."

"You are?" with real surprise and a gleam of delightful suspicion.

"Yes." He ventured nothing more. He was waiting—waiting to observe her inner emotions and make sure of the truth he had a wild suspicion of and a new and genuine hope for.

"Why?" she asked innocently, as she would have him believe.

"Because."

"That's a woman's reason," she retorted gayly.

"Yes, but reasons are not sexual. They are common property, you know."

"But this is one my sex has pre-empted and has exclusive possession of."

"I'm sorry, because it serves my purpose so well now," he said dryly, shifting uneasily in his seat.

"What purpose?"

She was bewitchingly tempting.

"To conceal a truth."

"What truth?"

"The reason why I'm glad."

"Glad for what?"

"That this all happened."

"This what?"

"How dull you have suddenly grown."

"I want to know it all."

"Can you not imagine?"

"I'm easily imposed on. I have no suspicions. I'm not so ordained by nature."

"Well, glad our quarrel is over."

She had boldly led up to the point, and after all it did not out. She fell back upon her inner consciousness, and—lamented.

They sparred long after this fashion. The mental foils they fenced with clashed and bent and even struck fire sometimes.

Their shadows from the paling firelight became less distinct on the wall, and seemed to be blended together as one. The shades



f a raw winter night had long settled down over the cold world, and the winds whistled bitterly without.

Their talk had ended. But they knew each other better. Each had now a lively springing hope, that was not possessed before, and a soft gladness that could neither be explained nor reasoned away.

The conversation had untangled the kinks of the thread of fate spun by the Parcae, and Atropos had sealed their destiny. Tobin's heart was laid open to Wellie as clear as a book.

#### CHAPTER IV.

Wellie's mother had arrived to accompany her daughter on her return home, and the invitation was extended to all the family to visit them, and done so zealously that Lillie had a suspicion that the mother had an object in it.

When Wellie returned home, she wrote Claude a letter emphatically ordering him never to burden her with his presence again, for, she said, she had no use for one who would scheme to deprive her of a friend.

Claude knew whom she meant by "friend," and a new revelation was born to him. He had played his cards and lost.

When she added in her letter that Lillie had never written a letter to him, but that Tobin had written all the letters in her name, his anger knew no bounds. He sat down and wrote a mean, insulting letter to Wellie, accusing her of plotting to have this imposition done to him, declaring Tobin to be the meanest scoundrel unhung, and swearing grossly and violently with the pen.

That letter was the end of Claude, as to this story. He never again "bobbed up serenely."

Of course Tobin and Wellie renewed their correspondence.

In a year wedding cards were out announcing their approaching nuptials.

#### IMPROVING THE OCCASION.

BY W. H. STUART.

The single tax contingent are "improving the occasion" of the failure of the late strike to urge the adoption of their favorite nostrums, no less than three writers in the *September Magazine* "pointing with pride" to the taxation of land values as the complete solution of the labor problem; the "panacea" that will forever make strikes as impossible as they would be unnecessary.

There is something both touching as well as amusing in the devotion with which the victims of economic superstitions will hug delusions that have been fully and repeatedly exposed, and to which they can offer no valid or reasonable defense. For instance I have shown conclusively that under present economic conditions of concentration of wealth in the hands of the capital-

ists class, the production of commodities on a grand scale, by the use of costly labor-saving machinery, makes competition impossible. This concentration of wealth and system of large production is gradually driving to the wall the middle class, the whole tendency of modern industry is toward this gigantic system of production. Already we are told the production of four hundred different commodities are controlled by "trusts" or "syndicates." It is no longer possible for a man of even respectable capital to compete in cost of production against those gigantic trusts and combinations. Competition is simply out of the question. The success or permanency of any one of these various trusts would not be in the slightest degree effected by any change in our system of land tenure or taxation.

To talk of the advantage that "free access to natural opportunities" would be to the man without capital is the merest "tommy rot," which any man of even ordinary intelligence ought to be ashamed of. If instead of owning the land upon which the Homestead and other plants are located, Carnegie was compelled to pay a yearly tax or ground rent, in what way would that make competition any easier against him? The land upon which his plants are situated is of very moderate value, he is under no compulsion to build in the heart of a great city, nor within fifty miles of one. A hundred other locations would be equally good for his purposes. It would be a matter of complete indifference to him what system of land tenure or taxation was in effect, providing security of tenure was assured him. What has control of natural opportunities to do with the success of the great sugar trust, or the Armour meat trust, or the great cotton seed oil trust, or the flour trust, or the leather trust, or biscuit or match trust, or insurance trusts, and a hundred others that might be enumerated, that are neither the result of our financial policy or would be effected by any change in our land system.

A bonanza farmer produces wheat for 33½ cents per bushel, a small farmer for \$1 per bushel. Would not the same relative difference in cost be maintained under any land system? Suppose the average rental value of agricultural land under a single tax regime was \$2 per acre, how much better off would the small farmer be in competition with his capitalist competitor? With iron, lead, zinc, silver and other mineral lands thrown open to all for a stated annual rent or royalty to the state, how would the man or men without capital, or with moderate capital, compete in cost of production with combinations of wealthy capitalists controlling every improved device or machine for extracting the ore and

handling it expeditiously and with the lowest possible cost?

If an employe in, say, a brewery was dissatisfied with the wages offered by the brewing syndicate and he had under the benign influence of the single tax "easy access" to land, could he start another brewery in opposition? If, instead of being compelled to pay \$5,000 for a site for a flour mill, it could be procured for an annual rental of say \$500, would that make it any easier for the man without capital, or the man with moderate capital, to "buck" against the flour trust? The man who would seriously assert that the fifty millions accumulated by Geo. M. Pullman was the result of the private ownership of the land upon which his plants are located, or upon the rents derived from the use of the land by his tenants at the town of Pullman would be properly put down as a driveling idiot. The fact is our whole system of trade, commerce and production would continue under a single tax regime substantially as at present. Capitalism and its corollary, wage slavery, would be as rampant as at present. The man without capital, with only his labor to sell, would under the stress of devilish competition with his fellows be compelled to sell it to those who controlled the instruments of production for a bare subsistence wage or starve. Any assertion to the contrary is a mere assumption with not a leg to stand upon in the shape of an argument.

It really appears to me that until single taxers can show in some valid and reasonable way how the adoption of the single tax would place all upon an equal footing, or give all an equal chance in the race for a living; how the present discrepancy in the cost of production between the small and the large producer, both in manufacture and agriculture, would be removed by the taxation of land values, until, I say, this can be shown clearly, single taxers ought to have the grace to cease their interminable and insufferable "twaddle" about the advantage of "free access to natural resources," and allow the space thus wasted in our magazines and papers to be devoted to some useful purpose.

Mr. S. D. Guion, under the caption "Live Questions," says: "As long as the land-holding class can hold the masses in subjection to that superstition, (that private ownership of land is just,) monopoly will not fear but that it can draw to itself *all the wealth the world can be made to produce except a bare subsistence for those who labor and produce it.*" The italics are mine. By monopoly it is of course to be understood that Mr. Guion means land monopoly. This is, of course, merely stating in other words Henry George's dictum. "Why in spite of the increase in productive power do wages tend to a minimum which will give but a

bare living, is that with increase in production, rent tends to even greater increase." "Rent swallows up the whole gain and more than the gain." This assumption rests on as scientific a basis as that of Bro. Jasper's, that "de sun do move." Indeed George's assumption is even less plausible than Bre'r Jasper's, because the sun does really appear to move, while George's assumption is not even plausible, on the contrary, it is opposed to the intelligent observation of every one not a mere doctrinaire. George quotes no facts or statistics in favor of his assumption, he merely assumed it and his uncritical followers merely repeat it automatically, as if the proposition was a self-evident one, needing no defense or ratification. But statistics, facts, observation and common sense all discredit George's theory. For the past ten years wealth has been increasing at a greater pace than any other period in the world's history. Yet during that time rents have been steadily decreasing, not only in this country but also in England, Germany and other countries. In this country economic rent of the agriculturing areas of the New England states has been nearly wiped out. This depreciation is quite as marked, if less in degree, in the great Middle and Western states. Only in a few favored localities have urban or agricultural rents increased. Hon. D. A. Wells, in his "Recent Economic Changes," quotes English authorities to show that the rent of land and value of products in both Germany and England have declined enormously. While in this country the fact is too patent to require verification.

Let us suppose that the atmosphere was as subject to private monopoly as the land, and for the use of which rent could be demanded. Air would, of course, be greatly in demand wherever population had concentrated. The larger the city and the greater the business the more valuable would be air, and the greater rent would be exacted for its use. Under such a condition of things how easy it would be for some shallow economist to declare that the private monopoly of air was the cause of increasing poverty; that rent of air tended to absorb all surplus wealth; that the cure for poverty was to abolish all private property in air. It would be pointed out that labor, which produces all wealth, cannot even draw a breath without paying tribute to the private monopolist. That to place all men on an equal footing all that was necessary was to tax the rental value of air to the use of the community.

Would not the reasoning be just as plausible as the arguments offered in support of the confiscation of rent of land? Yet air is absolutely free, and poverty abounds. Equally fallacious is the theory that the abolition of private property in land would,

under present economic conditions, solve the economic problem.

Under the caption, "Land Monopoly," Mr. B. C. Stickney invites the readers of the *Magazine* to examine some argument I offered in the May issue. He says: "From the reading of Mr. Stuart's article, one unfamiliar with the subject would receive the impression that the purpose of the single tax men is to make idle agricultural land freely accessible to all who wished for it. That is so; but they have another purpose of greater importance, which is to make valuable land, city, mining, timber land, etc., worthless for speculative or monopolistic purposes." Which goes far to show how slovenly and careless a reader Mr. Stickney is of the writings of his opponent. On the contrary, I have insisted that the adoption of the single tax would entirely prevent the holding out of use of land of any description, urban or agricultural, for which there was not immediate demand or use. Indeed I have based an important argument, showing the insufficiency of economic rent, on that very fact. I have shown that present rent is monopoly rent due to the monopolization of unused land; that the adoption of the single tax would throw upon the market hundreds of millions of acres of the finest agricultural land, and hundreds of thousands, and perhaps millions of urban and suburban residences and business lots, with the inevitable result that economic rent would probably not equal a tenth and perhaps not a twentieth of present rent; that in consequence the term "single tax," as implying its sufficiency for all the purposes of revenue, is a misnomer and absurd, exhibiting in a striking manner the shallowness of the Georgian philosophy.

Mr. Stickney admits that it may be true that men without capital would be unable to utilize natural opportunities, but contends that men of moderate capital could and they would be benefited, and would give employment to men without capital. Well, are the men of moderate capital who now own their own land successful? and are they giving employment to the unemployed? Does Mr. Stickney really believe that we have not farmers enough to supply agricultural products, does he not know that the introduction of machinery is every year making fewer men necessary for the production of the natural wealth; that under our present wasteful and isolated methods of farming, one-third more men are employed than will be necessary under a scientific system of production such as obtains on the "bonanza" farms; that as soon as agriculture is as fully controlled by capitalists as manufacturing industries are, that one-third of the present farming class, both owners and laborers, will be unneces-

sary. The adoption of the single-tax will not have the slightest deterring effect on this concentration of capital in agriculture, on the contrary it will only hasten it. Suppose one hundred men are engaged in an industry in which each works independently, owning and controlling individually the tools necessary for the creation of the product. Now suppose one of the number invents a machine that with the labor of ten men does the work as efficiently as the hundred men formerly did. Three or four of the men having saved some money, purchase the machine, build a factory, set ten or twenty of the men to work and undersell the other workmen and thereby monopolize the business; suppose the single-tax is in effect and that easy access to agricultural land of the finest quality can be had on payment of a reasonable rent. But they find that the same revolution in methods by the aid of labor-saving machinery is making it as impossible to compete in agriculture as it was in their former occupations. Is it not inevitable that under such conditions "wages" under competition among the workers will keep at the subsistence point? If not, why not? If Mr. Stickney is not totally blind to the tendency of capital to concentrate, he must see that even now the man of moderate capital is being rapidly wiped out by the gigantic trusts and syndicates that have the principal industries of the nation in their grip, and when in a few years they dominate agriculture and horticulture as fully as they do other industries, the man without capital will be as powerless with free land as he is at present, indeed more so.

Now suppose in the case of the hundred men referred to, that in place of three or four of this number owning and controlling the new tools of production, and the rest working for them for competition wages, that the hundred jointly owned and operated the new machinery in the interest of all, how would they be effected? Why, simply in this way, they would either produce more wealth, and thus increase the wealth of all, or, they could keep up the old rate of production and thus reduce their hours of labor. Does Mr. Stickney think this would be a wicked thing for the workmen to do? or does he think private ownership of the tools of production by the few, and consequent degrading wage slavery for the vast majority, the best and most scientific form of production?

When Mr. Stickney speaks of interest as being "nothing but an indirect return for the labor that produces the capital," he is talking the veriest claptrap that shows his knowledge of economics to be of the kindergarten order. Capital produces nothing, without labor it is dead, inert matter, it is entitled to no "return." All wealth is the product of labor, and of labor only. Capi-

tal when produced by labor is a valuable, and indeed, an indispensable auxiliary (under present conditions) to labor. But the capitalist, as such, is not a valuable auxiliary, or, indeed, a factor at all in the production of wealth. Under our present industrial system the laborer produces all wealth, but permits the capitalist to retain the most of it in the shape of rent, interest, and profits, while the capitalist generously returns to the laborer sufficient of the product that he produced in the shape of "wages" to maintain a bare living. Now would it be an awful foolish thing on the part of the laborer to retain all of the product in his own hands and devote part of it in the shape of capital to the production of more wealth, and let the capitalists earn their own living or starve? For, recollect, that a capitalist, as such, no more produces capital than a landowner does the land. Both rent of land and interest on capital represents robbery of labor, pure and simple. The man who defends rent, equally with the man who defends interest as the "just return to capital for its aid in production," is either an ignoramus or a knave. Just in proportion as he has an intelligent knowledge and conception of the science of political economy, just in that ratio is the presumption that he is a knave.

The ideal of "a fair day's pay for a fair day's work" is a contemptible one, and shows that the man who gives that as the *ultima thule* of the labor problem, has a disgracefully ignorant conception of the rights of labor. "Wages" mean a part of the product, it implies wage-slavery and an idle and useless capitalist class, who prey on the ignorance and credulity of their dupes. Under a proper industrial system the term "wages" will have no meaning, for the laborer will receive the full product of his labor, free from the robbery of rent, interest, and profit. Under such a system there will be no use for the capitalist, the landowner or the profit monger. It is, of course, quite possible that a capitalist may also be a producer, as a producer he is a laborer and entitled to pay. He may be the manager of a business in addition to being a capitalist, if so he is entitled, to remuneration for his "aid in production" as manager, but he is not entitled, as "wages" of superintendency, all the product except a bare living to other laborers. But as a mere capitalist, he is a non-producer. For note, the capital is that portion of wealth devoted to productive purposes from which the owner expects to receive a return "without risk or personal exertion," and the man who obtains the product of the labor of others without giving the product of his own labor in return is a robber, equally and on the same footing as the landlord.

proving the occasion" myself. We are living under a system of "free contract," and free competition. Production is carried on by private citizens under competition with other citizens. Under this system it is agreed that private ownership of the means of production is the correct way to carry on our industrial affairs. The owner of the "means of production" is permitted to treat labor, like raw material, as a commodity, and to purchase it in the cheapest market. There is no minimum wage that the law compels him to pay. If he can hire men for 25 cents per day he has a perfect legal right to do so, and indeed competition compels the capitalist to buy his labor in the cheapest market; if he don't his competitor will, and drive him out of business. The law guarantees him in the possession of his property, and agrees upon the payment of an annual tax to defend him and his property against, not only foreign aggression, but also from aggression at the hands of his fellow citizens. Every officer in the country, from the President down to the humblest constable, is sworn to do this. The larger number of our laws relate to the means for making the owners of land and capital secure in their possession, prescribing penalties for any act of aggression and providing means of ascertaining the amount and nature of such aggressions. On the part of the man without capital, the law provides that he shall be free to work where he pleases and at what rate of pay he pleases; if he can not get one dollar per day for his labor he is allowed to accept a half or a quarter of that sum, or if he prefers, he can starve, and by the way, frequently does. The law forbids him to trespass on the land or property of others or to interfere by violence to compel an employer to pay him higher wages, or to prevent a fellow employe from accepting the job he resigned on account of insufficient wages. Now, the founder of this order of things argued that human selfishness was the best and only proper incentive to exertion; that with perfect freedom men, while pursuing their own selfish ends, would be unconsciously subverting the interests of the whole community. As time rolled on and machinery was introduced and the use of steam as a motive power became universal, the small isolated worker found he could not compete with the new tools of production from which, by an economic revolution, he became divorced, and he was forced to work for the new capitalist class, who controlled those new tools of production, for a wage that represented not the value of his product, but of his necessities. The proletarian soon discovered that the only "freedom" he had was to work for a wage that yielded him a bare subsistence or starve, until now the whole machinery of production is monopolized by a few, while the

I will close this article by slightly "im-

great majority are forced to work for a continually decreasing wage, while even millions, owing to the rapid displacement of men by machinery, are unable to get work at any wages, with the prospect that a proportionately decreasing number will be required by the capitalist class to carry on production.

This is the system now in force. If the producer is satisfied, there is nothing for him to kick against. He is in favor of the laws that guard private property, and when his own property rights (if he has any) is invaded he is prompt to appeal to the law for protection, and he should be equally ready to have the protection of law extended to others. He elects lawmakers for the express purpose of continuing this system of private property and to enact laws guaranteeing its inviolability. Now, I repeat, if he is satisfied with free competition, and the private ownership of the means and instruments of production, let him uphold the laws, let him not sneer at them when it happens to pinch him, and be quite indifferent when it pinches others. Nor should he sneer at "government," because government and the laws are what he has made or what he has tacitly agreed to, neither let him sneer at the military or militia that are organized to enforce the laws relating to private property and free contract. But if, on the contrary, he is satisfied the system is an unjust one, that enables the few to accumulate enormous unearned wealth, while its producers starve, which generates cunning, dishonesty, tyranny, on one side, while misery, poverty, degradation and ignorance are the lot of those on the other (the under) side. Then let him come out boldly, intelligently, and manly in favor of a system of fraternal co-operation, where production will be carried on for use, not for profit, and in the interest of all the people instead of a few, then will be ushered in an era of unsurpassed peace and prosperity such as the world has never witnessed. This can be done without a strike (except at the ballot box) and by legal and constitutional methods. This is the only strike against capitalism that will succeed.

### INSIDIOUS OPTIMISM.

BY MARIE LOUISE.

A pessimist is one who takes cognizance of the dark side of human affairs and wholly ignores the bright one. An optimist is one whose mind operates conversely and sees but the brilliant shades on the human picture, entirely overlooking the sombre coloring of the background. The pessimist lacks hope for and faith in mankind, the optimist lacks penetration and mental energy—both, the one and the other, lack mental balance. The truly intelligent compre-

hends that the human being is endowed with immense possibilities, good and bad, which opportunities invariably develop, and that evil, which is but undeveloped good, can be eradicated only by taking full cognizance of it, diagnosing it carefully and applying to it proper remedial treatment. The well poised and virile mind grasps with a firm grip both the good and the evil, measures and adjusts them and endeavors to establish equilibrium between the constructive and the destructive forces of society, knowing that a perfect balancing of social elements is necessary to produce true and lasting happiness. By overlooking the innate goodness of mankind the pessimist makes all progress difficult; by taking no account of the evil forces at work and permitting them to take root and thrive the optimist makes progress impossible. The influence of the latter is far more baneful than that of the former, for to be conscious of the existence of evil is to be striving to remove it, whilst to ignore it and let it go unhampered, is to foster and entrench it.

But far more pernicious and deadly are pessimism and optimism when assumed and used as a tool by designing persons to work out their own personal objects. Men in authority use both of these to successfully subject their fellow-men and make them tributary to their own wealth and power. With that weapon in their hands the unscrupulous parasites are enabled to perpetrate deeds of darkness and fiendishness. Our political rulers and their obsequious servants, the press of the country, carry their assumed optimism to a degree truly marvelous. Although starvation has strolled all over the land since twelve months, although thousands of unfortunate men and women have sought premature death to escape the horrors of forced idleness and poverty, our mercenary press continues to go into paroxysms of occultation over our glorious institutions and the unprecedented happy condition of the masses of the people. It is urgent for them to impress upon every individual poor that his is an isolated case, the result of some accountable or unaccountable accident, but that the rest of the nation enjoy undisturbed prosperity. What can a poor wretch do when he reflects that the merciless hand of fate has selected him, among all the rest, to smite him down? What else but despair can his poor lonely and lonesome heart feel? The villains who thus cast him away as a useless individual know that his sense of isolation shall madden him and fling him into murderous despair, that he will either slaughter himself or do rash deeds by which he shall be expelled from society. But what of it? What is a man's life, what matters the torture he is made to endure so long as the other unfortunates are not permitted to know about their common misery and do not rise in a

body to question the cause of their wretched position and endanger the peace of the political and financial rulers?

The New York *Sun* correspondent of Fall River, on August 29th, in the matter of the strike of the cotton mills hands, writes:

A lot of misinformation about the condition of the employes in the mills here and in New Bedford have been sent to the New York *World* and to other newspapers which make it a business to try and render everybody dissatisfied with life and are constantly stirring up men to revolt against social order. Here is a sample:

After reprinting a table of wages paid to cotton mill operatives which was taken from an old statement of the Bureau of Labor of Massachusetts, and which shows that more than one-half of the employes in cotton mills got less than \$5 a week, the story proceeds. These figures tell the story of the strike. It is a simple struggle for existence. Their conditions have been not unlike those of Germany and Belgium where a large class of unskilled laborers and mill operatives find it absolutely essential that the mother and every child who can earn as small a sum as a mark a week shall share in the burden of life. The cut in wages which caused the present revolt was a summary announcement that a reduction would be made on August 20th, and that the details would be given out by the overseers. When the overseers announced the degree of the reduction it is said that fathers of families were seen to sob like children.

Then the insidious optimist, the worthy correspondent of the notorious New York daily, strikes from the shoulder and in order to prove the absurdity of the "story," as he calls it, as well as the unreasonableness of the strike, unrolls the following long list of statistics:

The best answer to these stories are, of course, the figures. Here is a list of the mills of Fall River, the weekly pay roll of each, and the average wages paid:

MILL.	NUMBER EMPLOYED.	PAY ROLL.	AVERAGE WAGES.
American Linen Co. . . . .	1,000	\$5,600	\$5 60
Annan . . . . .	135	675	5 00
Barnaby . . . . .	400	3,000	7 50
Barnard . . . . .	350	2,400	6 85
Belmont . . . . .	120	650	6 45
Border City . . . . .	1,200	7,500	6 25
Bourne Mills . . . . .	475	3,100	6 74
Chace Mills . . . . .	470	3,400	7 24
Conant Mills . . . . .	175	1,300	7 42
Cornell . . . . .	400	3,000	7 50
Davol . . . . .	425	3,200	7 52
Durfee . . . . .	1,050	7,500	7 14
Iron works . . . . .	1,800	12,000	6 66
Fall River . . . . .	355	2,300	6 40
Fall River Merino . . . . .	150	800	5 33
Flint . . . . .	500	300	6 00
Globe Yarn . . . . .	1,025	6,850	6 68
Granite . . . . .	1,200	8,200	6 85
Hargraves . . . . .	1,000	5,500	5 50
Kerr Thread Company . . . . .	500	3,500	7 00
King Philip . . . . .	1,200	10,000	8 33
Laurel Lake . . . . .	365	2,200	6 29
Mechanics . . . . .	570	3,850	6 75
Merchants . . . . .	1,350	7,600	6 63
McAcombs . . . . .	325	1,600	5 00
Narragansett . . . . .	400	2,550	6 37
Osborn . . . . .	750	5,300	7 06
Pocasset . . . . .	720	4,600	6 54
R. Borden . . . . .	710	6,000	8 04

Robeson . . . . .	230	\$1,700	\$7 40
Sagamore . . . . .	900	6,000	6 66
Sanford . . . . .	350	2,100	6 00
Seaconnet . . . . .	400	2,500	6 25
Shore . . . . .	625	4,000	6 40
Slade . . . . .	425	2,600	6 16
Stafford . . . . .	600	5,300	6 50
Stevens . . . . .	150	1,200	8 00
Tecumseh . . . . .	400	3,300	8 02
Troy . . . . .	390	2,700	6 90
Union . . . . .	900	6,000	6 66
Wampanoag . . . . .	800	5,200	6 50
Weetamoe . . . . .	400	2,650	7 12

In every cotton mill a large number of children between the ages of 14 and 17 years are employed. In these averages their wages are included, and that brings the average down considerably lower than it would be if only the wages of adults were included. It will be seen from this table that there are only two mills in Fall River where the average wages, including children, is as low as \$5 a week. There is none where the average wages is less than that. There are only 5 where the average wages is less than \$6 a week. There are 14 where the wages average over \$7 a week, and 4 in which the average is over \$8. The average of all is \$6.76 a week.

In 1880 the average wages paid was \$6.69, and at that time the product of this labor was selling at 3½ cents a yard, a full cent a yard more than to-day.

Stories of starvation and struggles for existence are resented by nobody more than by the men and women who are now on "vacation." The weavers, who are represented as earning \$5 a week, average more than \$7, and some of them more than \$8. Some earn as much as \$9. They get 18 cents a piece for their work. The best weavers average eight looms, and each loom produces a piece a day. That nets the weaver \$8.64 a week. The average good weaver can manage seven looms and earn \$7.20, while a poor weaver will average six looms and will earn nearly \$6 a week.

The *Sun* correspondent from Fall River struck from the shoulder but he sadly missed his mark. Not even the pink-colored spectacles he wears, magnifiers though they be, can bring out any figure by which a revolt against the present social order should be condemned.

What does his long list of statistics prove? Admitting these to be correct, (God forbid that I should question the accuracy of statements made by great corporations!) are not the wages of overseers, of large and small bosses, included in them? Is not a collateral fund devoted to private secret work of which some employees, related to Judas by consanguinity, are the recipients and which invariably appears among the list of "wages paid" in the cash books of the establishment?

Were but these sifted out, how much per capita would remain for the simple working bee?

But I will even go further towards meeting the gleeful optimist, and admit for the sake of argument that the wage money showed in the list was paid entirely to the simple workingman. In his summing remarks, he states that the average wage is more than \$7 per week and rises to sublimity by declaring that some weavers even "net \$8.64 a week." This, in his estimation, is all that a workingman could claim, all that is necessary to provide for his rude tastes and vulgar needs, all that capitalists could be made to pay for one of their implements of production. Very well, we will

agree even on this. But when the \$7 a week sustain a reduction of 20 per cent. what is left to the worker? \$5.60, and this for full working weeks. Time lost on account of sickness, holy days, etc., reduces the income considerably.

Can a man of sound mind, not pledged to Satan, be found to affirm that a family can live as human beings ought to do with so meagre an income in a country where rents are high and commodities dear? I would suggest to the pedantic correspondent of the *Sun* to try the experiment for a few months and see how long the pink shade of his spectacles would keep its color. To the rational thinker and the free-minded, nothing is more loathsome than the miserable cant of mercenary and insidious optimists. They resemble the charming snake which fascinates its prey before killing it. Our house may be burning over head, but with smiles and seductive voices they say to us: "Sleep in peace, happy ones, angels watch over your slumber."

Yes, angels watch over the slumber of the masses, angels born in the infernal regions! "Eternal vigilance is the price of liberty," let the workingman bear this axiom in mind. Let the individual toiler understand that the hardship which presses upon him also presses on the millions of men and women who labor throughout the land. Let him scoff at the serpent which tries to charm him into apathetic thoughtlessness. For things to be right about him he must feel them to be so, no one can judge for him. And if things seem wrong to him, his nature as a man bids him to make an effort to righten them and his human sympathy commands him to extend his hand to his fellow workers and sufferers in order to make a strong and united effort for overthrowing the evil which weighs upon them. What if all the press and the pulpit of the country sing themselves hoarse in eulogy of our present social conditions? Decidedly, they have a right to do it and to do many other things as foolish. The press and the pulpit are the beneficiaries of present established authority and are interested in the preservation of the present social order. But the cotton mill workers of Fall River and New Bedford, the United Miners' Association, the Pullman employees and the other discontented, has just as much right to protest and rebel against that present social order which proffers them the handsome sum of \$5.60 in exchange for six days of arduous work. They feel outraged at being classed among the cheapest implements of production even though the *Sun's* correspondent of River Fall be outraged at their impudence in finding fault with so magnificent an income as \$5.60 per week. The dictum that "what is sauce for the goose is sauce for the gander," is not exclusively true, or rather may be interpreted different

ways. The mine operators, railroad corporations, cotton mill owners, Pullman and other monopolies adore the present social and economic régime through which millions flow into their pockets swifter than do cents in the pockets of the workers whose toil, applied to natural opportunities, create all the wealth. These money kings adore our social system and I commend them for their good taste. The wage workers, it seems, take exceptions and refuse to kneel before the idol, nay, they even carry their audacity to look at it with angry flashing eyes and to swear at it. Well, what are the money kings and their satellites going to do about it? It is not a theory, it is a fact that confronts them. To win the discontented back to capitalistic sense of reason the insidious optimists will have to lose no time in crying out the beauties, abstract and concrete, of our present social regime; they will have to double the loudness of their blast and raise it to a roar.

In the same issue of the *Sun* in which the River Fall strike was discussed by its correspondent, an editorial on "The Causes of Suicide" endeavoring to prove that the large amount of suicides was not due to "poverty or actual destitution." That was the same tune of insidious optimism played in another key. The editor of the *Sun* seems to have forgotten all the philosophic axioms he knew when he became one of the shining lights of Brook Farm some forty years ago. Social iniquities are not felt by the starving alone, they press down and madden men and women for whom the question of a piece of bread has never existed. Every suicide reveals that an element of tyranny is lurking somewhere, around and tyranny breeds degradation, hunger, destitution and crime. Of all the phenomena which point to a social iniquity and political corruption, suicide is the most appalling because it is the greatest of violence against nature. Were not our consciences benumbed by false ethics, we would have no rest until this grim phenomenon had disappeared from our midst. Its disappearance, of course, necessitates the removal of the causes that produce it, and they are the same causes which force workmen into a strike, which permit capitalism to demand federal protection, which turn gatling guns towards the assembled people, called mob in plutocratic parlance, and which swings open the prison gates to receive and confine the brave and devoted captains of labor's legions. No cloak of insidious optimism is ample enough to cover up the whole of that sad picture.

## THE HIGHER DUTIES.

BY JOSÉ GROS.

One of the principal and brightest editors of one of our principal New York dailies was recently asked: "Is the press

capitalistic?" The editor assumed an indignant expression as if the question embodied an insult. Did he deny the implied fact? He indorsed it without his realizing it. He said: "A newspaper is a business plant, and, like all business, strives for success in a legitimate way." Well, our Mr. Pullman has done that, our Mr. Frick, our Astors and Vanderbilts, our syndicates and corporations have done the same. What is the meaning of legitimate when applied to the purposes of business success? To accumulate wealth through all those processes of wholesale robbery that have from time immemorial been fixed up, first by despotic kings with their councils, later on in legislative halls, and by so-called representatives of the people, but really representing their own selves as a grand totality, and no matter what the good intentions of a few of them may have been.

Let us now return to our editor. The success of a newspaper, he said, is conditioned on its circulation. Hence, the editor must please his readers in all things. Let us remember the last three words. He added: "The newspapers comprise the edifice of our liberties. They guard the rights of the people, look after the laboring classes, and protect the defenseless from the tyranny of monopoly," with considerable more of that trash.

So there you have it in that grand temple of liberty. Here, in our own nation, we have yet a defenseless class in need of protection against the tyranny of monopoly, laboring masses to be protected and looked after as if they were a pack of babies, or serfs, or domestic animals, incapable of protecting themselves, with no brains of their own to know what they should have and how to claim it. And the protectors of those defenseless classes are a few large dailies in our large cities. That is an emphatic acknowledgement that such classes are not protected by our own laws, that tyranny and monopoly, wholesale robbery, prevails yet in that grand temple of liberty of ours.

It is splendid to have such a confession from one of our most brilliant editors of one of our big dailies, with a large choice circulation among the top classes in that grand commercial metropolis of ours, New York City. And remember that those great protectors of our defenseless sheep, the laboring classes; that such protectors, the big dailies, are business plants, run for business success, bent upon having a large circulation, and hence perfectly willing to please their readers in all things.

The idea that at least one of the objects of a large newspaper should be to educate, to lead men into truth, into unselfishness, into the suppression of all that tyranny and

monopoly that yet prevails among us, by the confession of our sweet protectors, that idea is nowhere in the minds of our editors of our big dailies. The readers must be pleased in all things. We must have business success, dollars and cents. If we happen to write for the potentates, whose wealth is constantly growing under the action of our laws of tyranny and monopoly, why should we run the risk of displeasing them by intimating that monopoly and tyranny could be suppressed through such and such legislation? Perhaps that would delay business success, or make it less complete. Very likely it would. If so, there you have a temple of liberty in which we punish the defender of truth and reward the defender of lies. So much the more reason for somebody to risk something in order to reconstruct that rotten temple of liberty where we give *carte blanche* to the wrong-doer by wholesale, as long as he keeps within the limits of human law, broad enough for all practical purposes.

Look now at the low conceptions of men implied by the above criminal philosophy, peculiar to our kid glove anarchists, the patrons of laws of iniquity and sin. Are men so depraved, so vile, so low, that they want to be pleased in all things? Are they so dead to all noble perceptions as that? It may be so with some; but, if that was so with all or with the most of them, then humanity would have perished long ago. What has perpetuated the race, in the midst of all the criminal excesses of the ruling classes, in all nations and historical periods, now a little more, now a little less, is the goodness of the race, a silly kind of goodness if you like, the goodness that submits to outrages and injustice from century to century. Without that, the oppressed would have long ago suppressed all vestiges of what we call civilization.

Yes, most men are fond of all that is grand and noble and true. You may need a certain degree of tact in expounding a new truth. You may need considerable patience and expect some kicks from those whom you lead into higher conceptions of life. It very often happens that those who kick the hardest when they first hear of a new truth, are the greatest defenders of that truth later on.

Take again that bright editor above mentioned. He is simply the type of many men to-day in our grand temple of liberty. While claiming to be the protector of our working classes, in that interview we have been referring to he plainly showed the wrath of the reprobate against the workers who dared to assert their rights of leaving their bosses if displeased with them. All because so many did it at one time in Chicago, not long ago, and that brought some inconvenience to many of our fine ladies and gentlemen



through the land of liberty. And again that editor simply reflected the mental condition of most of the men from whom we should expect better than to become all at once like so many demons escaped from the infernal regions. Perhaps that proved how guilty their consciences felt. Their temple of liberty was shaking. What right had the temple to play any such tricks?

We have, of course, at least two kinds of liberty; that of the top men, or those who struggle to be at the top, who expect or wish to be there before they descend to their graves, and the liberty of those who want neither top nor bottom. The former seems to be perfectly compatible with tyranny and monopoly, with defenseless classes to be protected by somebody. That is plutocratic liberty. At the opposite pole we have the simple, plain liberty which means absence of tyranny and monopoly, absence of defenseless classes, nobody in need of protection from anybody else, everybody equally protected by the eternal laws of God's universe.

Now please don't come to us with that nauseating platitude for every song by all our tyrants in church and state, the selfishness of men. We know all about that, perhaps more than we need. But where do you find that selfishness, at the top or at the bottom of the social structure? In both, of course; the crude at the bottom, the refined and satanic at the top. But why should we have any top or bottom in society any more than in the planetary system, in the cosmos, in the finite? Because of human enactments in defiance of all natural law, because of selfishness among those who make civilization what civilization is. We refer to the bulk of those who have time to think and influence enough to embody their thoughts in human enactments.

The clock of time eternal is forever on its onward march. Men shall not always trifle with the destinies of their own race. This earth of ours could hardly be built up for the mere purpose of remaining a colossal insane asylum for ever, as it has been so far, or, until all at once, as if by magic, it becomes just the opposite. Nature does not rest on any such wild, disorderly processes. All that would be a combination of deformities and caprices on a gigantic scale, worthy of the barbaric imagination of theologians. Science and human observation repudiate all that. The cosmos is a constant exhibition of organized beauty, with its successive waves of glory, with its melodies and rhymes, never disconnected from cause and effect, never resting on caprices or whims.

Judging from all that man has done or attempted to do through our long centuries of riots and heroisms, of selfishness and self-denial, of perversity and nobility, judging by all that, man is a mixture of the angel

and the demon. From that there springs up two philosophies of human growth. They are as follows: That of the top men bent upon humbugging the rest. "The demon shall forever crush the angel." That of plain men, with faith in God and humanity. "The angel can crush the demon, because all the forces of the universe are adapted to that."

The latter philosophy is endorsed by science. The power of environment in the growth of all living organisms is the most emphatic repudiation of that philosophy of despair with which we have been fed through all our educational methods, religious and secular, as the most convenient to quiet our conscience and relieve us from all responsibilities in the building up of our own manhood. It is a philosophy of cowards or reprobates, choose whichever you like.

The philosophy in question has no room for the higher duties of moral and ethical law to be applied to natural life; no room for a science of social development respecting natural laws, and giving to all men their natural rights. That philosophy is admirably adapted to simply develop the demon among some men, and the simplicity of the idiot with most of the rest. No wonder that humanity has so far been like a sickly colony of men living in vast swamps, rejecting all conceptions about a science of drainage, expecting that later on God shall transform such swamps into healthy hills and valleys, all at once, as a divine freak!

The moral swamps of nations are and have always been the economic and political monopolies with which we force all men to live unnatural lives, leaving just as few chances as possible for the development of the angel in men. Nature establishes a healthy struggle for an upward march of the whole race, uniform, symmetric, but we, fools that we are, establish a mere animal struggle to see who shall get on the top of somebody else.

Through economic monopolies we give to some the power to appropriate most of the natural resources which constitute the inheritance of men, for all to have and freely enjoy.

Through political monopolies we again give to the few what belongs to all—the law making power. That is used by the few to perpetuate and intensify "all economic monopolies."

There we have the two points of attack against which the armies of the people should peacefully march through the ballot box, thus establishing a normal social environment for the development of the angel in men, since the whole universe is a constant struggle for the evolution and perpetuation of beauty. Hence the need of the higher duties.

## MECHANICAL.

Contributors will sign their names to their articles and forward copy so as to reach the editor not later than the first day of each month.

### OCEAN STEAMSHIP CHANGES OF TWENTY YEARS.

In 1888 the Inman Line brought out the City of New York and her sister ship, the City of Paris. As afterward appeared, these ships were a considerable advance on anything which had previously been constructed; some trouble was had with their machinery, but nothing serious occurred until that terrible mishap which befell the City of Paris, and which nearly destroyed both her engines, the ship escaping by what seemed at the time to be almost a miracle, her machinery was, however, finally replaced and improved, since which time both ships have made fine passages, and are considered as second only to-day in speed, and equal to any in accommodations and safety, so far as that factor can be measured. Since these ships were launched, by a special act of Congress they have been taken into the hands of American owners, and are now sailing under the American flag; under the names of "Paris;" "New York." They are 560 feet long, 63 feet beam, 43 feet deep, and their tonnage is 10,500, their engines are 45" high, 71" intermediate, and 113" low, by 5 feet stroke, carrying a pressure of 150 pounds of steam, having twin screws and two sets of engines, which make from 72 to 75 revolutions when running at full speed, and indicate from 19,200 horsepower to 18,600 or 19,800.

These ships made a record of 5 days and 18 or 20 hours; and on their first trip they made an average of 19 knots.

In 1889 the White Star Co. brought out the "Teutonic" and "Majestic;" these ships are still larger than the Paris and New York, and were another advance, and they are certainly among the finest ships now afloat; they are 582 feet long, 57 feet 6" beam, 39 feet 4" deep; their tonnage is 9,685 and they are fitted up with twin screws, triple expansion engines; 43" high, 68" intermediate, 110" low, by 5 feet stroke. The screws were 21 feet 6" in diameter, 28 feet 6" pitch. The center of her screw shafts were 16 feet apart so that the screws really overlap each other in their action on the water by 5 feet 6". Her working pressure is 180 pounds and their passages were more hotly contested with the Paris and New York; after their appearance running regularly, a great deal of rivalry existed and the four ships made frequent passages where the difference in time, all things being considered, when favorable runs were assured, made anywhere from 18 to 31 minutes in the 2,800 or 2,900 miles.

The precise records of the four boats are not at the moment at the writer's hand, but they ran down the record from 5 days and 20 hours to nearly 5 days and a half. Later the Cunard Line brought out the Campania and the Lucania, which are still larger than the Teutonic and Majestic, being 622 feet long, 65-foot beam, and 41 feet 6" deep, with a tonnage of 12,950, and a draft of 27 feet. She had two high pressure cylinders 37", one intermediate 79", and two low of 98", with a stroke of 69" on each engine. With twin screws indicating between 29,000 and 30,000 horse power when at full speed and full power; these ships have very recently cut down the time to 5½ days making an average of 22 knots per hour nearly, for the whole distance. In this somewhat brief way the history has been outlined only, of one of the noblest achievements of engineering which has ever occurred; reducing the steamship time from Liverpool to New York, from 11 or 12 days in 1869 to 5 days and 9 or 10 hours in 1894 has no tinge of romance in it, it has been a business operation. The daily run of a ship in 1869 was from 250 miles upwards and a return trip the writer made in that same year in 9 days and 14 hours was considered very fast, but the last trip in 1894 inside of 5 days and 12 hours, is now considered only as showing what the near future may have in store. In 1869 the fastest time was 230 hours for one way. In 1894 fast time is 131 hours; and two ships are now building one of which proposes to make the trip in 108 hours from Queens-town to Sandy Hook, and we suppose that the builders are anticipating doing better even than that. One of these ships will cost three and one-half millions and the other four millions of dollars. One is supposed to have 42,000 horse power, the other one upwards of 35,000 horse power. The speed at which these ships are driven can be easily computed by remembering that a nautical mile is 1.1515 statute miles; so that 20 knots becomes 23.03 miles, 21 knots becomes 24.182 miles, 22 knots becomes 25.333 miles, 23 knots is 26.484 miles, and 24 knots 27.636 miles, the railroad man can readily understand what this means. The propeller power of the Campania is equal to 35 or 40 of the best locomotives in power, while her carrying capacity if she were loaded with wheat would take several train loads of that substance; besides carrying her coal and her crew she takes nearly 2,000 passengers, and when in deep water makes from 22 to 23 knots every hour for 5½ days. The coal required for these various ships varies considerably, some of them running considerably over four hundred tons in 24 hours, that depending upon the speed at which they are driven.

The Campania and the Lucania are 70 feet shorter than the Great Eastern, their tonnage is nearly 6,000 less, their draft is 3 feet less, and their passenger capacity is not quite half of what the Great Eastern's was. The Campania's horsepower is  $3\frac{1}{2}$  times as much as the Great Eastern contained, and she only made 14 or  $14\frac{1}{2}$  knots per hour with 8,000 horse power. The Campania uses a little more than the same amount of fuel that the Great Eastern did. There is much more with reference to these ships that would be interesting without doubt and whatever the future may contain for us, these enormous structures pass across the ocean with much more regularity than some express trains making  $\frac{1}{2}$  of the distance, they are exceedingly comfortable, and show what may be accomplished by persistent effort; it might be interesting to make some comparison between them and the locomotive, but the main object of this article has been to encourage thinking in relation to locomotive engine, and see whether modifications could not be made which would bring about some similar if not as marked changes and improvements.

No comparison has been made with the new U. S. cruisers or battle ships which have lately been tested and have shown such speed, for the test which is made with them is only for four hours. They are run by the men who build them, and can never be run at the same speed again by any one else without long familiarity with the machinery, while the liners of which we have here written make this terrible speed for days at a time and ordinarily without the slightest break or mishap, and after a few miles outside Sandy Hook until they are within a few miles of Queenstown, and instead of running 80 or 90 miles they run 2,800 or 2,900 when they do not encounter ice or fogs, or when for some other cause they do not have to slow up and run carefully.

These ships are constructed with a healthy regard for economy and their work is regular, while the war ship at its highest speed is not considered or counted for economy, and some of our new ships have a speed of 20 knots or greater while they are really run at a speed of 12 or 14 knots while cruising, it being more economical to run them at that speed, but in case of an emergency they have the power, and can get into or out of trouble at a very high rate of speed.

This then draws the line between the ocean ships and the naval vessels, of whatever class they may be, the naval vessels are built for fighting and rarely require their maximum power, the liners are elegant floating hotels, in which it is for the interest of the owners to get rid of their passengers as soon as it is possible, as every

day feeding and lodging cost a large amount of money, hence a few hours taken from the passage means a good many dollars in food saved, and other creature comforts, as well as coal. The passages of the ships are regular, while a war ship may lie in dock or at anchorage for months, and then suddenly have to go the very other side of the world on short notice, having no designated route; or, as a railroad man would say, one is a "fast express" and the other is a "wild flyer."

The engineering achievements are worthy of the highest commendation, the effect in the different lines will be vast, and whatever the improvements that are possible, it will all tend to a higher civilization, more comfort, and so far as we know, progress.

The record as it now stands, or the latest trips reported as "breaks" are as follows:

Paris, Southampton to New York, June, '93, 6d 9hrs 37 minutes.

New York, Aug. 25th, '94, Southampton to New York, 6d 8hrs 38 minutes, fastest on record.

Campania, Queenstown to N. Y., Aug. 18th, '94, 5d 9hrs 29 minutes. 2783 knots, 21.49 knots per hour for the whole time, average 515.8 knots per 24 hours.

Lucania, Queenstown to N. Y., Nov. 4th, '93. 5d 12hrs 47 minutes.

The Teutonic and Majestic are a few minutes behind the Paris and New York on the same runs, 18 minutes in one case and 37 or 38 minutes in another.

On Aug. 31st '94 the fastest passage ever made between Queenstown and New York was finished by the "Lucania"—time 5 days 8 hours and 38 minutes; this is fifty-one minutes faster than before, almost at the same moment, actual time the Campania, had finished up the fastest eastern passage ever made, on her run from New York to Queenstown, time 5 days 10 hours and 47 minutes, being 73 minutes ahead of time, or an hour and thirteen minutes better than previous record, the passage of the Campania was at the rate of 21.41 knots an hour for the whole distance, or 2,814 knots, from the bar outside of Sandy Hook to Daunt's Rock off Queenstown, the Lucania ran 2,787 knots on her way and at the rate of 21.65 knots an hour from Daunt's Rock to Sandy Hook Bar—the daily average of Lucania was 535 knots, Campania ran into fog and lost nearly 135 miles in time, or her record would be much lower than now recorded.

\* \* \* \* \*

In my article in September on page 855 on the last paragraph a very serious mistake has been made, who is responsible for it is immaterial, in speaking of the horse power of the Umbria and Etruria, it is put down as 1,440 and 1,460 respectively, it

should be 14,840 and 14,460 respectively, these amounts are precise. On the next page and in the same paragraph speaking of the three German ships, the Aller, Saale, and Trave, in the 16th line from the top of page 856 it does read indicates 3,800 horse power, this should read 8,300 horse power.

Thomas Pray, Jr.

#### NOTES.

The following item appeared in the *Railway Age*, issue of August 24th: A Minneapolis dispatch says: "Commencing next Monday all firemen on the 'Soo' railroad will be in the employ of the engineers of the road instead of the company, as has always been the case up to this time. The object sought to be obtained by this course is to improve the personnel of firemen, to rid the service of any jealousies that have existed, to make every engineer interested in securing the best possible class of men for firemen, and to make firemen loyal and efficient, for the reason their employment and promotion depends on the recommendation of the men for whom they are firing." If there is any truth in this item, it can be asserted with certainty that it is one of the queerest methods on record for improving the "personnel of firemen," and ridding the service of "jealousies." I can conceive of no plan which is better calculated to defeat the avowed object in view than the one proposed. To place a fireman in a position where he is absolutely dependent on the engineer for his job, instead of on the company that pays him his wages, looks to me like taking a long step backward. What standard shall the engineers establish by which to determine when they are getting "the best possible class of men for firemen?" Will it be one established by each one's individual will or ideas of the fitness of things? Evidently so, since the employment and promotion of the firemen "depends on the recommendation of the men for whom they are firing." What sort of a hand will be dealt out to the company after a shuffle of that description? A mighty poor one, I'll warrant. And how shall the firemen's organization on the "Soo" road proceed to protect its members, in their rights to runs, etc., under a regime of that sort? Will it make contracts with the engineers individually or collectively, and if so, how will it proceed to enforce them? But, perhaps, there won't be any firemen's organization on the "Soo" road after this plan has been for a short time in force. Who knows? I hope this item is a product of the fertile imagination of some newspaper reporter.

If such a plan as this should come to be generally adopted it might be an excellent thing for unprincipled engineers, in a pe-

cuniary way. Some months ago *Locomotive Engineering* published a letter which had been written to Editor Hill, asking his assistance to get the writer a job of firing somewhere in the country; and the writer naively intimated that he would be willing to pay Mr. Hill \$50 for his services in the matter providing the desired situation was secured. There are plenty of men in this country who are in the same position with this individual, willing to pay \$25 or \$50 for a job, the several railroad employment agencies are making a good profit out of them; and they would be a snap for many of those engineers who had full control of the employment of their firemen, and who were not particular about what methods they took for making a little pocket money "on the side." Of course, the companies would institute safeguards against that sort of thing, but we have safeguards against legislative bribery, haven't we? And, whatever the safeguards, it seems quite certain that improvement of "the personnel of firemen" would not always be kept in view.

The latest argument in favor of the automatic coupler is rather an odd one, but, if accepted, it is likely to carry more weight than all those that have gone before. It is that the automatic coupler is an aid to the railroads in times of strike, by enabling them to fill the places of striking switchmen more easily. "Inspector," in the *Railway Age*, presents an extract from a letter written shortly after the recent strike, by "the general manager of one of the largest railway systems in the world," and he says that the argument contained therein "has force." The quoted matter is as follows: "It seems to me the experience of the last few weeks ought to be a sufficient object lesson to railroad managers to prompt them to equip their freight cars with automatic couplers. The very reason switchmen are opposed to automatic couplers, as is well known, is because it renders their business less hazardous and their places could be more readily filled by green hands. We found it easy enough to get green men to take places as brakemen or firemen, but few new men care to do switching. The action of switchmen in the late strike surely ought to spur managers up to equipping freight cars all over the country with the automatic M. C. B. coupler." It will be a surprise to many railroad men to learn that it is "well known" that switchmen are opposed to the automatic coupler because it renders their occupation "less hazardous," and if it is a fact it furnishes a strange commentary on the justice of an industrial system whose tendency is to lead men to prefer a more hazardous employment to a less. But why should there be any argument in this? What power have the small number

of switchmen in the country to coerce railway companies into continuing to use the more hazardous method of coupling cars against their will? If the railroads should set to work to equip their cars with the automatic coupler, simply because it was "less hazardous," and more in the interests of human life, how should the switchmen go to work to prevent them? Seeing that there is a law requiring railway companies to do this very thing within a specified time, it looks as though they have overrated the power of opposition of the switchmen. But if the argument takes hold it will have one good effect. It will spur the companies up to the work of equipment so that none of them will be coming forward with a plea for an extension of time at the expiration of the limit set by law. The motive of self interest is the only one that induces corporations to respect the law, after all.

\* \* \*

How these general managers do contradict themselves! Here is one of them, "the general manager of one of the largest railway systems in the world," declaring that he found no difficulty in hiring all the green men necessary to fill all branches of the service, except that of switching, and that difficulty would have disappeared if they had only had automatic couplers; and the General Manager's Association has been telling the country that it was literally swamped with experienced and first-class men for all branches of the service. The organ of the General Manager's Association, the *Railway Age*, has stated that less than one per cent. of the men hired were found to be inefficient, "the inefficiency being in almost every case owing to the fact that they were foreigners." Outside of this one per cent. the men were declared to be without exception "first-class men." And observe that none were declared incompetent; simply "inefficient."

And, so far as my knowledge goes, and I am not one of the "green hands," the statement that switchmen are opposed to automatic couplers, either because they are "less hazardous" or for any other reason, is absolutely false. It may be true that with automatic couplers in general use the railroads would have less difficulty in filling the places of striking switchmen with "green hands," but it is not true that switchmen are opposed to automatic couplers. I have heard switchmen oppose some particular form of automatic coupler, or express preference for one style more than another, and condemn the want of uniformity in the styles in use. I have heard them say that they would prefer the old link and pin to being compelled to work with such a mixed up museum of curiosities as has been floated around the country in

the name of automatic couplers in the past few years, and I have said it myself, but I never yet heard a switchman express a wish to see the old hand system of coupling cars be retained in preference to a uniform and complete system of automatic couplers; and it is quite certain that the switchmen's organization worked as hard for the passage of the car coupler law as did any of the other railway organizations. There is plenty of food for thought, however, in the idea at the bottom of this general manager's expression of opinion, for it is nothing more. The tendency of the times is to deprive workmen of the material benefits flowing naturally from the use of improved machinery and more efficient industrial processes. Why should switchmen be opposed to automatic couplers? because they render their occupation "less hazardous," and thus widen the field of competition for their places in the industrial world, and lower their wages. Thus the benefits flowing from the use of the improved machinery will go, not to the switchmen, but to the railroads; they will save enough on the item of wages to pay the increased cost of the couplers, and make a profit besides. And this principle holds true in every branch of modern production. Queer, isn't it?

W. P. Borland.

#### Steam Economy.

MR. EDITOR:—Under the caption of "Economy" in the July number of your *MAGAZINE*, one becomes thunderstruck with the Miltonic grandeur of the language the writer uses, terms that are almost bewildering. "Multiplied Cylinders and Expansions," "Marine Engines" and "Ocean Greyhounds," as though Titan like to reach the very skies of mechanical literature. But he takes an Icarian fall in the last paragraph when he undertakes to demonstrate that clearance is merely the distance from piston to cylinder head, engine on center, and that clearance space is compression "space," and has nothing in common with economy.

It becomes evident that Mr. Weiler, like the rest of us, can learn something in regard to the economical use of steam. Mr. Weiler has utterly ignored the assertion in my first article in which I said that the indicator proved that reducing the clearance in an engine increased the economy. Does Mr. Weiler consider that every time the exhaust port opens that the clearance space, not compression space, is cleared of all the steam to the valve face, and that the space from the piston to the valve face is filled each stroke with steam that is thrown away pure and simple, consequently the greater the clearance space the more uneconomical the engine. I have some indicator cards

from a double valve long ported engine which show no leaks at all, neither in the valves or piston, and cut off as near right as it would be possible to adjust valves; yet it is utterly impossible to get the initial pressure within two-thirds of boiler pressure. Why? Improperly designed steam ports and valves. Too much space to be filled with steam, not compression space either. It was upon the idea of reducing this space that George H. Corliss brought out his automatic cut-off and reduces the clearance to the minimum by placing the valves on the extreme ends of the cylinder, doing away with the long passages and reducing the clearance to the smallest possible amount and increasing the economy of the engine. Now, if this is compression space, why does reducing it economize in coal consumption? Bro. Weiler says Bro. Garaghty is sustained by all books. What books? What authority upon mechanical engineering has ever given such a definition of clearance? And, furthermore, I can find in no work upon mechanics or engine designing any such a term as compression space. In F. F. Hemenway's "Indicator Practice and Steam Engine Economy," I use Mr. Hemenway more particularly, as he is not only the best of authority, but his is about the only work treating upon locomotive indicating thoroughly. Chapter two we find among others, the following definitions: "Clearance is the space between the piston at the end of its stroke and the valve face. It is usually reckoned in per cent. of the piston displacement, or in its equivalent in length added to the cylinder. Compression is the action of the piston in compressing the steam remaining in the cylinder at exhaust-closure into the clearance space."

Now, Mr. Editor, to clinch my definition of clearance I will give Prof. John E. Sweet's plan for measuring same: The following remarkably simple plan for determining clearance was communicated to the *American Machinist* by Prof. John E. Sweet. He says: "See that the piston and valves are made tight and the valves disconnected; arrange to fill the clearance space with water through the indicator holes, or through holes drilled for the purpose. Turn the engine on the dead center, make marks on the cross-head and guides; weigh a pail of water, and from it fill the clearance space. Weigh the remaining water so as to determine how much is used. Then weigh out exactly the same amount of water as is used, turn the engine off the center, pour in the second charge of water and turn the engine back till the water comes to the same point that it did in the first instance. Make another mark on the cross-head and guide, and the distance between these marks is exactly what you really wish to know; that is, it is just what piston travel

equals the clearance. . . . If it takes one pound of water to fill this space and to admit another pound, the piston must be moved one inch; then the clearance bears the same relation to the capacity of the cylinder as one inch bears to the stroke of the piston. Thus under these circumstances, in an engine of ten inches stroke, it would be said to have ten per cent. clearance."

It may be added that, considering the length of the indicator diagram as representing the stroke of the piston drawn to a scale, it is only necessary to lay off this one inch, or whatever the distance may be, on the same scale to establish the clearance line on the diagram. The two from which the above articles are quoted are mechanical authorities from which there is no appeal. I am much obliged to Mr. Weiler for the information in regard to the adjusting of rods. In eighteen years experience with engines of nearly all kinds and classes, from the locomotive up to the compound condensing, I had never dreamed that rods were readjusted, or that if the piston did not clear the cylinder head something would become disemboweled.

In my next I shall take up some more of Mr. Garaghty's answers.

Arthur L. Parshall.

ALBUQUERQUE, New Mexico.

#### The Engineer's Brake Valve.

MR. EDITOR:—There have been several cases that came under our notice recently where the preliminary exhaust port in the engineer's brake valve has been made larger so as to obtain a quicker action of the brakes during a service application, and it is our object in this letter to show that the above method should not be tolerated by any means, as the brake valve has distinct features governing its action, founded by men of experience years ago. To make a service application we first reduce a portion of air from chamber D through the preliminary exhaust port. To this chamber the equalizing reservoir is connected to increase the air capacity of the former. But before this equalizing reservoir was connected it was difficult to make an application light enough, as the equalizing piston would raise and the train pipe pressure would exhaust itself, causing an emergency application of brakes, when only a service application was desired. But by connecting the equalizing reservoir to chamber D gives us a greater air capacity to discharge from, which in return we can get any desired application of brakes.

The equalizing discharge valve has distinct features governing its action, the exhaust port which is in proportion to the train pipe so as to render efficient service with either a long or short train, and the equalizing piston which will not close the

port until the pressure in the train pipe as become equalized, and the preliminary exhaust port is in proportion to chamber so as to render all variation for service ops.

It may also be stated that the present size of the preliminary exhaust port is also in proportion to the graduating valve's action in auxiliary reservoir pressure, as the graduating valve is the valve for admitting or gradually from auxiliary reservoir to take cylinder and whatever reduction is made through the preliminary exhaust port in the service position. The graduating valve can keep pace with it in reducing auxiliary reservoir pressure. Then if we enlarge the preliminary exhaust port in order to obtain a quicker application for service stops, we would reduce the pressure so much in train pipe in advance of the graduating valve's action on auxiliary reservoir pressure, which would leave a greater pressure in auxiliary reservoir, and as the triple valve would be already in the position for graduation, there should be no difference between train pipe pressure and auxiliary pressure.

Returning to the equalizing discharge port it is also proportioned to render efficient service with either long or short trains. As it is proportioned to meet the requirements of the long train (fifty cars) certainly will render efficient service for the short train, as there is no objection to the brake being applied in a shorter time, as the shorter train getting the benefit. It is to prevent an emergency application of brakes with the short train, when only service application is desired, we come in contact with the graduating springs in the triple and the tension or resistance of these springs will render a full opening of the equalizing discharge port, with service making irrespective of any number of cars. So it can be seen that the ports in the engineer's brake valve are in proportion to each other, and should the valve become too slow in action for service applications, it will be and upon examination that the valve is faulty and the piston will not respond to slight reductions owing to it being gummed up by oil, or the piston packing is too tight and not from the size of its ports.

Walter C. Garaghty.

BALTIMORE, MD.

#### Water Flashing Into Steam.

In the course of a discussion at the Southern and Southwestern Railway Club on "Fusible Plugs for Fireboxes," Mr. R. P. C. Anderson, of the Norfolk & Western, mentioned a fact in connection with the law which keeps water liquid under certain pressures, which has very rarely been seen in practice. It is well known, for instance, that while water turns into steam at a tem-

perature of 212 degrees under atmospheric pressure, it will stand a temperature of 350 degrees before turning into steam when the pressure is 120 pounds to the square inch. These figures are a matter of calculation, and are rarely seen in operation except in laboratory experiments. In the remarks made by Mr. Sanderson he said: "I never appreciated the fact as to water flashing into steam until I watched it, when trying to wash the grease off engines with hot water, and found we had nothing but steam a few inches from the nozzle, and we had to get pressure down below 100 pounds before there was any hot water when the jet struck the grease."

In connection with this engineers understand how much more disastrous a boiler explosion is when a large quantity of water has been in the boiler than where the boiler supply was short. Those who have given the subject most attention are well aware that a boiler carrying a large volume of water is much more liable to disaster, in case of anything happening, to suddenly reduce the pressure on the boiler, such as the fracture of a sheet or the sudden opening of a very large safety-valve. When the sudden reduction of pressure takes place the water flashes into steam, and there have no doubt been many cases where this has caused violent boiler explosions.—*Locomotive Engineering.*

#### Renewing Steel Rails.

Mr. E. W. McKenna, formerly assistant general superintendent of the Chicago, Milwaukee & St. Paul and recently appointed general superintendent on the Great Northern, has recently been granted a patent for renewing old steel rails. The patent describes the process as consisting in heating the old rails to a temperature near to but below the point at which the carbon contained therein would be affected, and simultaneously straightening and reducing the cross section equally in all directions except in height. The result is a rail of slightly less width, but of the same height and the same or greater length. A detailed analysis of the chemical and physical results obtained has been made under the direction of Messrs. J. N. Barr and George Gibbs of the Milwaukee road, demonstrating that the chemical characteristics remain unchanged and the physical properties remain the same or are improved. The patent is said to be a fundamental one, and is of especial value in view of the practice of removing rails where the flowage of metal at the ends has become so great as to occasion uneven joints. The following figures are given as showing the relative values of so-called worn-out rails by each of the three different methods of disposal: As scrap, \$10 per ton; by sawing off the ends, \$14.43;

by renewing as above, \$19.71. It is claimed that 96 per cent. of the rail is restored to its usefulness by this process, while by sawing, about 30 per cent. is lost.

Tests of the invention have been made at the works of the East Chicago Iron & Steel Company, but it is proposed shortly to organize a company to carry on the work.—*Railway Age*.

#### Coming Flying Machines.

The pioneer machine will, in all probability, be a large kite-like affair, with power in the shape of a gasoline motor and screw propeller. It will be provided with a means of guiding both up and down, and sidewise. It will carry but one operator, who must feel that the machine is almost part of himself. Its speed will be small, probably from 15 to 25 miles per hour, and its cost need not be more than that of a small steam launch, while its greater speed and ability to go anywhere will commend it to enthusiastic athletes everywhere.

The art of balancing once learned, and fear allayed by usage, improvements will follow. Increased experience and our superior intelligence will enable us to surpass the birds in their own element. Professor Langley thinks 90 or 100 miles per hour not improbable. The increased skill due to a regular use would probably enable a flyer to manage a machine without the aid of a motor or, at most, with such assistance as his own muscles afford.

Such a machine need not cost greatly more than a first-class cycle. Busy New Yorkers could spend their nights in the Catskill's and their holidays in the White mountains. Pleasure seekers would find it the most agreeable method of travel. Its high speed, its universal application, its freedom from the common causes of accident, such as snags, washouts, broken rails, burnt bridges and collisions, and its cleanliness would combine to make it a popular means of transit. Fifteen years mark the history of the bicycle as it grew from an athlete's means of amusement to the busy man's vehicle. Half that time has seen the electric street car displace the horse. Is it unreasonable to think that before many years the flying machine will have placed itself by their side as a means of transit?—*Cassier's Magazine*.

The employees of the Denver, Leadville & Gunnison road have wisely agreed to accept the reduced wages which Receiver Trumbull offered, the employees having failed to secure the support of the court to their position, that as this road was previously operated as a branch of the Union Pacific and as another federal court had enjoined the receiver of that company from reducing wages, therefore the same wages must be main-

tained on the separated road. To this evidently untenable argument, Judge Hallett replied: "The inquiry at the court in Omaha was not directed to any particular branch of the road, but it was directed to the whole Union Pacific system. The judges there said that if the road was not paying operating expenses it should be cast off, referring particularly to the South Park branch. This was in effect done, and the receivers were directed to stop the operation of the road. They were not allowed to continue its operation for the reason that it could not pay expenses. It is clear that this decision there made is not binding on the present condition of things. It became a question whether under a different management the road could be made to pay expenses. This must either be done or the road stopped and everyone dismissed. It is not a question of a road earning large sums of money during prosperous times and then reducing during a depression. The courts have held that where large sums of money have been made in prosperous times this money shall be used to pay wages during a depression. I think that the receiver should be allowed to make the reduction and see if the road can be made to pay operating expenses. If he can do more than this, the men ought to be paid a fair compensation."—*Railway Age*.

The Russian government proposes to introduce on their state railways a tariff based on the Hungarian zone system. In Russia it is the long distances which make the cost of railway traveling keenly felt. In order to travel 1,000 versts (663 miles) by third-class a fare of 14.40 roubles (45s 8d), together with the government tax, has to be paid. Only 25 per cent. of the third-class passengers now travel distances exceeding 100 versts, indicating that the majority of the lower classes cannot afford to pay more than 1½ roubles (4s 9d). It is believed that for the first few years of the operation of the new tariff the companies will suffer loss, by reason of the reduction, but in the opinion of the authorities the losses are only likely to be temporary, and the cheap tickets will increase the number of passengers.—*Railway Age*.

#### A Few Yards of Red Tape.

The whole general official force of a well known road were out on a tour of inspection. At each division they would pick up the division officers, and take them over their own part of the line.

The special was on the siding waiting for No. 6. A section gang were at work nearby, and No. 6 was late.

The crowd stood on the track waiting and talking.

The general manager squinted down the



nain line, and said to the general superintendent, "John, ain't there a low place in he track there?"

John squinted.

"Smith," said he to the division superintendent, "there's a low joint there at that witch."

Smith squinted.

"Hogan," said he to the roadmaster, "there's a bad joint there; better have it fixed."

Hogan squinted.

"Sullivan," said he to the section foreman, "there's a dam bad joint there; raise it up."

Sullivan squinted.

"Jerry," said he to one of his gang, "Phy in the divel don't ye do phwat ye'r ould; go ye now and tamp that low jint."

Jerry squinted—but he got his bar first.

"Moike," said he to the youngest man on the job, "dom youre lazy sowl, do youse come and tamp this toie phwile Oi hould upp the ind."

"Moike" failed to squint.

And, lo, the low "jint" was raised.—*Locomotive Engineering*.

#### Thirty-five Years on One Locomotive.

Engineer Jefferson B. Clark, "Jeff," as the boys call him, recently delivered his engine to the Depew shops of the New York Central to be cut up. The engine—the "150"—was built in 1856 and was named "Burrows," after the well-known division superintendent of the Western division, who has recently retired from service. Mr. Clark took her in 1859 and ran her steadily until now—to be exact, thirty-five years, two months and twenty-five days. Of course the old engine has been rebuilt many times, but she and Uncle "Jeff" stuck together like lovers.

Everybody on the Auburn road between Buffalo and Syracuse knew Clark and his engine.

The officials offered the old-timer another engine on his old run, but he has been laying off since he lost the "150," and must feel something like a widower.

This is the longest case of "keeping his own engine" we have ever heard of.—*Locomotive Engineering*.

Representative Haugen, of Wisconsin, has introduced in congress a resolution looking toward government control of railways. Mr. Haugen says the time is at hand when something must be done with the railway problem. Personally he inclines to the view of A. B. Stickney, of St. Paul, who, in his work on "The Railway Problem," takes an advanced position, considering that he is not a theoretical reformer, though a great practical railway manager. Mr. Haugen believes the transportation business to be public business, and as such the public has

a right and the government has a duty to see that no quarrel between the managers of the roads and their employees is permitted to delay or hinder the road in its public function. His resolution introduced recites the several arguments against the railways as at present managed and makes an argument for an investigation. The resolution also calls upon the committee on inter-state and foreign commerce to investigate upon the advisability of enrollment into the public service all railroad officers and employees in the same manner as officers and enlisted men are now sworn into the military service of the United States.—*Railway Age*.

It is reported that the New York, Susquehanna & Western railroad has adopted a new form of signal, the invention of A. C. Gordon, of Rochester, N. Y. The theory of the system is not only to give the engineer warning of a train ahead, but to indicate to him the time that has elapsed since a given signal was passed. Each train sets the signal so as to display a red half-disc. This half-disc changes for half an hour gradually from red to white and the relative proportions of the two colors displayed show the engineer of the next train the time elapsed between the two trains. The line which separates the white from the red moves like the minute hand of a clock and indicates by its angular position the time elapsed since the last train passed. After half an hour the half-disc is all white, then the engineer knows that he is half an hour or more behind the preceding train. At night the signal is illuminated by the headlight of the locomotive. The successive signals indicate to the engineer of the following train whether he is gaining or losing on the forward train. The half-disc changes to full red each time a train passes.—*Railway Age*.

The last spike was driven on July 30th upon the Tehuantepec National railway, completing Mexico's first transcontinental railway, and the train crossed the Isthmus of Tehuantepec from the Atlantic to the Pacific, a distance of only 192 miles. This long proposed railway is destined to carry an important share of the traffic between the two oceans and will form a serious rival to the Panama railway, which crosses the continent some 1,300 miles farther to the south. The new road, however, has at present to contend with poor harbor facilities, particularly at its Pacific coast terminus at Salina Cruz, and much money will have to be spent to put it in condition for active competition with existing routes between the great oceans. The completion of the Tehuantepec railway, however, is one of the most important events of the year, and it is due to American engineers and American builders.—*Railway Age*.

## WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER..

Letters for publication should be directed to Mrs. Ida A. Harper, Stanford University, California.

### FROM OCEAN SHORE TO MOUNTAIN SUMMIT.

The witty traveler who said that in one day in California you could freeze through and thaw out did not greatly exaggerate. I can testify by experience, that in an hour and a-half one can go from the sea coast with the thermometer at 65° to the interior of a valley where it stands at 100°. You have only to decide what temperature you prefer and you can have it by the expenditure of a dollar or two. After leaving Catalina Island we returned to Pasadena to finish that part of our programme which had been interrupted by the "strike." If one wishes to realize fully the possibilities of California soil and climate he has a fine opportunity here. Ten years ago it was a desert, five years ago a village and to day a beautiful little city of 8,000 inhabitants, exclusive of tourists, with whom in the winter season it overflows. It is a city of beautiful homes. You do not have to wait a lifetime to see your trees and shrubbery grow to maturity. The eucalyptus, of which there are 140 varieties, grows ten feet in a year. In a very few years a rose slip will cover the house and bear thousands and tens of thousands of blossoms. In five years, with ordinary attention and plenty of water, you may have an avenue of large pepper and magnolia trees, a garden, as lovely as a dream, of roses, lilies and every plant that blooms, masses of climbing vines and an orchard of oranges, lemons, walnuts, figs, olives, etc., and all this will be as beautiful in the winter as in the summer. No words can describe the flowers of California. Everything is a wilderness of bloom. There are hedges of calla lilies and geraniums; the fuschias and heliotrope climb to the second story windows and are loaded with blossoms; the nasturtiums run riot over the fences and up the chimneys; the morning glories will cover a whole house, if they are permitted, and they do not close during the day, as they do further east. All of these are seen at their best in Pasadena. One of the handsomest homes is that of Governor Markham. Another is that of Prof. Lowe. He organized and managed the balloon service during the civil war, and is the inventor of water gas and artificial ice. He also built the Mt. Lowe Railway, which is one of the wonders of the age. No visit to Southern California would be complete without a trip to Echo Mountain. A charming ride through the

valley brings us to the foot of the mountain, and an electric railway, with an incline of 8½ feet to the mile, carries us up through the canyon, skirting the sides of the mountain and looking down into deep chasms. At a height of 2,200 feet we come to the Rubio Pavilion, a hotel built in one of the most romantic spots in the world, in a mountain gorge, among rocks and waterfalls and overhanging trees. But the most wonderful part is yet to come. Before us is an almost perpendicular incline of 1,300 feet to the top of the mountain, and up here we are going in a cable car. It is the steepest railroad in the world, a rise of 62 feet in every 100. At one point a trestle is built over a gorge; it is 200 feet long, and the upper end is 100 feet higher than the lower end. The road is operated from the power house at the top of the mountain, and so perfect is its construction, so great the precautions, that we take our seats in the car and ascend without a tremor. At the summit is a large and beautiful hotel, with broad verandas commanding a view that cannot be excelled on the continent. We are fifteen times higher than the Ferris wheel at the World's Fair.

We were there during full moon, and to the end of life shall I remember the evenings on those overhanging verandas. Every electric light was plainly visible in Los Angeles, nearly twenty miles away, while those of Pasadena lay at our feet like a great constellation, stretching into the distance on every side were lofty mountains, while afar off a silver sheen marked the Pacific Ocean. Through a fine telescope we viewed the planets. Saturn, with his fiery rings, the Mountains of the Moon, a rare and glorious spectacle. One morning I looked upon the scene by sunrise, as it came up out of the mists like a great enchanted picture, the air so clear that Catalina Island, sixty-five miles away, is plainly visible, and all the beauties of the splendid San Gabriel valley enhanced by the flood of golden sunlight. Many hundred feet up the mountain side, Professor Swift, late of the Rochester Observatory, is building a new observatory, from which much is expected by the scientific world. Space forbids a further description of the magnificent features which cannot fail to render this one of the famous resorts of the world when it shall have been fully completed.

SANTA MONICA.

One of the unfortunate requirements of travelling for the purpose of sight seeing is that one must be continually "moving on." If one has a fixed amount of time to see a certain number of places, he must follow the programme. No sooner does he get unpacked, comfortably settled, and somewhat acquainted with his fellow travellers

than the schedule announces that the time is up and he must obey the cry of "all aboard."

The sight of Santa Monica was formerly the rancho of United States Senator Jones, of Nevada. It is still his home, although he represents the state of Nevada in the senate, or, to put it more exactly, he represents his silver mines, just as other men represent their coal mines or their sugar plantations. In laying out the town he reserved a section of five acres where he built a magnificent home, surrounded by beautiful gardens. He has obeyed the scriptural injunction to care for those of his own household, and has provided well for all his kindred. He is spoken of as a kind and charitable man and held in high esteem at Santa Monica. The town extends for a mile or more along the high bluffs overlooking the Pacific ocean and contains many lovely homes. The beach is said to be the finest on the coast, and people come from all parts of the state to enjoy the bathing. Thousands of people go into the surf every day, and the large interior "plunges" are filled with a merry crowd. An hour in the great breakers is the most exhilarating sport in the world. We stayed three weeks here instead of two, as we intended, because of the excellent bathing facilities. The long beach affords an endless and interesting panorama. The crowds of people lounging on the white sand, the groups of children playing at the water's edge, the bathers performing their varied antics, the burros trotting by with their jolly riders, all forms an inspiring scene and one that does not grow tiresome.

There are many delightful drives up the long canyons. I was particularly struck with an incident that came under my notice. Through one canyon flowed a clear, cold stream of mountain water, an invaluable blessing in this arid region. A number of little homes were built here, dependent upon their large gardens. Suddenly the stream disappeared and only the dry, rocky bed remained. An investigation showed that the source of the stream in the mountains had been purchased by a party of capitalists who had turned it from its original direction and carried it, by aqueducts, to their own property. Every drop of water in California must be paid for. The government sells the "water rights" in the mountains at a fixed price, but the purchaser is placed under bonds to do a certain amount of work in the way of aqueducts, flumes, reservoirs, &c. Then any one who can pay for it is entitled to have the water carried to his place and guaranteed so many hours' supply each day. While this may seem an injustice to those through whose land the streams originally ran, yet without this provision the state never could

have been developed. There would have been no land cultivated except those few scattering tracts through which these streams ran, and even they would have been dried up in mid-summer. Capital came in, built the great reservoirs where the winter rains are stored, the hundreds of miles of flumes, going over the southern part of the state like a network, expended millions of dollars. Now the man of small means can take up a tract of land in the middle of the desert, arrange for his water supply, and in a few years his desert will bloom like Paradise. There is one axiom that must not be lost sight of, namely, that we must consider "the greatest good to the greatest number." In order to obtain this it is often necessary that one man or one woman must suffer, or that some small portion of the community must be inconvenienced, but this is unavoidable. We must get away from the habit of looking at things from a purely selfish standpoint.

After leaving Santa Monica we returned again to Los Angeles for a brief visit to a family for many years residents of Indianapolis and closely connected with the history of Indiana, that of Mr. John Harrison, a cousin of ex-President Harrison. His wife was a Miss McCarty, whose father was one of the founders of Indianapolis, and left an estate which is said to be one of the most valuable in Indiana. A few years ago they purchased an elegant home in Los Angeles and decided to spend the remainder of their lives in this almost perfect climate. Their house is filled with interesting reminders of the historic past, in which the grandfather, President William Henry Harrison, played a prominent part; and sitting upon the broad veranda, surrounded by palms and roses and a wealth of beautiful flowers, I enjoyed to the fullest the reminiscences of those pioneer days so far removed from the comfort and luxuriance of the present. In driving about the city I was again impressed with the beauty and desirability of Los Angeles. It contains thousands of splendid homes, surrounded by such tropical loveliness as exists only in California, and is especially enjoyable as it possesses the advantages of a city. The climate is very fine and it is less than an hour's ride from both sea side or mountain resorts.

#### SANTA BARBARA.

A five hours' ride by rail brings us to Santa Barbara, where I write this letter. It is one of the oldest towns in the state, if we may apply the term "age" to any place in what forty years ago was almost an unknown country. The development of California is a story far beyond the riotous imagination of a Rider Haggard or a Robert Louis Stevenson. The first impression of

the town is not entirely favorable. Many of the buildings are old and there is a general uncared-for appearance about many localities, but a closer acquaintance makes it easily apparent why it has so favorable a reputation. The town lies between the mountains and the sea and so peculiarly sheltered as to possess the warmest winter climate along the coast. It is, indeed, as a winter resort that Santa Barbara is famous, although it is perfectly delightful in summer also. A wide, paved street extends for several miles through the center of town, and, branching off from this in many directions, are some of the most beautiful drives on the continent. In the newer parts of the town are many elegant residences, but it is the superb country homes that challenge admiration. They are owned by people from New York, Chicago, San Francisco and other cities, some occupied as winter homes, others all the year. The great trees, the driveways, the bridges, the wide lawns, the wealth of flowers and foliage make one feel that he is passing through a scene of enchantment. They have this advantage over similar country seats in other states, that they are equally beautiful in summer and winter. People come here from all parts of the country but it is much more popular in the winter than in the summer. Bathing is not so agreeable here as at Santa Monica because the beach is at a considerable distance from the residence portion of the town, and the quiet waters of the bay do not offer the attraction of the great rolling breakers.

I believe it is no exaggeration to say that nowhere in the world are there such flowers as at Santa Barbara. There are gardens here 100 years old. The growth goes on the same winter and summer, and things bloom more profusely in the winter. There seems to be no limit to the vines. They cover the whole house, if permitted, and climb to the tops of the chimneys, and even to the very tips of the lightning rods, and are a mass of riotous bloom. One rose vine is known to have borne 100,000 blossoms in a season. On a suburban ranche near here is a camellia japonica twelve feet high, which has 1,500 buds and blossoms at one time, each as large as a small saucer and bright red. I have ceased to be astonished at anything in the way of flowers, or to make any attempt to express my admiration.

One of the most unique attractions of Santa Barbara is the Old Mission, which stands like a sentinel upon the mountain side and overlooks the entire valley and the blue seas beyond. We felt fully repaid for rising early on Sunday and attending morning service, conducted by the Franciscan monks, and wandering afterwards through the quaint old cemetery, listening to the bells which, for more than a century,

have rung out the matins and vespers. These missions, scattered at intervals along the coast are, perhaps, the most interesting features of California. They were founded in the latter part of the eighteenth century by the Franciscan Fathers, who came up from Mexico to Christianize the Indians. They selected the most beautiful and fertile locations, and, with infinite toil and industry, built up magnificent properties, orchards, vineyards and gardens, constructed aqueducts, collected great herds of cattle and civilized the Indians. Then, when they became rich and prosperous the Mexican government, looking with greedy eyes upon their possessions, passed an act confiscating the church property, and, in many instances, plundering the missions. By 1840 their ruin was complete. Many of them were destroyed and those that remain are mere parish churches. It is a black chapter in history.

California seems very negligent in regard to preserving the ancient relics. The picturesque Spanish houses, with their adobe walls and moss covered tile roofs, are fast disappearing. The greed for wealth is the predominating passion, and, as these quaint buildings are usually upon desirable locations, they are ruthlessly torn down to make room for smart new houses with their fresh paint and cheap ornamentation. They have almost passed out of existence, and with them that proud old Spanish race, noted for their generous hospitality, once the wealthy and aristocratic land owners of the Pacific coast, now scattered, impoverished and almost extinct.

To see all the points of interest in Southern California in one summer would be impossible, and we find our vacation drawing to a close with many places still unvisited. It has been, however, a most restful and entertaining summer. Very few days has the thermometer gone above 70°. The air is light and stimulating, the nights almost too cool. We have made many charming acquaintances only, alas, to say "good bye" before the friendship was hardly formed. We go back to work refreshed and strengthened, and deeply thankful for the privilege of spending a season so rich in happy experiences.

August, 1894.

#### EDITORIAL NOTES.

I wish, every month, that we could have a dozen times as much space for our editorial notes, or, better still, that we had a weekly instead of a monthly in which to write them. The *Household Realm*, a very able magazine published by Miss Alice Webster, at Cleveland, O., sets aside one page which she very cleverly calls the "Man's Department," and it is conducted as the Woman's Department of various

publications used to be. It will be admitted nowadays, we think, that the "woman question" in its various phases, has long since emerged from its corner and occupies a large amount of space in the papers and magazines of the day. The growth of women in public importance has been marvelous, and one hardly would dare predict their position a generation hence. One thing, however, may be safely declared, it will be as much superior to that she occupies at present, as she now holds in advance of the last generation.

\* \* \*

The Committee on Woman Suffrage has presented an adverse report to the New York Constitutional Convention. They voted against every amendment proposed to permit women to vote upon questions of schools or taxes; to authorize the legislature to confer the right of suffrage; to permit women who own property to vote; to allow any vote of either men or women to be taken in the state of New York as to whether the ballot shall be given to women. This is about as sweeping as could be, and it is done in face of the facts, first, that the women of New York already have school suffrage, conferred by the last legislature; second, that the women of that state pay taxes on over \$400,000,000 of property; third, that a petition asking for woman suffrage was presented to the committee signed by 400,000 citizens of New York state, over twenty-one years old. Notwithstanding the report of this committee, a fight will be made in the convention to secure the amendment. We have said, from the start, that we do not believe it will be successful. The movement is opposed by a solid army of brewers, saloon keepers, gamblers and the whole strength of Tammany Hall, and we doubt if any measure can prevail against such forces. In connection with this, here is one article of the constitution of New York: "For the purpose of voting no person shall be deemed to have lost a residence . . . while kept at any alms-house, or other asylum, or at public expense, nor while confined in any public prison." Paupers, lunatics, criminals, carefully guarded in their right of franchise, which is positively refused to the women of the state who are among the most intelligent and competent to be found in the world.

\* \* \*

In pleasant contrast to this is the action of the Republican state conventions of California and North Dakota, which put a woman suffrage plank in their platform, and the action of the national convention of Republican Leagues at Denver, which adopted a resolution favoring equal suffrage. The Populist state convention of

South Dakota adopted a woman suffrage plank almost unanimously and with great enthusiasm. Similar action was taken in the state of Washington. On the other hand, the Democratic state convention of Kansas denounced woman suffrage, and their candidate for governor, David Obermyer, in his speech opening the campaign, spoke strongly and bitterly against it. Mr. Smith, editor of the *Leavenworth Journal of Commerce and Post*, has issued a manifesto to the Democratic newspapers of the state, telling them that it is made their duty by the platform to combat woman suffrage. And so the fight goes on.

\* \* \*

The friends of temperance, whether Protestant, Catholic or non-sectarian, will greet with the warmest approval the recent decision of Monsignor Satolli, the representative of the pope in the United States. Bishop Watterson, of Columbus, O., announced that he would suspend from its rank and privileges any Catholic society having saloonkeepers among its members, would recognize no new society having them on its membership rolls, and would refuse admission to any saloon keeper who sells on Sunday or conducts his business in a disreputable manner. An appeal was made to Archbishop Satolli, who sustained the bishop upon every point, declared that "the liquor traffic is a source of much evil, and favored the expelling of saloonkeepers from all Catholic societies. This is the most important action ever taken by the Catholic church upon the temperance question and deserves the highest commendation."

\* \* \*

In a recent speech Ex-Senator Ingalls declared that he is opposed to woman suffrage because his mother, sisters, wife and daughters do not want it. And so all the women of Kansas must be disfranchised because the ladies of the Ingalls family do not wish to vote! If ever the Kansas women do get the ballot, it is safe to say that Mr. Ingalls will carry that "Ex" appendage to his name for a good long time.

\* \* \*

The men really are having a hard time of it. One of them cards the papers to say that he had to sit in the moonlight for an hour with a pretty girl in a hammock and listen to her talk equal rights while he wanted to talk love. Another jeered at a girl riding a bicycle in Lincoln Park, Chicago, and she had him arrested and fined \$25.

\* \* \*

A Pennsylvania woman, 93 years old, with 170 descendants, issues a challenge to any woman of her age to ride a bicycle race for a bible. Some of us who have tried it think

we shall be quite that old and have as many descendants before we learn to master the two-wheeled machine.

\* \* \*

The Republican, Democratic and Prohibition state conventions of Illinois have nominated a woman for trustee of the State University, so whichever way the political wind blows, it is bound to blow a woman upon the State Board of Trustees.

*Health and Duty Due the Soul.*

That everyone should maintain and possess a healthy body is now considered one of the requisites of moral and christian citizenship. Or, in other words, that it is a duty every person owes his soul.

Hitherto "men have practically regarded themselves as bodies possessing souls, rather than as souls possessing bodies," but it has been understood, at last, that to be true to the soul, to bring out its best and highest elements, one must keep a pure abiding place for its habitation. Not only must the body be pure and sweet, exercising all its functions, but pure and bright thoughts have much in common with keeping both soul and body well. In a paper read before the Congress of Scientists, held in San Francisco, May 29 to June 4, 1894, this passage occurs:

"Those things which are most useful and beautiful, when inverted and abused, become most baneful. Thought may be a beautiful builder or a malign destroyer. With orderly and powerful creative energy, when rightly directed, it may invigorate the human form divine, purge it of impurity and cause it to thrill with harmonious vibration and wholeness. From the spiritual plane it may illumine and vivify the intellectual, social, æsthetic and industrial faculties in man, giving him a well-rounded and ideal development. It is a power house of such wonderful capacity that its dynamics, when exercised in accord with law, can hardly be estimated or conceived."

"The spiritual store house of man's nature contains rich treasures deposited by divine beneficence, and thought is the key that unlocks and bestows them. Intelligently directed it is the 'prayer without ceasing.' Man exercises his prerogative as a son of God in proportion as, through his own volition, he enters into his allotted kingdom and wisely transforms it. In the deep recesses of his own nature he may uncover a fountain from which will flow forth new and ever ascending aspirations and ideals."

With a pain-racked body that by abuse and selfish indulgence we have rendered unfit for mental or physical work how can we expect to attain a high and lofty ideal of thought.

The day will yet come when to be ill will be the sure sign that we have by heredity absorbed some loathsome taints from bygone ancestors, because the time will come when to neglect the laws of health and happiness will be considered unchristian, uncivilized and unclean. And when this has happened all those clean-born will be healthful.

But while there are so many who are poor and unable to maintain the healthy conditions that are required of man, by bi-Maker, in order that he can observe the laws of health there must be something criminally wrong with the civilization that permits this poverty and degradation in the midst of plenty.

While a country in which men are supposed to make the laws by their ballots permits millions of acres of fertile lands to be held for speculative purposes, while the improvements made by one man are taxed to increase the value of this land speculator's domains. While the hand of the oppressor falls so heavily on the small farmer that he is continually leaving the rural districts and coming into the city to take the places of mechanic and artisan at what he on the farm would consider good wages, because there he has board, fuel and washing provided, and never thinks that in the city they are to buy. While in the unrest and hopeless condition of the present times there is neither money nor confidence enough to prevent millions of honest men from traversing the country in search of employment, dare we say "we are our brother's keepers."

Yet we are, truly we are. Everyone stands singly and alone responsible before God for not doing his best—not giving his mite to eradicate these wrongs and helping to give everyone a healthy body and a pure mind. Not doing what we can to uplift the human race and let the new light with its dazzling rays penetrate into the dark gloom and pessimism of the present and transform them into abodes of warmth and brightness.

Mrs. M. W. Harpold.

ITALY, TEXAS.

*"The Most Magnificent House in the World."*

It is not often that a man can buy a \$150,000 house simply to tear it down and make a flower garden in the space it occupied. It is not every one who can afford to indulge such an expensive fancy, for a city garden necessitates an enormous outlay of money, but the fame of the Vanderbilts' wealth is world-wide, and there is no lack of funds to prevent the gratification of any desire, even though it be for breathing room only. Mr. Cornelius Vanderbilt has purchased the Seventh Regiment club house, on the corner of Fifty-eighth street and Fifth Ave-

nue, at an expenditure of \$150,000, for the purpose of making a garden in front of the palatial-like residence he is now building. His original house stood on the corner of Fifty-seventh street and Fifth Avenue, in the famous spot known as millionaires' four corners, and four large and costly brown stone residences on Fifth Avenue and the Seventh Regiment club house on Fifty-eighth street occupied the space desired for his garden plot. The only thing to do was to purchase the entire lot, which was done, and the residences have been removed day by day, and the new wing added to the house. When completed it will be not only the largest and most magnificent private residence in New York, but in the whole United States. It is made of brick and granite and will cost about \$7,000,000. No expense has been spared in erecting this structure. The walls were designed and decorated in France and brought to this country, and skilled workmen accompanied them and will put them in proper position. The flower space is even larger than that of many large hotels, and the rooms are large and spacious. Every article of furniture has been imported from foreign countries and even the iron fencing, which is to surround the garden on all sides, was brought from England, and it has only its English origin, which gives it favor, for its architecture is neither elegant or attractive.

Workingmen, is there anything in the above item, copied from *The Popular Magazine*, that interests or concerns you? Is there anything in it that concerns the industries of America? Is there anything in it that concerns the vast army of unemployed American laborers? What does the American millionaire say to American labor? Simply this: "I want none of you, you may starve, die, rot in the open air, I will not employ you. American industries may sink or swim, I will employ foreign designers and decorators, I will use only imported furniture, and an English fence." Workingmen, do you see the "handwriting on the wall?" Does it concern the hungry, ragged, homeless American tramp, that foreign labor is preferred to American? When I think of a \$150,000 flower garden and a \$7,000,000 residence in a country filled with pale faced poverty, I wonder that God does not pour out the last vial of his wrath on this millionaire-cursed world. But after all God is not to blame. He never made a millionaire. The laboring men of America have made the golden calf themselves. They have blindly laid nine-tenths of their earnings on its altar. They have worshipped it, obeyed it, voted for it, they have become abject slaves to the golden beast. Even now in this boasted land of the free there is the right of way

and the grass (who made the earth and the grass?) upon which you must not trespass. The bristling bayonet warns you, a poor unarmed tramp, to move on. Everybody tells you to move on. You have made the country rich and fruitful by your labor, now you must vacate the earth. Where will you go? It don't seem hardly right to send you to hades. Heaven with its golden streets and jeweled gates is the millionaire's home. A poor tramp would be out of place in such a fine residence. Perhaps if the tramp would get off the earth he would find a new continent, but I suppose the first thing he would do would be to pay some one a big salary to legislate in the interest of the coming millionaires. Now, workingmen, let me tell you a fact, you have the most powerful weapon ever placed in the hands of a people, the ballot, rightly used, will free you. Strike at the ballot box for bread and home, or the time may come when even that right may be denied you. You are the majority, by a united ballot you can save the American laborer and the American industries. Then let the American millionaires move to a foreign country where things and people are more to their taste, if not so elegant and artistic.

Mrs. M. Orrell.

MURPHYSBORO, Ill.

What is the matter with C. U. Again? By the way, is that his name, *nom de plume*, or a threat to come again? Did his best girl jilt him for a millionaire of 60? "Perish the thought."

"For Popult, For Del."

"Man is a creature composed of a body and soul made to the image and likeness of God." If we would only reflect on the phrase "made to the image and likeness of God," it would enable us to have constantly before our mind the idea that man is the physical likeness of God in every respect, and this knowledge would impress upon us our position in the work of creation.

Man is the medium through which God speaks to his people, for, was it not the disciples and their followers whom God chose to impart to the world the object of our redemption by Him? It seems to me that the voices of such men as Napoleon, Garibaldi, the Duke of Wellington, and hosts of others, rising amidst the din of those times and encouraging the people by their eloquent speeches, leave the impression that the voices of the people of France, England and Italy were but the inspiration from the voice of God, and made the people realize that their voice was the echo of God's proclaiming to the world that which is right. It is also true that the voice of the wicked is the voice of God, but the wicked are those that hear the word of God, but,

going their way, are choked with the pleasures of life, and steeling their hearts against good, forget that the voices of earth, though faint and weak, are the echoes of His voice from heaven, begging them to be good and strive for a noble end.

If men would only think of this likeness to God, would there not be less profane language used?

Yes, and if they should remember "Vox populi, vox Dei," the sentinel at the close of day would cry, "All is well."

*Annie C. Fleming.*

NASHVILLE, Tenn.

#### *Letter From Indian Territory.*

To pass away one of the hot afternoons we have down here in the territory, I got out an old volume of the MAGAZINE, and in looking over the letters, I found I was not very far from several of the old contributors, the nearest being "Irene," of Ft. Worth. I wonder if she is still living there. I shall try to imagine which one of all the throng she is when I go down to Ft. Worth visiting. Also, "Annie Sams," of Roanoke; "Rose Temple," of El Paso; "Charlie," of Kyle; "Azariah," of Dallas; "C. J. Bell," of Brownville, and several others.

In moving we have lost, or missed getting so many numbers, that I have rather lost track of the contributors, and am not on to the combination of real names and noms des plumes. We are now in the land of the noble (?) red-man. They look quite picturesque in their war paints and feathers. But how they can endure to wrap themselves in great woolen blankets in this warm climate, and this time of year, is more than I can understand.

The noted Mission schools are eighteen miles west of us.

What has become of "Chrysanthemum?"

*Olive-Roby Ferguson.*

CHICKASHA, I. T.

[The Woman's Department would be glad to know what has become of all these old contributors. Many have been frightened away by the rule which requires the correct name to be signed. Others are discouraged by the long delay in publishing their letters. The correspondence is prepared and forwarded every month but the columns are so crowded that they have to wait.—ED.]

#### *Why Bobby Was a Skeptic.*

Skeptics, unlike poets, are made, not born. Bobby was a skeptic. All through the long Sunday school hour he sat with his little face unyielding and cynical, and his bright black eyes undimmed by the emotion which rushed up in warm tears to the eyes of his classmates when the old, sweet stories of the bible were retold.

It was springtime, and from the dusty window of the little unpainted country

school house, the boy could see the smiling of the newly-awakened earth. Just at the edge of the orchard, in his sight, a rugged apple tree lifted a gnarled, black arm to hold its first bouquet of blossoms high against the sky, and deeper in he knew the grass was soft and green and flecked with tender violets of white and blue.

The theme that day had been the beautiful promise, "He will give his angels charge concerning thee," and Bobby had listened to the reading in respectful silence. The teacher laid her pretty white hand upon his sunburned fingers. "Do you ever pray, Robbie?" she asked.

The boy flushed painfully, but with his honest eyes fixed full upon her, he shook his head. Her tender eyes filled with tears.

"Oh, Bobbie!" she said, "how can you go through the long, dark night without first kneeling down and asking that the angels may be sent to guard your bed?"

Bobby stammered. The round, grieved eyes of the other little rascals, his classmates, were upon him, demanding an explanation.

"Are you not afraid, dear," his teacher repeated, "to go to sleep without saying a prayer?"

A hand seemed to close around his throat. He had believed that he had a right to keep his secret reason for his doubt in his own heart, but it was plain that he must tell in self defense. The tears were very near the surface.

"No, ma'am," he answered; "I ain't afraid to go to sleep; I'm only jes' afraid to go through the pasture—'cause the old goat bumps me every time. I've prayed—an' prayed (with a long sob). Every time I had to cross the field I us to kneel down by the bars, on the outside, an' pray that old Billy would't see me, but whack! he'd come jes' the same, an' I found out it didn't do no good to ask. It ain't so bad to get knocked down now, you see, 'cause I'm expectin' it; but (with a tremulous sigh) when a feller is dependin' on angels it's pretty bad to get left."—*Chicago Post.*

#### *A Crack at Woman.*

In its beginning conceit or vanity is a virtue, not a vice. It is the conscious sense of noblesse, obliging man to live up to his noblesse. It is the desire for admiration, keeping woman up to the plane of pleasing. In other words, it is a most powerful incentive to right-seeming and right-being.

Exactly where the virtue shades off into a vice is a nice question to determine. But in a broad and general way we can say that whenever the consciousness of deserving admiration or the desire for admiration is overweening and overwhelming; whenever it is a lie or the cause of lies; whenever it induces the individual to be offensive, over-



saring or ridiculous; whenever it leads to the sacrifice of principle, honor and self-respect; whenever it entails the discomfort of others—then it is a vice, and is properly stigmatized by the unpleasant name of conceit or vanity.

Now, in which sex is the inordinate love of admiration attended with the greater loss of principle, truth and self respect—in which does it take on the more offensive, unbearable and ridiculous shape? That the conceit of man is more unbearable than the vanity of woman is self-evident. For man is the stronger sex, and it is the tendency of ill-directed strength to be overbearing.

Undoubtedly this is a condition of mind that is unpleasant and vexatious to other minds which are brought in contact therewith. But at least it has the merit of truthfulness. At least the man believes in himself. He credits himself with the qualities upon which he conceits himself. The fact may not be a fact; to him, however, it is a fact.

But a woman's vanity is never entirely truthful, never entirely sincere. It is the wild desire to impress by appearing to be something which she is not, and which she instinctively knows she is not. It is a confession of weakness in the very attempt to put on a show of strength. A vice that is based upon an honest misconception of fact is infinitely less harmful than a vice that is based upon a wilful distortion of fact. A lie is really the only great crime that a human being can commit. Well and wisely did the old theologians, when boasting about for a name which should hold up the enemy of mankind to the uttermost detestation, brand him and stigmatize him forever as the Father of Lies. And because the vanity of woman is founded upon untruth it is more offensive and ridiculous, and entails a greater loss of principle, of honor, of self-respect, than the conceit of man.—*W. S. Walsh, in North American Review.*

#### *Signaling to Mars.*

Astronomers of the day are strangely excited at present. They are trying to fathom a startling mystery. Luminous points have been discerned sticking out of Mars and the theory has been suggested that they may be beacon lights hung there by the inhabitants of the planet as signals to the people of the earth that the existence of their world is known, and that the opening of a line of communication between the two spheres would be exceedingly pleasant and interesting. Should there be any basis for this idea the Martians must have a good deal of perseverance. It is four years since the luminous points referred to were first detected. They have not been in sight con-

tinuously, but whenever the planet gets into a certain position they are found to be still hanging there.

What bothers the originators and supporters of the theory is to discover some way of answering back, so that it may be definitely decided whether the lights have been hung out for our benefit or not. Do the people of Mars know anything about electricity? If so, could a light strong enough to be seen at Mars be produced? The new government light at Sandy Hook throws a light one hundred miles over the sea. Mars is 40,000,000 miles away from us, however, and between 100 and 40,000,000 there is an alarming difference. May be the Martians have keener vision than the people of earth. They may have more powerful telescopes. If they are really trying to signal to us it would go to show they are endowed with ingenuity. They might be much quicker at detecting our signals than our astronomers have been in discovering and comprehending theirs.

It has been suggested that a huge electric triangle be erected on the most conspicuous point to be found suitable for the purpose. The sides of it should not be less than one hundred miles in length. They should be studded over the entire distance with the strongest electric lights that can be made. These lights should be kept going long enough to give the Martians time to discover and comprehend the signal. Then if the luminous points seen on that planet assumed the form of a triangle it would show that the signal had been seen and understood. After that a code of signals might be arranged whereby the people of the two worlds might communicate regularly with each other. The scheme is alluring and interesting enough to receive attention. It may yet prove as fascinating as the discovery of the north pole.—*Chicago Post.*

#### *HIS REASON.*

"I'm going back to town," he said,  
Spake the maiden, "Say no more."  
While the waves from the sea curled restlessly  
Over the whitened shore.

"You're cruel and heartless and all things else,  
You're a mean old hard thing!  
For you said you'd stay till I went away,  
There! I'll give you back your ring."

"I'm going back to town." "Enough!"  
She spake with a look of scorn.  
"I'll make you suffer you poor old duffer,  
And sorry that you were born."

"You are going back to town, then go,  
There are other men as sweet!"  
And she quickly rose from her former pose,  
And moved away ten feet.

"I'm going back to town," he said;  
"Nay, dearest, hear me speak  
And don't be rash—to get the cash  
To carry me through next week."

—*Tom Mason in New York Sun.*

# THE MAGAZINE.

Published by the Brotherhood of Locomotive Firemen on the First Day of each Month, at Terre Haute, Indiana.

Manuscripts and Exchanges should be addressed to the editor.

Remittances, Subscriptions, Changes of Addresses, and all correspondence relating to the business department, should be directed to the Manager.

Advertising. Correspondence relating to advertising should be directed to Wm. N. Gates, Agent, 29 Euclid ave., Cleveland, Ohio.

EUGENE V. DEBS,	- - - - -	Editor.
F. W. ARNOLD,	- - - - -	Manager.
W. N. GATES,	- - - - -	Advertising Agent.

OCTOBER, 1894.

## A LARGER STANDING ARMY.

There is now a demand, made by certain military gentlemen who wear shoulder-straps and who are fed from the public crib, for a larger standing army. It has been suggested that there should be a military post in every state, where at least a thousand soldiers should be stationed and held in readiness for serious work.

In looking over the field, men inquire: What is the necessity for a larger standing army? Are there any enemies in sight, foreign or domestic? Is there a probability of an invasion from Mexico or Canada? No replies are made to these queries, and still the demand is made for a larger standing army, more federal troops. It is understood that corporations of the Pullman and Homestead stripe, coal operators and railroad magnates and other employers of labor, favor the increase of the federal army, and it is just here that the secret leaks out. The patriot is the man who reduces wages, and the enemy to be shot down is the man who resists spoliation. The plutocrat believes in powder, ball and bayonet. He has observed their quieting effects. Every workingman killed for clamoring for fair wages helps the piratical employer amazingly. The circumstance, while it intimidates workingmen, emboldens the pirate—assures him of security, and impresses him with confidence in the strength of the government, and the act is wildly applauded. If Europeans so much as intimate that ours is not a strong government, the president, the general in command and the corporations point proudly to battlefields where

workingmen lie stiff and cold in their bloody rags, and ask what European government can improve upon the spectacle? Europe looks, and acknowledges the *corn*, and joins in with American plutocratic patriots in singing our national anthem: "The Star Spangled Banner."

The president orders out the federal troops. Having been a hangman he has the required nerve to do his duty when a murderer is to be hanged or a workingman shot. On such occasions he expands to the largest proportions of a czar, sultan or shah, and yet, there is something connected with the business which seemingly troubles his waking and sleeping hours. Possibly dead men visit him in his dreams and show him their wounds, flaunt their bloody shirts in his face, call his attention to their gloomy homes, introduce him to their starving wives and children, and bother him so much that congress comes to his aid and passes resolutions applauding his military orders. It does not matter that the congress which indorses the military exploits of the president is the target for the scorn and contempt, the flings and jeers of the country, imbecile and incapable to an extent that defies characterization—bribed and debauched, vulgar and venal until all the people cry out: Shame! It is the congress fitted by nature and acquirements to vote that the military remedy for labor trouble is just the thing, and the plutocratic corporations cry the louder for a larger standing army. The enemy to be subdued is labor.

At the same time, while the demand is being made for a larger standing army, governors of states and military gentlemen of small caliber are demanding a larger "home guard," more state troops, greater military efficiency. If it is asked why this demand the reply is that labor is becoming dangerous. It will not be degraded and robbed to please the corporation, but as that is just what the military machine is for and nothing else, the corporation insists upon more state troops. If, however, the active state militia is to be increased, the recruits must come chiefly from the ranks of labor, and workingmen, in the event of becoming a part of the military machine, will be re-

ired, if ordered, to shoot down their fellow workmen. If they, however, do not want to join in that sort of work they can easily avoid it by refusing to enlist.

In this connection an incident at Pullman has special significance. It was reported by the Associated Press as follows:

The sensation of the day at Pullman was the refusal of Company M of the 1st Infantry to eat at the same table with non-union workmen. At 1:30 o'clock Lieut. Wra marched Company M up to the big mess tent at stands on the lawn behind the Hotel Florence. Here the company was left in command of Sergt. Cook. When the company came to break ranks at the tent entrance they were indignant to see two tables within filled with non-union employes of the Pullman company. The workmen were a part of the new force hired to-day. They had been smuggled in with the soldier boys on the apology that they were tired to go home for dinner. As the practice had been tried in a smaller way last week to the distaste of the company, the soldiers were prepared for decisive action. William Byrnes, a member of the company, stepped into the entrance and said:

"As volunteer soldiers the men of Company M are here to see that the laws of Illinois are obeyed. I am not aware that it is soldierly or that discipline compels us to do what we feel is unpatriotic and not worthy of gentlemen. My scruples demand that I shall not associate with scabs. I refuse to sit with them at the same table."

There was an outburst of applause from Byrnes's comrades, and Sergt. Cook marched the company across the street and broke ranks.

"We will not enter that tent," a dozen privates said, "till we are assured that all non-union workmen are to be kept out."

The workmen were finally marched out and the company marched in, receiving the assurance that they will hereafter have the mess tent to themselves.

The foregoing has been widely commented upon by the press, the point being made that a soldier on duty is not expected to have any views of his own; being a part of an unthinking machine he is simply to obey the orders of his superiors, shoot, stab, hew down and trample upon those he is told are the enemies of the state, and eat his grub without having anything to say about his surroundings. The Pullman incident is, therefore, in the line of rebellion, mutiny, grave insubordination, but it sharply defines the deepseated hostility of state troops to scabs—men who are willing to accept such degrading wages as corporations choose to offer. Taking this view of the subject, the Pullman incident is a note of warning that plutocratic employers will do well to heed, since it is indicative of still

graver incidents of insubordination on the part of state troops recruited from the ranks of workmen.

#### ALTGELD AND PULLMAN.

For a number of years the town of Pullman has been regarded as a sort of a paradise, an Eden, where the "thorny stem of time" was continually blossoming and producing the most delicious fruits that labor ever gathered and garnered. Descriptions of Pullman became revised editions of "Baxter's Saints' Rest." Painted or modeled, Pullman appeared a fairy land, and George M. Pullman, in white robes, playing angel, was forever singing:

"Here bring your tools and skill,  
Here rent my houses,  
Labor has no sorrows  
Pullman cannot heal."

And, sure enough, men flocked to Pullman with their wives and children, their tools and their skill; they rented Pullman houses, burned Pullman gas, drank Pullman water, and became Pullman slaves.

Geo. M. Pullman grew fat faster and faster until he bloomed into a multi-millionaire. The more millions he secured, the meaner he became. Pullman gradually lost his parasitical pretensions and became more like a poor farm—a penitentiary, or slave pen. Wages were reduced, clothes became ragged, food scarce, rent high, and hence, debt, destitution and despair transformed Pullman into a sort of a hell hole, where Geo. M. Pullman personated his royal forked tailed highness to a dot. With true satanic genius he gave his slaves the choice to work or starve, or work and starve. In either case, starvation was their fate, and starvation has come. Fully eight thousand men, women and children in Pullman are in the grasp of famine.

Governor Altgeld, having been made aware of the deplorable condition of Geo. M. Pullman's late employes, issued the following proclamation to the people of Illinois, and especially to the citizens of Chicago:

"There is great distress growing out of the want of food in and around the town of Pullman. More than a thousand families, or in the neighborhood of six thousand people, are utterly destitute—nearly four-fifths of these are women and children. The men have endeavored to get work, but were unable to do

so. \* \* \* As a rule the men are a superior class of laboring people—industrious, capable and steady, and some of them have worked for the Pullman company for more than ten years. Those who have been given work can get food, but are still in such an impoverished condition that they cannot help their neighbors if they would. The relief society is unable to get more supplies. On last Saturday it gave to each family two pounds of oatmeal and two pounds of cornmeal, and, having nothing left, it suspended operations, leaving the people in an absolutely helpless condition. The County Commissioners of Cook county, as overseers of the poor, have rendered some assistance, but, owing to limited appropriation, they can furnish relief but for a short time. We cannot now stop to inquire the cause of this distress. The good people of this State cannot allow women and children by the hundred to perish of hunger. I therefore call upon all humane and charitably disposed citizens to contribute what they can toward giving relief to these people." The Governor has also called on the Commissioners of Cook county to do all in their power in the matter.

The foregoing reads like a wail from India or Russia. It informs the world that Pullman is famine-cursed and that help must come speedily if Pullman's slaves are to be rescued from death by starvation. Gov. Altgeld telegraphed George M. Pullman regarding the condition of his former employees, as follows:

"It is claimed they struck because, after years of toil, their loaves were so reduced that their children went hungry. Admitting that they were wrong and foolish, they had yet served you long and well, and you must feel some interest in them. They do not stand on the same footing with you, so that much must be overlooked. The State of Illinois has not the least desire to meddle in the affairs of your company, but it cannot allow a whole community within its borders to perish of hunger. The local overseer of the poor has been appealed to, but there is a limit to what he can do. I cannot help them very much at present, so, unless relief comes from some other source, I shall either have to call an extra session of the Legislature to make special appropriations or else issue an appeal to the humane people of the State to give bread to your recent employees. It seems to me that you would prefer to relieve the situation yourself, especially as it has cost the State upwards of \$50,000 to protect your property and as both State and the public have suffered enormous loss and expense on account of disturbances that grew out of the trouble between your company and its workmen."

The millionaire, true to his cold-blooded nature, remained silent and passive. Gov. Altgeld became heroic, and having made a personal inspection of Pullman homes, addressed a letter to the conscienceless author of the horrible discord, in which he said:

"I examined the conditions at Pullman yesterday, visited even the kitchens and back rooms of many of

the people. I learn from your manager that last spring there were 3,200 people on the pay roll. Yesterday there were 2,220 at work, but over six hundred of these are new men, so that only about 1,600 of the old employees have been taken back, thus leaving over one thousand of the old employees who have not been taken back. A few hundred have left. The remainder have applied for work, but were told that they were not needed. These are utterly destitute. The relief committee has exhausted its resources. It seems to me your company cannot afford to have me appeal to the charity and humanity of the State to save the lives of your old employees. Four-fifths of those people are women and children. No matter what caused this distress, it must be met. If you will allow me, I will make this suggestion: If you had shut down your works last fall when you say business was poorer you would not have expected to get any rent from your tenants; now, while a dollar is a large sum to each of these people, all the rent now due is a comparatively small matter to you. If you will cancel all rent to Oct. 1 you would be as well off as if you had shut down. This would enable those who are at work to meet their most pressing wants. Then, if you cannot give work to all, work some half time, so that all can at least get something to eat for their families. This will give immediate relief to the whole situation, and then by degrees assist as many to go elsewhere as desire to do so, and all to whom you cannot give work. In this way something like a normal condition could be re-established at Pullman before winter, and you would not be out any more than you would have been had you shut down a year ago."

To this letter Governor Altgeld received a reply from George M. Pullman, declining to contribute to the suffering people in his town, and the governor therefore dismissed him, substantially, as follows:

"I see that your company refuses to do anything towards relieving the situation at Pullman. If you will make the round I made, go into the houses of these people, meet them face to face and talk with them you will be convinced that none of them had \$1,300 or any other sum of money a few weeks ago. It is not my business to fix the moral responsibility in this case. There are nearly six thousand people suffering for want of food. They were your employees, and four-fifths of them are women and children. Some of these people have worked for you more than ten years. I assumed that even if they were wrong and had been foolish, you would not be willing to see them perish. I also assumed that, as the State had just been to a large expense to protect your property, you would not want to have the public shoulder the burden of relieving distress in your town. As you refuse to do anything to relieve the suffering in this case, I am compelled to appeal to the humanity of the people of Illinois to do so."

The foregoing is only an outline of a corporation campaign against enslaved and starving men, women and children of unparalleled greed and satanic cruelty. We in-

troduce a mere synopsis of Pullman's rapacity and depravity, to preserve the record, and exhibit George M. Pullman before the world as one of the meanest monsters the country has produced.

#### AN ERA OF BLOODHOUNDISM.

"Down South," when a "nigger" commits a crime and runs away, the first thought is to put bloodhounds upon his track. Some "niggers" evade the hounds. The hounds lose the "scent," and the "nigger" goes free, at least for a time. "Up North" things are transpiring which suggest the bloodhound tactics in vogue "down South." When workmen arouse the ire of the railroad magnates by resisting oppression, spoliation and degradation, having no faith in the ordinary methods of repressing wrong, the magnates fly to the federal courts, which promptly issue "injunctions, which in every essential particular are as arbitrary and as despotic as ever emanated from a czar or a sultan, and to compel obedience, selections are made from the rabble and criminal element to play the role of deputy marshals, and armed with pistols, they are put upon the track of workmen, *a la* bloodhounds hunting "niggers," to capture or to kill as their brutal instincts may dictate, and when these official hounds do not suffice, these federal officials, paid from revenues created by labor, "touch the button," and the land swarms with troops, ordered out by state and federal authorities, and then the plutocratic class and their lickspittles, the press vermin, that riot in the hair and intestines of corporations, applaud such bloodhoundism.

Rev. John Snyder, in the *St. Louis Globe-Democrat*, in the list of "Timely Topics," which he discusses, refers to the act of President Cleveland in sending federal troops to Chicago, an act which has been uproariously indorsed by both houses of congress. Mr. Snyder professes to have "unbounded confidence in Mr. Cleveland's honesty and patriotism and large admiration for his wisdom and statesmanlike qualities;" nevertheless, he believes that Governor Altgeld, of Illinois, in his acts and protests, "is nearer the spirit and purpose of the constitution than the President." He offers a

lame apology for the course pursued by the President, and adds:

But history shows that nations have seen their rights gradually melt away under just such pleas of pressing necessity. Besides, there is no evidence that such an emergency had arisen as the President seemed to assume. The state of Illinois was abundantly able to cope with the conditions, even though the moving or detention of the United States mail was a question at issue. The danger has already passed, and as serious as it was, it never assumed such proportions as justified the denial of the clearly implied right of the state of Illinois to protect the interest of its citizens without federal interference; and a bad precedent has been established. The very heart and core of our governmental system is found in state autonomy. Take that away and we become simply an unwieldy and inelastic mass which will slowly drift into a centralized and bureaucratic despotism. We fought the war of 1861 to destroy the notion that this union could be legally dismembered; not to cancel or obscure the plain, constitutional right of state sovereignty. Mr. Altgeld may be an anarchist and a blatherskite, but I solemnly believe that when this hour of natural human passion has passed away his protest to the President's action will be regarded as sound in logic and strong in its adherence to the spirit of constitutional law.

In analyzing the foregoing, it is easy to see that the writer believes President Cleveland to be a usurper, who has violated the constitution and has established a dangerous and an alarming precedent, which has only to be followed and re-enacted as often as the creatures of federal preference may demand it, to ultimately establish a despotism upon the ruins of the Republic. That their executive outrages are perpetrated in the interest of the rich is shown in every stage of the proceedings. In the name of law and order law is struck down, the will of a despot is substituted, and though quiet may be established by bullets and bayonets it is not order, but oppression, submission *par* necessity, with a *proviso*, to be thrown off when conditions promise a glimmering chance for the down-trodden to break their yokes and chains—a policy fruitful of protests and inflammatory appeals, calling always for more troops and other equipments to maintain a government which was once the government, by, of, and for the people, which found its support, strength and glory in the intelligence, prosperity and sympathy of the masses, but which now in its legislative, judicial and military departments is a government by, of, and for the plutocratic class, from which the masses

are turning with loathing. This condition of things is treated with levity and scorn. The courts issue decrees and fine and imprison men without trial, and when men protest, chief executives, with the vengeance of savages, institute bloodhound tactics and hunt down those who dare resist, as bloodhounds pursue "niggers" "down South," and this is done beneath the starry folds of the national flag, and men are expected to sing—

"Long may it wave,  
O'er the land of the free and the home of the brave."

No sane man can contemplate present conditions with composure. The whole country is volcanic. There is a hot breath of discontent rising from the throats of millions of oppressed men, like smoke from active volcanoes, and the country is in the grasp of alarms, and federal and state bloodhoundism will not make things better.

#### VILLAINY IN HIGH PLACES.

It is very common for a subsidized press now-a-days, in explosive pyrotechnics, to laud and magnify the railroads as the chief factor in carrying forward American civilization. As a result railroad builders, in spite of themselves and their record, are held up as philanthropists, constantly enduring those yearnings of soul for man's happiness and salvation which distinguished the prophets and attuned David's harp to heavenly melodies. The plutocratic swindlers appreciate the contemptible crew of fawning bootlickers, know the dirty material of which they are made, but tolerate them because their nefarious schemes are aided by the subserviency of their menials. The following from the Evansville *Courier* presents a number of these millionaire scamps in their true colors before the public:

Never was there a more colossal robbery than that of the Pacific railroads by C. P. Huntington, Leland Stanford, Mark Hopkins and Charles Crocker. Their aggregate wealth when they commenced the construction of the Central Pacific Railroad was less than \$20,000, according to the tax duplicate of Sacramento, Cal., which was the home of all of them. It has been proven that they made a profit in cash, bonds and stock out of the construction of the Central Pacific and its branches of more than \$100,000,000, and it is also in evidence that the net earnings of the company, all of whose stock they own, have amounted to \$170,000,000 during the past thirty years. Yet

they have not paid 1 cent of interest on the subsidy bonds issued by the government in the aid of this road, nor have they provided an adequate sinking fund to take up the bonds at maturity. The history of the world affords no parallel to this audacious theft, but the same audacity which accomplished it is now being used in Washington to induce congress to give these four millionaire estates another hundred years in which to add to their plunder. They want a century's time for the payment of the principal and interest to the government. They will not get it from this congress although the Republicans of the senate with the help of the six Democratic traitors who have been the attorneys of that other colossal theft known as protection would probably give Huntington and his associates whatever they might ask. They have only to divide the vote of the Democracy, however, so as to assure a Republican congress next year, to get what they want from that party which has always served monopolies, trusts and railroad wreckers and robbers.

Thus are four millionaire miscreants, robbers, as contemptible as so many bunco steerers, or green goods men, rioting in luxury on stolen money, not one dollar in a thousand honestly obtained by any possible verdict honest men would render. They have robbed the government, robbed the public, robbed their employees and pocketed the swag. They have violated laws and contracts, but the government has taken no adequate steps to punish the rascals. The courts issue no restraining orders to suppress the rascals, and their robberies go unpunished. The facts made public startle the country because it is seen that the government, by its congress and courts, permit rascality in high places to prosper without let or hindrance while with lynx-eyed vigilance it watches poor devils, who, being robbed by corporations, dare protest, and the moment that they try to secure fair wages from these plutocratic pirates are subjected to all the pains and penalties pampered judges and a military machine impose. Why prate of a government by the people, of the people and for the people, when gangs of organized capitalists plunder the people, and placing their money where it will do the most good, debauch congressmen, senators, legislators and courts, upon the plan of Jay Gould, who, when he wanted a judge to do his bidding, went out and bought him. Under such circumstances it is not surprising that the government, the courts, legislators and military machines, one and all, are looked

upon as being engaged in Russianizing the United States of America for the purpose of filling the land with serfs—giving the lie direct to the old-time eulogy that this is "the land of the free and the home of the brave," demonstrating beyond equivocation that it is becoming the land of the plutocrat and the home of starving, degraded American wage-earners

### COREA.

The war between China and Japan, over Corea, has for some time attracted the attention of civilized countries.

Corea, or Tso-Sien, is a peninsula lying between the Yellow sea on the west and the sea of Japan on the east. In length, Corea is 580 miles, and from 200 to 260 miles in breadth, having an area of 52,000 square miles.

Old time geographers were able to give boundaries sufficiently accurate for schools, but in matters relating to physical aspects, climate, people, government, religion, products, etc., there was a deal of conjecture which later explorations set aside. As for instance we are told by high authority, at a date very modern, that "the Coreans are a well-made race, with an agreeable physiognomy and very polished manners," but more recent accounts represent the people of Corea as a miserable mass of human beings, and as a race about played out, their country inhospitable and dreary—but, strategically considered, important to China, Japan and Russia—hence the war now going on. If it has any significance, it is that Corea shall not be gobbled up by either of the powers named, but shall remain, as it is, in the hands of the natives, who, being ignorant and superstitious and wanting in capabilities, are not dangerous.

It appears that Corea has been for a long time tributary to China, though once upon a time conquered and held by Japan. It is said that the literati of Corea make use of the Chinese language and characters, though the common herd have a language and an alphabet of their own, and further, that the religion of Corea is the same as that of China.

By examining the map, it will be seen, if China can't send troops to Corea by water,

she can march them in overland, by a circuitous route, and since China has a population of about 400,000,000 while Japan is credited with no more than 50,000,000, it would seem that ultimately China would win the pot—that is to say, defeat Japan. This, however, is by no means certain, since the Japs are by far the most warlike people and largely in advance of the Celestials in training, whether the war is conducted on the land or on the sea. Russia would like to transfer Corea to her empire, because such a transfer would give her sea-ports and enable her to develop a great naval force, but, if the time is not yet ripe for the conquest, Russia will see to it that neither China nor Japan acquire control in Corea—hence the war between China and Japan appears to be a singularly foolish affair, having no compensating end in view, since Russia, if she cannot gobble the country, will not permit either China nor Japan to occupy and rule it.

If by some fortunate turn in affairs both China and Japan could be involved in a war with Christian nations, much real good might be achieved. As for instance, all the ports of the two pagan empires might be thrown open to trade, and the barbaric exclusiveness knocked out of them. It is all folly to expect any valuable results from missionary work—these heathens should be required to open their ports and admit the civilizing influences of commercial nations. The idolatry, despotism and exclusiveness of China and Japan should be knocked out of them, and if the war between these copper-colored nations could be made to accomplish such a result, it would be a blessing.

### RICKS.

U. S. District Judge Augustus Ricks appears to be, as Lincoln was in the habit of saying, "a bad egg." A "bad egg" undisturbed is not offensive, but break its shell and the vocabularies of the world are not equal to the task of describing what follows.

Ricks was believed to be a bad egg. As a judge working men had no doubts concerning his rottenness. They believe him to be the weak, pliant, venal and contempti-

ble tool of corporations, ready to do their bidding for such considerations as they might offer. But they are unable to smash his judicial shell and compel the nation to hold its nose. Finally, however, the opportunity came, and the Central Labor Union of Cleveland, O., availed itself of the occasion to expose Ricks, and exhibit him before the country, not only as a judicial Judas and a corporation parasite, but as a man whose accounts are as crooked, as his judicial opinions, showing him to be, and to have been, always on the *make*, totally regardless of the commandment, "Thou shalt not steal."

In overhauling his account, before hell and heaven were outraged by his appointment to the U. S. bench, Ricks has been shown to have been guilty of embezzlement, of defrauding the government, of pocketing money which did not belong to him, in a word, he is charged with being what is termed in police parlance a "sneak thief"—and he is to be investigated by a congressional committee, and if found to be guilty, as will doubtless be the case, away goes his judicial head, and the miserable rascal may find himself wearing stripes instead of judicial ermine. The charge is that he stole something more than \$1,500, and if that amount is uncovered he doubtless managed to steal other amounts which will not be unearthed. Such is Ricks, the corporation judge, who delighted to lay his official paw upon working men.

CANADA has 15,020 miles of railroad track, said to have cost \$872,156,000, or \$58,066 a mile, when in fact \$30,000 a mile would be an overestimate, indicating that the Canadians are trying to pay interest on \$421,551,320 of water. A Judge Caldwell in Canada must be a hugely felt want.

#### To the Real Friends Of the Home For Aged and Disabled Railroad Men.

MY DEAR BROTHERS:—I feel that I must from my very heart thank you one and all for what you are doing to sustain this Home. I have just come from the bedside of the helpless men there. As I sat and talked with the inmates and realized how comfortably they are situated, I said to myself, "how I wish every railroad man in the nation could look in upon them."

If these men had homes of their own and were in independent circumstances as far as money is concerned, they could not be made more comfortable than they are now. These poor men, four of them paralyzed, three of them to such a degree that assistance must be rendered to them in taking their food and in the operations of nature, are now provided for in much better shape than they would usually be in a home of their own.

What would these men do if it were not for the Home I cannot see.

Again let me express to all the contributors for the support of the Home my most heartfelt thanks for the remembrance of a brother's need. To be sure, it is a very small sum each one of you pay, but the great good that comes to these helpless men from these many little is absolutely inexpressible. I firmly believe, did every railroad man in the land know just exactly what good comes to these helpless men as the writer does, there is not one in all the tens and hundreds of thousands who would refuse to contribute his mite to the support of the Home.

Brothers, will you allow me once again to assure you your money is most sacredly and economically used for the one purpose alone, and that is to make as comfortable as possible the unfortunate men who, from accident or exposure have lost health, or by being crippled, can no longer do work on the rail and have no way of making a livelihood.

Some who have had the benefits of the Home have gone out from it, and poor, human nature-like, have attempted to "befoul the nest that so freely gave them shelter." This is disheartening and terribly discouraging to us who have given so much time and toil to its building up. But this should not discourage us. As our Great Leader in working for humanity has said, "If they have done these things to the green tree what will they not do to the dry." He, in the love and compassion of his great heart, cured the ten men who were sick with the loathsome leprosy. Still but one only returned to thank him for doing what no other one could do. So, brothers, if some are ungrateful and return abuse for good done to them, let us, by patient continuing in well-doing, make these helpless men who are now inmates here feel that they indeed have a home where their brother railway men will see to it that their every want shall be fully met.

These are now hard times. Many a man is seeking a job, and we sometimes may have a fear that these men here will be forgotten; but then our faith in railroad men rebukes us. You will not forget them. As I said above, could you all only spend even an hour at the Home you would never



after have to doubt of the good it is doing. Most of you know me well enough to trust me to see for you and you will take my word for it.

As Dr. Ingalls said to me this morning: "If I could be assured that should misfortune come to me I should find as comfortable a home in helplessness as these men now have, I should cast all fear to the winds."

I do then most earnestly hope and trust that in these hard times no one will forget to send in his little mite, so that the doors of the Home shall still stand wide open for every deserving but helpless railroad man.

L. S. Coffin, President.

#### A Word of Caution.

MR. EDITOR:—With the advent of the recent locomotive, with its mammoth firebox arranged to give every inch of heating surface possible, the fireman is besieged with new dangers. To one of the most formidable I wish to call attention. It is one which the fireman seems to recognize the least.

A number of eye cases have recently fallen under my observation, which prompt me to utter a word of advice and caution. I will studiously avoid all medical terms that the laity, one and all, may comprehend the full import of my words.

The covering of the eye ball, particularly that portion concerned in the admission of the rays of light, is made up of very delicate transparent cells. This membrane is continually kept moist by the action of the eye lids. That these cells must be perfectly transparent, in order to allow of perfect vision, must be evident to every man. That they must be kept moist, to avoid friction with the eye lids and irritation from foreign material, is an obvious fact.

The chemical composition of these cells is similar to that of the white of eggs. Now we all know the change that takes place in the egg when exposed to heat. How the transparent portion thickens, turns white and becomes opaque. Firemen, when you swing open the firebox door on one of the modern moving volcanoes, especially those called culm-burners, is not the heat intense? Is not the brilliancy of the fire blinding. Will not repeated exposures of this kind cause the same change in the delicate cell covering of the eye ball as takes place in the egg.

Does not the intense heat rapidly evaporate the protecting fluid of which I spoke; and allow of friction between the eye ball and lids? Does not the blinding brilliancy of the fire have a paralyzing effect upon the nerve of sight? To all these questions ophthalmic surgeons, one and all, answer yes! How may this be prevented? Simply by wearing a pair of colored glasses when look-

ing into the firebox. They will prevent the heat striking the eye ball, causing evaporation of the protecting fluid and opacity of the cells. They will prevent the brilliancy of the fire injuring the nerve of sight.

By this simple precaution you may ward off many sleepless nights from swollen, red, smarting and aching eyes, which would lead finally to impaired vision or total loss of the same.

F. C. Hall, M. D.

SCRANTON, Pa.

#### OCTOBER.

The summer is rolling along,  
The leaves are one color and sear,  
I tell you my boys in this song,  
With the force of a truth-telling tongue,  
That winter will shortly be here.

The time when we'll suffer with chills,  
When we'll ache with the pains in our bones,  
And must swallow whole boxes of pills,  
Yes, and also some quinine and squills,  
To allay our unfortunate groans.

What a beautiful sight it will be,  
For a fellow to roll out of bed,  
About ten feet of hummocks to see,  
Then a breeze full of devil-tongued glee,  
Pelting icicles onto his head!

Ere the sun takes a notion to yawn,  
Ere he thinks from his couch to arise,  
About three or four hours before dawn,  
A poor devil must jump and begone,  
To fight drifts under blizzard-swept skies.

I regret when my lifetime began,  
That my sex was the kind that it is,  
There's no mercy at all for a man,  
While a woman can glide o'er life's span,  
If she's got but a sootherin' phiz.

If we only could muster content,  
And apply it to salve our distress,  
When our minds are on misery bent,  
We need never half starve in the tent  
Of our lives we must truly confess.

Evermore I shall dream I'm a king,  
And I'll not on my face let a frown,  
Whatever the Fates to me bring,  
Yes, I'll laugh and I'll jovially sing,  
But, oh, Lord, I'm in need of a crown!  
—Shandy Maguire.

#### Mr. Carwardine's Book on the Pullman Strike.

Editor *Locomotive Firemen's Magazine*:

I learn that rumors have been unjustly circulated to injure the sale of Rev. W. H. Carwardine's recent book, "The Pullman Strike," on the ground that it was published from a non-union office. The fact of the matter is that the house of Charles H. Kerr & Co. has for years been a reform publishing house in the interest of the people as against capitalists.

A short time ago they acquired by purchase the book composing plant of the Thorne Type-Setting Machine Co. in Chicago. The typographical union had never fixed a scale for this machine, and for that reason the plant was run outside the union. Since the attention of the company, however, has been called to the matter they

have made application for admission to the union which has been favorably received, as will be seen from the following letter from the president of the typographical union, given out by him at 3 P. M. to-day:

*To Whom it May Concern :*

The firm of Charles H. Kerr & Co., publishers, having promised to unionize their printing office under the auspices of Chicago Typographical Union No. 16, as soon as possible, the undersigned would recommend that cognizance hereof should be had by all friends of organized labor, and patronage be accorded them, especially as regards Rev. W. H. Carwardine's book, "The Pullman Strike."

Fraternally,

JAMES GRIFFON,  
President C. T. U. No. 16.

I trust you will be willing to publish this letter in order to correct the false impression which has been made on many good union men. It must be evident to all that nothing would suit the Pullman Co. better than to have Mr. Carwardine's little book suppressed, while its wide circulation can not fail to benefit the cause of labor everywhere.

Yours fraternally,

*John T. Ridge,*

Gen'l. Agt., 175 Monroe St.

CHICAGO, Sept. 5, 1894.

### "Striking for Life."

This is the title of John Swinton's great book on the recent great strike. It is not necessary to say that John Swinton is pre-eminently the author for such a work, and those who have been privileged to examine its pages enthusiastically declare that the old veteran has in all regards been equal to himself. The style is clear, graphic, almost startling in the vividness of its portrayal of the exciting events that marked the progress of the great contest. The labor world on both sides of the Atlantic will be interested in what John Swinton has to say on this all important subject. His noble heart has always been with the lowly and down-trodden and it is not difficult to guess what are the distinguishing features of his reflections and conclusions. All his self-sacrificing life he has pleaded the cause of the masses, scorning wealth, disdaining the edicts of society, refusing to be bribed by position. His large brain and tender heart in holy alliance, John Swinton stands to-day the patron saint of the working poor and has the genuine gratitude and affection of more of *Les Misérables* than any man in America.

Every workingman, every student of social science, should read John Swinton's "Striking for Life." The book is truly great. It is an arsenal of fact and logic and for purposes of reference absolutely invaluable. Send to A. H. Keller & Co., Publishers, Philadelphia, Pa., for a prospectus. The advertisement of the book appears elsewhere.

### The Captain's Visitor.

During the summer of 1868, being in the service of the United States, I was stationed at Fort Wallace, Kan. In those days the arrival of the overland mail coach was an event of some importance, and those of us who were off duty used to be on hand at the post trading store to welcome it, and incidentally to note the number of bullet holes made in it since the last trip.

(One morning there got off the coach from the west a tall, middle-aged man, wearing a broad slouch hat, a long linen duster, and a pair of cavalry boots, into which his trousers were carelessly stuck. Seeing my comrade and me in close proximity, he approached, and we, recognizing him, gave a military salute, which he gracefully returned.

He inquired who was in command of the garrison. I answered:

"Capt. B—— is temporarily in command in the absence of Col. ——."

He desired to be directed to Col. ——'s quarters. We pointed out the house. Then I returned to the office where I was on duty as clerk.

Capt. B—— was a pompous martinet who had never smelled powder in his life, and was detested by both officers and men. In due time he arrived, and having noticed the tall man, he called to his orderly:

"Orderly, go and ask that man sitting in front of Col. ——'s quarters whether he is an officer."

The orderly returned with an answer in the affirmative.

Said Capt. B——: "Give my compliments to that officer and say that I desire his presence at headquarters."

The orderly did so.

Shortly after the tall man entered. Capt. B——, looking quite stern, asked:

"Sir, are you an officer of the army?"

"I am."

"To what branch of the service do you belong?"

"Not to any particular branch at present."

"On what duty are you?"

"Well, I have been traveling a little, lately, through the west."

"Are you on leave of absence?"

"Not exactly."

"Well, sir, did it not strike you that it was your duty to report to these headquarters immediately on your arrival in the garrison?"

The tall man admitted that it had not struck him; in fact, he was tired and hungry and thought more of breakfast and a little rest than anything else.

Said Capt. B——: "Well, sir, that is no excuse for a breach of military etiquette. We keep here a book in which we require all officers entering the garrison to register.

Orderly, hand the register to the officer. You will be good enough to write your name, rank and regiment, with such remarks as will be necessary."

The gentleman leisurely took the pen and quietly wrote:

"William T. Sherman, lieutenant general, United States army."—*Chicago Record*.

### The Lawyer's Bad Break.

"It is well for a speaker to know where his peroration is going to end when he begins," said E. H. Harper of Denver. "I heard a young lawyer make his maiden speech. It was in defense of a fellow who was about half-witted, arrested on the charge of stealing a hog, the young attorney having been appointed by the court. His defense was that his client was an idiot and unable to distinguish between right and wrong. He closed a flowing speech with a peroration like this:

"Gentlemen of the jury, look at my client. That low, receding forehead, those lusterless eyes, portend that he was deprived by nature of the power to distinguish right from wrong, ignorant of the distinction which exists between his own property and that of others. To him, as to the two-year old child, whatever he wants and can reach belongs to him. He knows neither why it does nor why it does not. But, gentlemen of the jury, such are the institutions of this, our free and glorious country, that my client, idiot though he is, stands for a trial to-day by a jury of his peers." The culprit got the full limit of the law."—*St. Louis Globe Democrat*.

### A Huge Empire.

Millions of acres of land are lying idle in western Kansas and Nebraska, in Colorado, Wyoming, Utah, Nevada, Idaho, Montana, Arizona, New Mexico and California, wanting only the magic touch of water to make them bloom into a flower garden, and yet producing nothing but lean coyotes, sun-logs and scenery. One million acres of arid, worth \$1.25 per acre, or \$1,250,000, if watered, would bring \$11,250,000. According to the estimates of Maj. Powell, there are 1,000,000 square miles of these lands which need only water to render them productive. Special Agent Hinton estimates that there are 17,000,000 acres of arid lands which the general government could and should reclaim.

If we add 17,000,000 acres to our cultivated domain we shall increase our capacity for supporting a farming population as much as though we had absorbed one-third of the cultivated land in the United Kingdom, or one-fifth of that of France, or one fourth that of Germany, or all the cultivated land of Sweden, Norway and Greece, put to-

gether. We can annex a Canada of our own without asking anybody's leave, and have a million acres to spare. We can have within our own borders as much cultivable land, in addition to our present 208,000,000 acres, as Australia and Holland combined have under cultivation.—*Cy. Warman in McClure's Magazine*.

### A Song Worth Thousands.

"The Poet of the Rockies," Mr. Cy Warman, is responsible for "Sweet Marie." Mr. Warman likes "Sweet Marie." One reason for his fondness is that he made \$2,667 in royalties between January and July, and expects his receipts for the three months ending with September to be over \$2,000 more.

Mrs. Warman is in a measure as responsible to the public for "Sweet Marie" as her husband is. She inspired the song. Her name is Marie; and they have been married only a couple of years, which accounts for "Sweet Marie" perfectly.

Mr. Warman has not always been a poet, although he is now making thousands of dollars from a successful song and has already made a reputation. He went to Colorado in 1880, when he was twenty-five years old, and began work on the Denver & Rio Grande railroad as a fireman. His train ran through the famous Marshall Pass, and he attributes his subsequent career as a poet to the inspiration of the scenery in the Rockies. "I couldn't help writing poetry with such scenery as that to run my engine through," he says.—*Exchange*.

### "The Pullman Strike."

This valuable and interesting book by the Rev. W. H. Carwardine should be read by every man who is interested in the labor question. It contains 136 pages of solid matter in relation to the origin and progress of the great Pullman strike. Mr. Carwardine is pastor of the First M. E. church in Pullman, has been a close student of men and conditions there, and no one is better qualified to fairly, impartially and accurately relate the facts that led up to the greatest strike of the world and the main features of that great conflict until its close.

To get the truth, clearly and concisely, send 25 cents for a copy of the "Pullman Strike" to Chas. H. Kerr & Co., Publishers, 175 Monroe street, Chicago, Ill.

### Special Notice.

FOUND.—A gold B. L. F. ring, marked with the initials M. J. B. 1892 on inside. It was found on a negro who was arrested and is believed to have been stolen. Policeman J. C. Kennedy has the ring, from whom the owner can get it on describing same.

### Address Wanted.

DELL E. DAVIDSON is requested to send his address to his sister, Lillian A. Davidson, 800 Fourth avenue, south, Minneapolis, Minn.

## GRAND LODGE.



## Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER, }  
TERRE HAUTE, IND., September 1, 1894. }

## To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund for the month of August, 1894.

## RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$274.41	62	\$1.81	121	\$142.161	201	\$98.8		
2	38.42	40	82.98	122	50.162	202	130.8		
3	540.43	130	88.192	123	88.163	203	142.8		
4	178.44	110	84.128	124	92.164	204	74.8		
5	188.45	224	85.92	125	74.165	205	76.8		
6	108.46	86	92.126	126	46.166	206	52.8		
7	56.47	280	87.52	127	104.167	207	196.8		
8	200.48	154	88.64	128	42.168	208	80.8		
9	178.49	64	89.129	129	162.169	209	100.8		
10	182.50	89	90.130	130	166.170	210	54.8		
11	180.51	72	91.26	131	66.171	211	174.8		
12	266.52	82	92.74	132	94.172	212	74.8		
13	376.53	62	93.86	133	98.173	213	64.8		
14	54.54	90	94.154	134	114.174	214	88.8		
15	128.55	52	95.58	135	106.175	215	128.8		
16	200.56	24	96.74	136	48.176	216	84.8		
17	106.57	292	97.72	137	66.177	217	84.8		
18	60.58	98	98.104	138	104.178	218	66.8		
19	158.59	78	99.208	139	34.179	219	182.8		
20	82.60	24	100.76	140	154.180	220	158.8		
21	88.61	154	101.126	141	110.181	221	110.8		
22	26.62	148	102.130	142	164.182	222	92.8		
23	30.63	40	103.216	143	183.183	223	74.8		
24	84.64	154	104.144	144	16.184	224	68.8		
25	162.65	124	105.40	145	136.185	225	48.8		
26	146.66	90	106.54	146	164.186	226	148.8		
27	144.67	208	107.162	147	152.187	227	116.8		
28	68.68	46	108.72	148	106.188	228	290.8		
29	58.69	60	109.130	149	574.189	229	70.8		
30	78.70	80	110.36	150	166.190	230	96.8		
31	52.71	168	111.116	151	78.191	231	158.8		
32	78.72	172	112.54	152	122.192	232	88.8		
33	98.73	94	113.156	153	62.193	233	70.8		
34	124.74	114	52.164	98	144.194	234	94.8		
35	34.75	178	115.96	155	120.195	235	40.8		
36	94.76	116	48.156	104	196.196	236	122.8		
37	80.77	248	117.100	157	197.197	237	192.8		
38	114.78	184	118.60	158	114.198	238	92.8		
39	40.79	119	38.159	48	199.199	239	66.8		
40	88.80	120	116.160	116	200.200	240	180.8		

## RECEIPTS—Continued.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
241	374	288	866	385	\$0	382	\$106	429	476
242	206	289	96	386	34	383	70	430	477
243	30	290	887	387	174	384	20	431	478
244	18	291	186	388	84	385	70	432	479
245	292	292	839	389	886	21	433	480	480
246	293	40	340	38	387	60	434	156	481
247	182	294	74	841	58	388	108	435	56
248	146	295	46	842	62	389	72	436	483
249	296	296	46	843	30	890	102	437	26
250	206	297	108	844	42	891	94	438	36
251	251	298	845	58	392	64	439	488	486
252	160	299	90	346	38	893	48	440	90
253	90	300	72	847	62	894	58	441	66
254	156	301	72	848	56	895	48	442	68
255	74	302	76	849	2	896	76	443	80
256	303	44	850	40	397	30	444	132	481
257	304	124	851	40	398	64	445	482	482
258	305	52	352	64	399	34	446	118	483
259	118	306	172	858	50	400	78	447	44
260	24	307	130	854	166	401	90	448	110
261	76	308	74	855	402	54	449	88	484
262	102	309	156	856	403	24	450	44	485
263	124	310	72	857	62	404	56	451	30
264	66	311	50	358	10	405	138	452	62
265	102	312	859	52	406	40	453	60	500
266	134	313	46	860	80	407	96	454	116
267	140	314	861	142	408	64	455	38	502
268	66	315	152	362	409	102	456	54	503
269	60	316	194	363	110	410	88	457	48
270	74	317	84	364	96	411	458	16	505
271	88	318	48	365	60	412	459	30	506
272	52	319	68	366	2	413	42	460	66
273	86	320	70	367	44	414	08	461	60
274	22	321	40	368	40	415	462	114	508
275	34	322	28	369	90	416	44	463	88
276	70	323	22	370	20	417	54	464	42
277	14	324	50	371	70	418	54	465	48
278	30	325	84	372	74	419	86	466	110
279	28	326	112	373	44	420	467	514	514
280	16	327	874	62	421	36	468	44	515
281	116	328	375	68	422	36	469	38	516
282	50	329	376	38	423	72	470	50	517
283	96	330	172	377	110	424	108	471	62
284	302	331	378	208	425	70	472	168	519
285	242	332	68	379	190	426	92	473	520
286	72	333	184	380	22	427	80	474	60
287	334	106	381	40	428	58	475	110	

Balance on hand August 1, 1894 . . . . . \$47,467.58  
Received during month . . . . . 42,526.00

Total . . . . . \$89,993.58

## DISBURSEMENTS.

By claims 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361 . . . . . \$51,000.00

Balance on hand September 1, 1894 . . . . . \$38,993.58

Respectfully submitted,  
F. W. ARNOLD, G. S. and T.

## Rather Absent Minded.

Mrs. Sarah Grand, the novelist, is one of those known as "absent minded." One day a visitor found her with a big awkward volume on her knee, heated, excited and evidently put out.

"Is anything the matter?" asked the visitor  
"Oh, yes," she answered, "I've lost my pen and I'm trying to catch the post."

"Why, where are you looking for it?"  
She glanced at the visitor and then at the book.  
"—I believe I was looking for it among the pages of the Dictionary."—*Youth's Companion.*

**GRAND LODGE.**

**T** . . . . . Grand Master  
Terre Haute, Indiana.

**EAN** . . . . . Vice Grand Master  
Princeton ave., Englewood, Ill.

**D** . . . . . Grand Secretary and Treasurer  
Terre Haute, Indiana.

**BOARD OF GRAND TRUSTEES.**

**ES** . . . . . Chairman  
35 Eleventh St., Denver Col.

**IER** . . . . . Secretary  
14 E. Clark ave, Parsons, Kan.

**TTON** . . . . . 975 N. Water st., Decatur, Ill

**GRAND EXECUTIVE BOARD.**

**BALL** . . . . . Chairman  
Stratford, Ontario, Box 123.

**KE** . . . . . Secretary  
Taylor, Tex.

**TON**, 3837 Hamilton st.,  
W. Philadelphia, Pa

**ER**, . . . . . 1503 Brooks St., Houston, Tex

**S** . . . . . 119 So. Green St., Chicago, Ill

**SUBORDINATE LODGES.**

**PARK**; Port Jervis, N. Y.  
Engineers' Hall, corner Ball and Pike  
ary Wednesday.

**yd**, 18 Washington st . . . . . Master  
lieu, 126 W. Main st. . . . . Secretary

**ok**, 3 Mount Wm. st. . . . . Collector  
gardus, 3 Front st. . . . . Receiver

**ey**, 52 W. Main st. . . . . Magazine Agent

**AN** - Monon, Ind.

**I. O. O. F. Hall**, 1st and 3d Sundays.

**ellenberger** . . . . . Master

**ahnstock** . . . . . Secretary

**utter** . . . . . Collector

**ellenberger** . . . . . Receiver

**olmes** . . . . . Magazine Agent

**ED DAUGHTER**; Jersey City, N. J.

**Fisher's Hall**, cor. Erie st. and Newark

**rd and 4th Sundays.**

**enner**, 210 5th st. . . . . Master

**adbury**, 495 Pavonia ave . . . . . Secretary

**alte**, 246 Magnolia ave . . . . . Collector

**cmahon**, 58 Gregory st. . . . . Receiver

**odges**, 117 Glenwood ave . . . . . Mag. Agent

**T EASTERN**; Portland, Maine.

**n B. of L. E. Hall**, cor. Temple and Cons-

**ts**, 1st and 3d Sundays.

**camer**, 3 Briggs st. . . . . Master

**nnett**, 9 Briggs st. . . . . Secretary

**well**, G. T. R. R. Rd. House . . . . . Collector

**camer**, 3 Briggs st. . . . . Receiver

**offn**, 1019 Congress st. . . . . Magazine Agent

**ITY**; St. Thomas, Ont.

**n Forester's Hall** every Tuesday at 2:30

**McCarthy**, Box 582 . . . . . Master

**McDonald**, Box 1273 . . . . . Secretary

**Lurray**, Box 1273 . . . . . Collector

**edford**, Box 1273 . . . . . Receiver

**urch**, Box 1273 . . . . . Magazine Agent

**E OF THE WEST**; DeSoto, Mo.

**n K. P. Hall**, cor. Second and Boyd sts.,

**Monday at 2 P. M.**

**Richardson** . . . . . Master

**Spence**, Box 14 . . . . . Secretary

**Larron** . . . . . Collector

**ler**, Box 65 . . . . . Receiver

**andyke** . . . . . Magazine Agent

**MAC**; Washington, D. C.

**n Weller's Hall**, 8th and 1st S. E., 2d and

**Sundays.**

**attlingly** . . . . . Master

**lah Reagan**, 513 6th St. S. W. . . . . Secretary

**O'Brien**, 203 1 St. S. E. . . . . Collector

**Cahoon**, 768 6th St S. E . . . . . Receiver

**benny**, 466 1st. S. W. . . . . Magazine Agent

**8. RED RIVER; Denison, Tex.**

**Meets in Odd Fellows' Hall** 1st and 3d Saturdays

**at 7:30 P. M.**

**C. I. Turner**, 216 Main st. . . . . Master

**W. L. Blessing**, Central Hotel, Main st. . . . . Secretary

**J. J. Crofton**, 203 E. Morgan st. . . . . Collector

**J. K. Fairley**, 320 Munson st. . . . . Receiver

**W. B. Stafford**, L. Box 292 . . . . . Magazine Agent

**9. FRANKLIN; Columbus, Ohio.**

**Meets in B. of L. E. Hall**, 80½ N. High st., alter-

**nate Mondays at 7:30 P. M.**

**K. G. Hoag**, 157 E. Russell st. . . . . Master

**W. H. Nason**, 765 Neil ave . . . . . Secretary

**P. J. Singleton**, 468 Grove st. . . . . Collector

**J. F. McNamee**, 1050 Atchison st. . . . . Receiver

**R. G. Bradley**, 1115 Atchison st. . . . . Mag. Agent

**10. FOREST CITY; Cleveland, Ohio.**

**Meets at 182 Ontario st**, 1st and 3d Sundays at

**1:30 P. M.**

**J. V. Reynolds**, 100 Delaware st. . . . . Master

**E. G. Lowrey**, 13 Abbey st. . . . . Secretary

**A. G. Laubscher**, West Cleveland . . . . . Collector

**T. P. Curtis**, 41 W. Madison st. . . . . Receiver

**T. J. Dicks**, 39 W. Madison st. . . . . Magazine Agent

**11. EXCELSIOR; Phillipsburg, N. J.**

**Meets in Gwinner's Hall**, 2d and 4th Sundays.

**W. M. Myers** . . . . . Master

**W. E. Prall**, Box 56 . . . . . Secretary

**C. J. Herbert**, 827 Main st. . . . . Collector

**J. W. Sinclair**, L. Box 96 . . . . . Receiver

**A. M. Vanatta** . . . . . Magazine Agent

**12. BUFFALO; Buffalo, N. Y.**

**Meets in Firemen's Hall**, 198 Seneca st, every

**Tuesday evening.**

**Jas. Manning**, 851 Eagle st. . . . . Master

**F. J. Brennan**, 175 S. Division st. . . . . Secretary

**T. J. Burke**, 79 Fulton st. . . . . Collector

**P. J. McNamara**, 173 Chicago st. . . . . Receiver

**P. M. Cleary**, 189 N. Ogden st. . . . . Magazine Agent

**13. WASHINGTON; Jersey City, N. J.**

**Meets in Masonic Hall**, cor. Pacific ave and Ma-

**ple st, every 3d Sunday at 10:30 A. M.**

**E. F. Jones**, Communipaw ave . . . . . Master

**Henry Klein**, 135 Woodward st. . . . . Secretary

**Geo. Snyder**, 210 Monitor st. . . . . Collector

**W. J. Lewis**, 401½ Communipaw ave . . . . . Receiver

**G. R. Rowland**, 224 Franklin st, Elizabeth,

**Magazine Agent**

**14. EUREKA; Indianapolis, Ind.**

**Meets in Griffith Block**, 34 W. Washington st,

**every Tuesday at 8 P. M.**

**T. D. McKeever**, 216 Delos st. . . . . Master

**W. J. Hugo**, 45 Ruckle st. . . . . Secretary

**E. J. Kline**, 691 N. West st. . . . . Collector

**W. J. Hugo**, 45 Ruckle st. . . . . Receiver

**A. H. Reynolds**, 81 Gillard ave. Magazine Agent

**15. ST. LAWRENCE; Montreal, Canada.**

**Meets in St. Charles Club Hall** alternate Sun-

**days.**

**S. J. Adams**, 382 Magdalen st., Pt. St.

**Charles** . . . . . Master

**Robt. Williamson**, 134 Congregation st.,

**Pt. St. Charles** . . . . . Secretary

**David Mahoney**, G. T. Ry., Pt. St.

**Charles** . . . . . Collector

**Thos. Wilson**, Pt. St. Charles . . . . . Receiver

**J. G. Roxborough**, 91 Conway st, Pt St.

**Charles** . . . . . Magazine Agent

**16. VIGO; Terre Haute, Ind.**

**Meets in Brotherhood Hall**, S. E. cor. Wabash

**ave, and 7th st., 2d and 4th Wednesdays at 7:30**

**P. M.**

**McE. B. Glenn**, 1427 S. 6th st. . . . . Master

**J. F. O'Reilly**, 624 N. 5th st. . . . . Secretary

**W. J. Butler**, 402 N. 12th st. . . . . Collector

**C. A. Bennett**, 1004 N. 9th st. . . . . Receiver

**P. H. Smith**, 359 N 12th st. . . . . Magazine Agent

**17. PINE RIDGE; Chadron, Neb.**

**Meets in I. O. O. F. Hall**, 1st and 3d Sundays.

**J. E. Platner**, Box 547 . . . . . Master

**W. E. Drews** . . . . . Secretary

**Herman Mechler** . . . . . Collector

**H. O. Smith**, Box 534 . . . . . Receiver

**J. A. Powers** . . . . . Magazine Agent

**18. WEST END; Slater, Mo.**

**Meets in K. of P. Hall** 1st and 3d Saturdays.

**J. J. Day** . . . . . Master

**W. R. Van Rooven** . . . . . Secretary

**M. C. Page** . . . . . Collector

**F. G. Klein** . . . . . Receiver

**H. W. Redman** . . . . . Magazine Agent

**19. TRUCKEE; Wadsworth, Nevada.**

Meets in B. of L. E. and B. of L. F. Hall every Friday at 7 P. M.

No. Micanter . . . . . Master  
G. W. Lindsay . . . . . Secretary  
W. F. Brown . . . . . Collector  
C. A. Beemer . . . . . Receiver  
W. H. Osborn . . . . . Magazine Agent

**20. STUART; Stuart, Iowa.**

Meets in Engineer's Hall every Tuesday at 2:30 P. M.

J. L. Williams . . . . . Master  
Wm. Stewart . . . . . Secretary  
C. B. Barnhart . . . . . Collector  
Jacob Schlarb . . . . . Receiver  
R. B. Hash, Box 391 . . . . . Magazine Agent

**21. INDUSTRIAL; St. Louis, Mo.**

Meets in Druids' Hall, 9th and Market sts., 2d and 4th Thursdays at 7:30 P. M.

W. G. Perkins, 2124 Franklin ave . . . . . Master  
R. E. McKenzie, 1711 Bacon st. . . . . Secretary  
W. G. Canfield, 1422 Clark ave . . . . . Collector  
Louis Volker, 1008 Park ave . . . . . Receiver  
Edw. Voelker, 816 Souldard st. . . . . Magazine Agent

**22. CENTRAL; Urbana, Ill.**

Meets in Kirkpatrick Lindsey Block 2d and 4th Sundays.

F. M. Call . . . . . Master  
W. E. Stitt . . . . . Secretary  
W. E. Stitt . . . . . Collector  
F. M. Call . . . . . Receiver  
W. F. Lewis, Box 324 . . . . . Magazine Agent

**23. PHENIX; Brookfield, Mo.**

Meets in I. O. O. F. Hall, 1st and 3d Wednesdays at 7:30 P. M.

Joshua Proctor, Box 60 . . . . . Master  
Jno. Braddock . . . . . Secretary  
Jno. Braddock . . . . . Collector  
Jno. Braddock . . . . . Receiver  
J. F. Holland . . . . . Magazine Agent

**24. GREAT WESTERN; Parsons, Kan.**

Meets in Brotherhood Hall, 1901 Forest ave., every Wednesday at 1:30 P. M.

Jerry McCarthy, 2108 Crawford ave. . . . . Master  
F. R. Plance, 2408 Crawford ave . . . . . Secretary  
Jno. O'Reilly . . . . . Collector  
J. H. Galvin, 1930 Washington st . . . . . Receiver  
Wm. Milne, 2224 W. Washington ave., Mag. Agent

**25. CONNECTING LINK; Boone, Iowa.**

Meets in Red Men's Hall, cor. 7th and Story sts., 1st and 3d Sundays at 2 P. M.

B. H. Smith, Box 311 . . . . . Master  
M. N. Crane, L. Box 775 . . . . . Secretary  
M. N. Crane, L. Box 775 . . . . . Collector  
J. F. Bills . . . . . Receiver  
W. B. Roach . . . . . Magazine Agent

**26. ALPHA; Baraboo, Wis.**

Meets in B. of L. E. Hall, 2d and 4th Mondays.

Fred Van Leabout, Box 896 . . . . . Master  
O. E. Whitcomb, Box 960 . . . . . Secretary  
Lincoln Barlett . . . . . Collector  
O. E. Whitcomb, Box 960 . . . . . Receiver  
Arthur Argyle . . . . . Magazine Agent

**27. HAWKEYE; Cedar Rapids, Iowa.**

Meets in I. O. O. F. Hall, cor. 1st ave. and 3d st., 2d and 4th Sundays at 2:30 P. M.

C. H. Wheeler, 65 7th ave . . . . . Master  
A. H. Preston . . . . . Secretary  
S. R. Westcott, 108 3d st. . . . . Collector  
C. H. Wheeler, 65 7th ave . . . . . Receiver  
C. L. Clark, B.C.R. & N. Rd. H. se Magazine Agent

**28. ELKHORN; North Platte, Neb.**

Meets in First National Bank Hall, cor. 6th and Spruce sts., every Sunday at 2:00 P. M.

T. A. Duke . . . . . Master  
B. E. Donehower, L. Box 402 . . . . . Secretary  
A. M. Scharmann . . . . . Collector  
W. E. Jackson . . . . . Receiver  
T. E. Morrison, Box 224 . . . . . Magazine Agent

**29. CEBRO GLOBE; Mason City, Iowa.**

Meets in Odd Fellows' Hall, Main st., 1st Monday at 7:30 P. M., and 3d Sunday at 2:30 P. M.

Lewis Leitner, Box 826 . . . . . Master  
Alex. Mutterhead, Box 164 . . . . . Secretary  
Nels Nelson, Box 282 . . . . . Collector  
W. R. Rouse, 508 E. Huntley st. . . . . Receiver  
Max. Newbowers, 410 E. Miller st. . . . . Mag. Agent

**30. CEDAR VALLEY; Waterloo, Iowa.**

Meets in A. O. U. W. Hall, cor. 4th and Sycamore sts., 1st and 3d Sundays at 2 P. M.

W. T. Courtney . . . . . Master  
B. A. Corson, Box 1154 . . . . . Secretary  
H. J. Reynolds . . . . . Collector  
R. B. Corson, Box 1154 . . . . . Receiver  
M. F. Whitney . . . . . Magazine Agent

**31. B. R. CENTRE; Atchison, Kansas.**

Meets in Wakes' Hall, on Commercial st., bet. 15 and 16 sts., 2d and 4th Thursdays at 2 P. M.

F. A. Short, 1417 Atchison st. . . . . Master  
Jno. O'Connor, 1428 Santa Fe st. . . . . Secretary  
Edwin McKeen, 1531 Commercial st. . . . . Collector  
Jno. O'Connor, 1428 Santa Fe st. . . . . Receiver  
F. A. Short, 1417 Atchison st. . . . . Magazine Agent

**32. BORDER; Ellia, Kansas.**

Meets in Opera Hall every Saturday at 8 P. M.

Jno. McKanna . . . . . Master  
G. S. Leisenring, L. Box 355 . . . . . Secretary  
J. W. Brooks . . . . . Collector  
G. S. Leisenring, L. Box 355 . . . . . Receiver  
J. C. Barnes, Box 218 . . . . . Magazine Agent

**33. SUCCESS; Trenton, Mo.**

Meets in K. P. Hall 1st and 3d Monday afternoons and 2d and 4th Monday evenings.

W. M. Goode . . . . . Master  
C. H. Torpey . . . . . Secretary  
C. H. Torpey . . . . . Collector  
W. C. Gallup, L. Box 34 . . . . . Receiver  
C. H. Torpey . . . . . Magazine Agent

**34. CLINTON; Clinton, Iowa.**

Meets in Engineers' Hall, 1st and 3d Mondays at 1:30 P. M.

P. J. Coffey, 916 3d st. . . . . Master  
C. E. Potter, 848 Sunnyside ave . . . . . Secretary  
W. N. Smith, 425 8th ave . . . . . Collector  
P. J. Coffey, 916 3d st. . . . . Receiver  
Parker Lillie, 529 9th ave . . . . . Magazine Agent

**35. AMBOY; Freeport, Ill.**

Meets in Engineers' Hall, 64 Stephenson st., 1st and 3d Sundays at 2:30 P. M.

J. B. Eson, Box 1030 . . . . . Master  
J. J. Shaugnessy, 13 Stephenson st. . . . . Secretary  
C. H. Perry, 172 Liberty st. . . . . Collector  
J. H. Dick, 169 Mechanic st. . . . . Receiver  
Edw. Underwood . . . . . Magazine Agent

**36. TIPPECANOE; Lafayette, Ind.**

Meets in U. A. O. D. Hall, cor. Fifth and Columbus sts. at 2 P. M., Sundays.

Chas. Ernst, 184 Salem st. . . . . Master  
T. A. Vaughan, 131 Alabama st. . . . . Secretary  
Chas. Ernst, 184 Salem st. . . . . Collector  
W. B. Johnson, 110 S. 4th st. . . . . Receiver  
Jno. Morrow, L. E. & W. R. R. . . . . Magazine Agent

**37. NEW HOPE; Centralia, Ill.**

Meets in Engineers' Hall, every Wednesday at 7:30 P. M.

Fred Bauer, Box 206 . . . . . Master  
E. J. Dietrich . . . . . Secretary  
E. J. Dietrich . . . . . Collector  
J. G. Heyduck, Jr. . . . . Receiver  
D. A. Smith . . . . . Magazine Agent

**38. AVON; Stratford, Ont.**

Meets in Forrester's Hall 1st and 3d Sundays.

Jno. Irwin, Box 318 . . . . . Master  
Jos. Gant, Box 318 . . . . . Secretary  
W. B. Childley, Box 318 . . . . . Collector  
Robt. McIntosh, Box 318 . . . . . Receiver  
Wm. Stanford, Box 318 . . . . . Magazine Agent

**39. TWIN CITY; Rock Island, Ill.**

Meets in Engineers' Hall, 30th st. and 6th ave., 2d Sunday at 2 P. M. and 4th Monday at 8 P. M.

Jerry Mansfield, 2528 6th ave . . . . . Master  
Jas. Powers, 2nd st. and 8th ave. . . . . Secretary  
G. B. Dodge, 3047 10th ave . . . . . Collector  
T. E. Rodrick, 38th st. and 6th ave. . . . . Receiver  
Wm. McElrath, Vine st., bet. 25th and 26th sts. . . . . Mag. Agent

**40. BLOOMING; Bloomington, Ill.**

Meets in Adress Hall every Tuesday at 2:30 P. M.

W. F. Costigan, 714 O'Hara st. . . . . Master  
Chris Baum, 1408 Western ave . . . . . Secretary  
Chris Baum, 1408 Western ave . . . . . Collector  
R. J. McDonald, 712 W. Walnut st . . . . . Receiver  
F. E. DuBois, 519 W. Chestnut st . . . . . Mag. Agent

**41. ONWARD; Dickinson, N. Dakota.**

Meets in Odd Fellows Hall, every Thursday at 8:00 P. M.

W. J. Breckon . . . . . Master  
W. H. Morris . . . . . Secretary  
Jas. Stewart . . . . . Collector  
Brooks Goodall . . . . . Receiver  
P. J. Needham . . . . . Magazine Agent

**42. ELMO; Madison, Wis.**

Meets in Capitol Lodge Hall, Keyes' Block, Milflin at 2d and 4th Sundays.

B. B. Wilber, 526 W. Clymer st. . . . . Master  
Frank Lawrence, 435 W. Milflin st. . . . . Secretary  
Jno. Harrington, 520 W. Main st. . . . . Collector  
B. B. Wilber, 526 W. Clymer St. . . . . Receiver  
S. E. Alvord, 104 9th st., Milwaukee, Mag. Agent

**JOSEPH; St. Joseph, Mo.**

in Brockaw's Hall, Eighth and Locust sts,  
nd 4th Thursdays.  
shely, 12th and Monterey sts . . . Master  
Shellenberger, 2131 S. 9th st . . . Secretary  
Lynn, 15th and Monterey sts . . . Collector  
ane, 106 N. 18th st . . . Receiver  
ynn, 15th and Sacramento sts . . . Mag. Agent

**V. ARNOLD; East St. Louis, Ill.**

in Geary's Hall, 124 N. Main st, 1st and 3d  
days, at 7:30 P. M.  
Stevenson, 420 S. 4th st . . . Master  
Gillis, 739 Collinsville ave . . . Secretary  
Denbach, 1908 E. Grand ave., St.  
is, Mo. . . . Collector  
Boyne, 121 S. 6th st . . . Receiver  
Welek, 402 Victor St. St. Louis, Mo.  
. . . . Magazine Agent

**E CITY; Little Rock, Ark.**

in O. R. C. Hall, cor. Markham and Ches-  
ts., 1st and 3d Wednesdays at 7:30 P. M. and  
nd 4th Wednesdays at 2:30 P. M.  
omard, 121 Riverside ave . . . Master  
ook, 135 Riverside ave . . . Secretary  
reen, 2120 W. 10th st . . . Collector  
Iomard, 121 Riverside ave . . . Receiver  
Edrington, 1822 W. 7th st . . . Magazine Agent

**EMPHANT; Chicago, Ill.**

in Prosperity Hall, N. E. cor. State and 18th  
st Monday at 8 P. M. and 3d Sunday at 2

McKenna, 1240 Michigan ave . . . Master  
urns, 48 E. 16th st . . . Secretary  
Thometz, 726 S. Canal st . . . Collector  
ahan, 1240 Michigan ave . . . Receiver  
eyl, Everett . . . Magazine Agent

**HYNES; Peoria, Ill.**

in K. P. Hall, Observatory Building, 2d  
day at 8 P. M. and 4th Sunday at 2 P. M.  
lander, 307 Antoinette st . . . Master  
awyenberg, 414 W. Madison st . . . Secretary  
ott, 617 Howette st . . . Collector  
romwell, 126 Green st . . . Receiver  
Mag. Agent

**RAYMOND; Decatur, Ill.**

in Engineer's Hall, E. Eldorado st., 2d and  
ndays at 2 P. M.  
union, 1057 N. Clayton st . . . Master  
ster, 1145 E. North st . . . Secretary  
nnon, 1057 N. Clayton st . . . Collector  
utton, 975 N. Water st . . . Receiver  
larsh, 638 E. Eldorado st . . . Mag. Agent

**VEN CITY; Chicago, Ill.**

in Brown's Hall, 47th and State sts, 1st  
day evening and 3d Sunday afternoon.  
annahan, 4089 Dearborn st . . . Master  
wley, 5108 S. Halstead st . . . Secretary  
atson, 230 Swan st . . . Collector  
rry, 4916 Armour ave . . . Receiver  
wley, 5108 S. Halstead st . . . Mag. Agent

**JO; North Springfield, Mo.**

in G. A. R. Hall, Springfield, 1st and 3d  
esdays at 2:30 P. M., and 2d and 4th  
esdays at 7:30 P. M.  
uo, 1834 N. Roberson ave . . . Master  
rmer, Sta. A., Springfield . . . Secretary  
lulse, 1153 Thomas st . . . Collector  
mston, Sta. A., Springfield . . . Receiver  
croft, 1507 Lyon st. Station A,  
gfield . . . Magazine Agent

**WILL; Logansport, Ind.**

in Firemen's Hall, N. E. cor. Fourth and  
st. 1st and 3d Sundays at 2 P. M.  
as, cor. Broadway and 4th sts . . . Master  
kson, 632 Linden ave . . . Secretary  
kson, 632 Linden ave . . . Collector  
own . . . Receiver  
kson, 631 Lyndon ave . . . Magazine Agent

**ROBINSON; Logansport, Ind.**

in Firemen's Hall, Market and 4th sts., 2d  
h Sundays at 2 P. M.  
lueglin, 131 W. Market st . . . Master  
mith, 403 Miami st . . . Secretary  
apman, 107 7th st . . . Collector  
ddard, 1129 North st . . . Receiver  
zgerald, Washington st . . . Magazine Agent

**54. ANCHOR; Moberly, Mo.**

Meets in Odd Fellow's Hall, 1st and 3d Tuesdays.  
J. T. Grimes, 612 Vincel st . . . Master  
J. S. Sours, 323 Hagood st . . . Secretary  
Max Owen, 438 E. Rollins st . . . Collector  
Receiver  
J. J. Cain, 334 N. Williams st . . . Magazine Agent

**55. BLUFF CITY; Memphis, Tenn.**

Meets in Collins' Hall, 176 Johnson st., 1st and  
3d Mondays.  
J. M. Burus, 285 High st . . . Master  
L. J. Lucke, 257 Greenlaw st . . . Secretary  
Robt. Campbell, 94, Roberson st . . . Collector  
L. J. Lucke, 257 Greenlaw st . . . Receiver  
Michael Cady, 510 Bender st . . . Magazine Agent

**56. BANNER; Stanberry, Mo.**

Meets in B. of L. E. Hall every Saturday at 7:30  
P. M.  
T. B. Cameron, Box 155 . . . Master  
Thos. Sanford, Box 44 . . . Secretary  
Nealy Stamper . . . Collector  
T. B. Cambron . . . Receiver  
J. S. McLaughlin . . . Magazine Agent

**57. BOSTON; Boston, Mass.**

Meets in Rathborn Hall, 694 Washington st., 2d  
and 4th Sundays at 10:30 A. M.  
J. P. Vasque, 8 Hillside Park, Somerville, Master  
L. M. Howard, 45 Everett st., Jamaica  
Plain . . . Secretary  
W. H. Taylor, N. Y. & N. E. eng. house . . . Collector  
C. P. Shufelt, 11 Sarsfield st., Roxbury . . . Receiver  
G. A. Canon, Mattapan . . . Mag. Agent

**58. SACRAMENTO; Rocklin, Cal.**

Meets in Masonic Hall, every Monday and  
Thursday.  
J. H. Penney . . . Master  
W. B. Morton, Box 2 . . . Secretary  
A. R. Walther . . . Collector  
A. E. Harter . . . Receiver  
H. W. Noethig, Box 2 . . . Magazine Agent

**59. ROYAL GORGE; Pueblo, Colo.**

Meets in B. of L. F. Hall, cor. D. st. and Union  
ave., every Monday at 7:30 P. M.  
T. W. Hughes, 13 Block L . . . Master  
J. C. Waddle, 309 S. Union ave . . . Secretary  
Robt. Wilmunder, 50 Shaw ave . . . Collector  
J. F. Garrett, 7 Terrace View . . . Receiver  
J. K. Allen . . . Magazine Agent

**60. UNITED; Philadelphia, Pa.**

Meets in Dover Hall, 2204 Marshall st., 1st and  
3d Saturday evenings.  
F. O. Metzger, 2067 Monmouth st . . . Master  
J. H. Mohr, 2312 Fawn st . . . Secretary  
Jas. Wertz, 2312 Fawn st . . . Collector  
B. F. Pettit, 1727 N. 9th st . . . Receiver  
B. F. Pettit, 1727 N. 9th st . . . Magazine Agent

**61. MINNEHAHA; St. Paul, Minn.**

Meets in Druid's Hall, cor. Seventh and Jackson  
sts., 2d and 4th Sundays at 2 P. M.  
J. F. Driscoll, 180 Penna. ave . . . Master  
F. W. Ferguson, 1029 Front st . . . Secretary  
J. V. Piper, 107 Sycamore st . . . Collector  
T. T. Hart, 709 Tuscarora ave . . . Receiver  
Jos. Kellow, 605 Mississippi st . . . Magazine Agent

**62. VANBERGEN; Carbondale, Pa.**

Meets in Odd Fellows' Hall, 2d and 4th Sundays  
at 2 P. M.  
M. J. McLaughlin . . . Master  
E. B. Gardner, 31 N. Washington st . . . Secretary  
W. W. Knapp . . . Collector  
W. H. Brokenshire, 51 Garfield ave . . . Receiver  
G. P. Berry, 79 Park st . . . Magazine Agent

**63. HERCULES; Danville, Ill.**

Meets in K. of H. Hall, over N. E. cor. Main and  
Walnut sts., 1st and 3d Sundays at 2:30 P. M.  
W. J. Harter, 720 Wellington st . . . Master  
E. E. Partlow, Box 927 . . . Secretary  
Fred Krauel . . . Collector  
W. J. Harter, 720 Wellington st . . . Receiver  
F. J. Lorenz, 421 Short st . . . Magazine Agent

**64. SIOUX; Sioux City, Iowa.**

Meets in I. O. O. F. Hall, 707 4th st., 2d and 4th  
Sundays at 2:30 P. M.  
P. J. Kelly, Room 32, Evans Block . . . Master  
T. F. Dolan, 2013 3d st . . . Secretary  
F. J. Anderson, 511 Wall st . . . Collector  
T. F. Dolan, 2013 3d st . . . Receiver  
M. J. Mangan, 1516 E 7th st . . . Magazine Agent

- 65. FORT RIDGELY; Waseca, Minn.**  
Meets in Engineers' Hall, 1st and 3d Sundays at 2:30 P. M.  
R. G. Faes . . . . . Master  
W. H. Jones . . . . . Secretary  
Geo. Woskie . . . . . Collector  
W. J. Pugenhart . . . . . Receiver  
R. G. Faes . . . . . Magazine Agent
- 66. CHALLENGE; Belleville, Ontario.**  
Meets in B. of L. E. Hall, Belleville Station, 2d and 4th Sundays.  
Geo. Collins, G. T. Ry., Belleville Station, . . . . . Master  
Jno. McDonald, G. T. Ry., Belleville Station . . . . . Secretary  
M. A. Bonisteel, G. T. Ry., Belleville Station . . . . . Collector  
W. J. Logue, G. T. Ry. Belleville Station, Receiver  
J. W. Barlow, G. T. Ry. P. O. . . . . Magazine Agent
- 67. DOMINION; Toronto, Canada.**  
Meets in I.O.O.F. Hall, cor. Queen st and Spadine ave. 2d and 4th Sundays at 2:30 P. M.  
Jno. Sheldon, 52 Clyde st . . . . . Master  
Thos. Hueston, 131 Spadina ave . . . . . Secretary  
Philip Richardson, 30 Stafford st . . . . . Collector  
Fas. Pratt, 172 Huron st . . . . . Receiver  
Frederick Fox, 342 Adelaide st, W. . . . . Magazine Agent
- 68. LAU CLAIRE; Altoona, Wis.**  
Meets in Fireman's Hall, 2d and 4th Sundays.  
J. F. Powell . . . . . Master  
Wm. McLyman . . . . . Secretary  
Jno Morgan . . . . . Collector  
Stanley Ives . . . . . Receiver  
Wm. McLyman . . . . . Magazine Agent
- 69. ISLAND CITY; Brockville, Ontario.**  
Meets in Merrill's Hall every Tuesday at 7:30 P. M.  
W. J. Dowell, Box 183 . . . . . Master  
C. J. Brownlow, Box 541 . . . . . Secretary  
Alexander Wood . . . . . Collector  
W. J. Dowell, Box 183 . . . . . Receiver  
J. B. Hialop, Box 620 . . . . . Magazine Agent
- 70. LONE STAR; Longview, Texas.**  
Meets in Firemen's Hall every Saturday at 7:30 P. M.  
B. M. Dobbs . . . . . Master  
W. L. Patrick, Box 185 . . . . . Secretary  
L. D. Oden, Box 185 . . . . . Collector  
Harry Finnegan, Box 141 . . . . . Receiver  
Jno. Fogarty . . . . . Magazine Agent
- 71. SUSQUEHANNA; Oneonta, N. Y.**  
Meets in I. O. O. F. Hall, 2d and 4th Sundays at 3 P. M.  
H. A. Wickham, 27 Fairview st. . . . . Master  
G. P. Eaton, 53 Main st. . . . . Secretary  
Jno Klomps, 36 London ave . . . . . Collector  
Jas. Walters, 48 River st . . . . . Receiver  
J. J. Carr, 25 Fairview st . . . . . Magazine Agent
- 72. WELCOME; Camden, N. J.**  
Meets 2d and Taylor ave., 2d and 4th Sundays  
F. A. Potts, 643 Clinton st. . . . . Master  
Jno Colton, 412 S. 6th st. . . . . Secretary  
G. W. Tash, 529 S 3d st. . . . . Collector  
Jno Colton, 412 S. 6th st . . . . . Receiver  
G. W. Tash, 529 S. 3d st . . . . . Magazine Agent
- 73. BAY STATE; Worcester, Mass.**  
Meets at Commonwealth Hall, 566 Main st., 2d and 4th Sundays at 1 P. M.  
L. D. Chaffin, 38 Cutler st. . . . . Master  
Thos. Loynd, 8 Glenwood st . . . . . Secretary  
A. N. Hoyt, 2 Davis Court . . . . . Collector  
Thos. Loynd, 8 Glenwood st . . . . . Receiver  
G. P. Newton, 6 Penn ave . . . . . Magazine Agent
- 74. KANNAN CITY; Argentine, Kan.**  
Meets in Noko Opera House, Silver ave., bet. 1st and 2d sts., 2d and 4th Sundays at 2 P. M.  
Henry Best . . . . . Master  
R. W. Bidwell . . . . . Secretary  
Anton Vogel . . . . . Collector  
G. F. Dewey . . . . . Receiver  
Thos. Donohue, Box 421 . . . . . Magazine Agent
- 75. ENTERPRISE; Philadelphia, Pa.**  
Meets in Rodgers' Hall, 4118 Lancaster ave., alternate Sunday afternoons  
W. H. Acker, 3951 Wallace st., West Philadelphia . . . . . Master  
J. L. Strouse, 3905 Rockland st., West Philadelphia . . . . . Secretary  
D. S. Moore, 681 N. 37th st., West Philadelphia . . . . . Collector  
J. S. Hemphill, 763 N. 38th st, West Philadelphia . . . . . Receiver  
D. S. Moore, 681 N. 37th st., West Philadelphia . . . . . Magazine Agent
- 76. OCEAN; Norfolk, Va.**  
Meets in Acree Hall, cor. Brambleton and Windsor sts., 1st and 3d Sundays at 2 P. M.  
Sam'l. Winslow, 1289 Brambleton ave . . . . . Master  
W. F. Keeling, 1310 Brambleton ave . . . . . Secretary  
Moses Capps, 82 Granville ave . . . . . Collector  
Robt. Addison, 30 Maltby ave . . . . . Receiver  
D. D. Dozier, 772 Brambleton ave . . . . . Mag. Agent
- 77. ROCKY MOUNTAIN; Denver, Colo.**  
Meets at 3804 Market st., every Thursday at 7:30 P. M.  
F. H. Lehman, 3931 Franklin st . . . . . Master  
W. F. Brundage, 1216 Larimer st . . . . . Secretary  
S. L. Kanaga, 3862 Market st . . . . . Collector  
W. F. Brundage, 1216 Larimer st . . . . . Receiver  
J. W. Hevener, 3137 Arapahoe st. . . . . Magazine Agent
- 78. GOLDEN EAGLE; Sedalia, Mo.**  
Meets in Hoffman's Hall, 731 E. 5th st., every Thursday s 7:30 P. M.  
J. P. Alcorn, 1231 Engineer st . . . . . Master  
C. T. Pratt, 1115 E. 6th st . . . . . Secretary  
C. T. Pratt, 1115 E. 6th st . . . . . Collector  
W. O. Webster, 1206 E. 3d st. . . . . Receiver  
J. P. Baty, 1700 E. 4th st . . . . . Magazine Agent
- 79. J. M. DODGE; Woodhouse, Ill.**  
Meets in K. of P. Hall, Worcester Building, every Monday at 2:00 P. M.  
C. A. Sheppard . . . . . Master  
C. A. Hannaford, Box 847 . . . . . Secretary  
Albert Banks . . . . . Collector  
Dan'l Stultz . . . . . Receiver  
Alonso Griffin, Box 806 . . . . . Magazine Agent
- 81. PINE CITY; Staples, Minn.**  
Meets in Miller's Hall, 2d and 4th Sundays.  
Jas. Riley . . . . . Master  
P. F. McDonnell, Box 47 . . . . . Secretary  
Jacob Everhart . . . . . Collector  
G. H. Littlemore, Box 181 . . . . . Receiver  
J. H. Greenhalgh, Box 96 . . . . . Magazine Agent
- 82. NORTHWESTERN; Minneapolis, Minn.**  
Meets in Lodge Parlors, 55 4th st. S., 1st and 3d Sundays at 2 P. M.  
F. X. Holl, 404 22d ave S . . . . . Master  
W. E. Richmond, 820 N. Girard ave . . . . . Secretary  
Gustave Ludwig, 24 5th st. N. E. . . . . Collector  
W. E. Richmond, 820 N. Girard ave . . . . . Receiver  
Edw. Sheasgreen, 2025 Emersonave. N. . . . . Magazine Agent
- 83. TRINITY; Fort Worth, Texas.**  
Meets in B. of L. F. Hall, So. Rusk st., every Wednesday at 8 P. M.  
S. M. Dunaway, 1014 W. Dagret ave . . . . . Master  
Jacob Weeman, cor. Calhoun and Elizabeth sts. . . . . Secretary  
I. M. Dean, 801 Crawford st . . . . . Collector  
I. M. Dean, 801 Crawford st . . . . . Receiver  
Burk Michael, Clarendon . . . . . Magazine Agent
- 84. CALHOUN; Battle Creek, Mich.**  
Meets in B. of L. F. Hall, 97 Marshall st., 2d and 4th Sunday afternoons and 1st Monday evening.  
Harry White, 97 Marshall st. . . . . Master  
E. W. Wilson, 65 Green st . . . . . Secretary  
Richard Reid, Warren st . . . . . Collector  
J. R. McDonald, 431 Marshall st . . . . . Receiver  
E. J. Roach, 36 Lansing ave . . . . . Magazine Agent
- 85. FARGO; Fargo, N. Dakota.**  
Meets in G. A. R. Hall 2d and 4th Tuesdays at 7:30 P. M.  
Paul Boley, 15 9th st S. . . . . Master  
C. H. Sheppherd, 1540 Front st . . . . . Secretary  
Sillas Wright, Arlington Hotel . . . . . Collector  
L. G. Snyder, cor. 16th st. and 1st ave. S, Receiver  
N. A. Nielsen, 1421 3d ave. N. . . . . Magazine Agent
- 86. BLACK HILLS; Laramie, Wyoming.**  
Meets in A. O. U. W. Hall, cor. 2d and Garfield sts., every Friday evening.  
J. S. Gugerty . . . . . Master  
W. N. Roth, 806 3d st . . . . . Secretary  
W. P. Davis . . . . . Collector  
W. N. Roth, 806 3d st . . . . . Receiver  
O. A. Anderson, 358 W. Grand ave. . . . . Mag. Agent



**SUMMIT; Rawlins, Wyoming.**

Meets in I.O.O.F. Hall 1st and 3d Thursdays.  
 O. Quilon . . . . . Master  
 Henry O'Donnell, L. Box 159 . . . . . Secretary  
 A. Weightman . . . . . Collector  
 W. McNair . . . . . Receiver  
 . . . . . Magazine Agent

**MORNING STAR; Evanston, Wyoming.**

Meets in K. P. Hall, every Saturday at 2 P. M.  
 J. J. Cramer, L. Box 2 . . . . . Master  
 H. Hollingworth, L. Box 212 . . . . . Secretary  
 E. Austin, L. Box 155 . . . . . Collector  
 H. Hollingworth, L. Box 212 . . . . . Receiver  
 Fred Clement . . . . . Magazine Agent

**CHENNAW; Selma, Ala.**

Meets in Mechanics' Hall, every Thursday at 7:30 P. M.  
 R. Oldham . . . . . Master  
 E. Briggs . . . . . Secretary  
 No. Booth, 321 Selma and St. Ann sts., Collector  
 L. Cranford, 321 Selma and St. Ann sts. . . . . Receiver  
 C. Tynan, 129 Water st. . . . . Magazine Agent

**SAN DIEGO; Los Angeles, Cal.**

Meets in McDonald's Hall, 127 N. Main st., alternate Saturdays at 8:00 P. M.  
 Vm. Fleming, 417 Amelia st. . . . . Master  
 H. Hayes, 626 Stephenson ave. . . . . Secretary  
 O. Quackenbush, 1902 E. 3d st. . . . . Collector  
 T. Higgins, 806 E. 3d st. . . . . Receiver  
 L. O. Quackenbush, 1821 E. 3d st. . . . . Magazine Agent

**GOLDEN GATE; San Francisco, Cal.**

Meets in Wood and Coal Yard Hall, 725 Valencia st., 1st Monday at 8 P. M.  
 Wm. Lockwood, 2 3 Shotwell st. . . . . Master  
 T. F. Lange, 725 Valencia st. . . . . Secretary  
 T. F. Lange, 725 Valencia st. . . . . Collector  
 R. H. Powell, 130 18th st. . . . . Receiver  
 W. M. Flack, 2909 Folsom st. . . . . Magazine Agent

**FRONTIER CITY; Owego, N. Y.**

Meets in Jefferson Hall, W. 1st st., 2d and 4th Sundays.  
 G. Gorman, 323 W. 8th st. . . . . Master  
 J. E. Dowd, 59 W. 9th and Utica sts. . . . . Secretary  
 J. Whalen, 290 W. 7th st. . . . . Collector  
 J. Whalen, 290 W. 7th st. . . . . Receiver  
 Jno. Cole, 111 W. Liberty st. . . . . Magazine Agent

**GATE CITY; Keokuk, Iowa.**

Meets in Engineer's Hall, 22 So. Third st. 2d and 4th Sundays at 7:30 P. M.  
 Andrew Matum, Walsh . . . . . Master  
 Jno. Stanley, Box 18, Walsh . . . . . Secretary  
 Laurence Walsh, Walsh . . . . . Collector  
 Henry Montgomery, 222 Exchange st. . . . . Receiver  
 Jno. Stanley, Box 19, Walsh . . . . . Magazine Agent

**CACTUS; Tucson, Arizona.**

Meets in Masonic Hall, Stone ave, every Monday at 1:30 P. M.  
 W. E. Shanahan, Box 504 . . . . . Master  
 F. J. Landon, Box 504 . . . . . Secretary  
 A. M. Harrison, Box 504 . . . . . Collector  
 C. E. Howard, Box 504 . . . . . Receiver  
 F. W. Barnett, Box 504 . . . . . Magazine Agent

**CHICAGO; Chicago, Ill.**

Meets in Concordia Hall, 237 Milwaukee ave., 2d Tuesday at 7:30 P. M. and 4th Sunday at 9 A. M.  
 Edw. Seavert, 213 W. Indiana st. . . . . Master  
 L. H. Evans, 456 W. Adams st. . . . . Secretary  
 D. M. Leavitt, 70 Central Park ave. . . . . Receiver  
 . . . . . Magazine Agent

**ALEXIA; Wellsville, Ohio.**

Meets in Engineers' Hall, Main st, 1st and 3d Sundays.  
 A. B. Askew, Box 695 . . . . . Master  
 Chas. Maley, Box 310 . . . . . Secretary  
 Chas. Maley, Box 310 . . . . . Collector  
 O. H. Kelly . . . . . Receiver  
 L. P. Satow . . . . . Magazine Agent

**ORANGE GROVE; Los Angeles, Cal.**

Meets in B. of L. F. Hall, cor. Leroy and New Main sts., every Friday.  
 L. A. Hayes . . . . . Master  
 H. C. Forsyth, 122 R. E. st. . . . . Secretary  
 B. F. Lytle, 135 S. Chestnut st. . . . . Collector  
 L. A. Hayes . . . . . Receiver  
 J. A. Fenton, 1440 San Fernando st. . . . . Magazine Agent

**98. PERSEVERANCE; Terrace, Utah.**

Meets in Engineers' Hall every Wednesday evening.  
 L. F. Zimmerman . . . . . Master  
 R. P. Moffett, Box 24 . . . . . Secretary  
 F. J. Berryessa . . . . . Collector  
 R. P. Moffett, Box 24 . . . . . Receiver  
 Hyrum Ohlson . . . . . Magazine Agent

**99. ROCHENTER; Rochester, N. Y.**

Meets in Royal Arcanum Hall, Cook Opera House Bld., S. St. Paul st., 1st and 3d Tuesday evenings.  
 E. E. Prunty, 41 First ave. . . . . Master  
 W. P. Couch, 24 Thompson ave. . . . . Secretary  
 G. N. Kingsley, 71 Hayward ave. . . . . Collector  
 G. N. Kingsley, 71 Hayward ave. . . . . Receiver  
 H. H. Meyers, 211 N. Goodman st. . . . . Mag. Agent

**100. ADAIR; Bowling Green, KY.**

Meets in Wright's Hall cor. Main and Adams sts., every Monday at 2:30 P. M.  
 Andrew McHugh . . . . . Master  
 T. E. Glenn, 220 10th st. . . . . Secretary  
 W. D. Perry, 232 6th st. . . . . Collector  
 Harold Porter, 1149 Adams st. . . . . Receiver  
 R. C. Johnson, 232 6th st. . . . . Magazine Agent

**101. ADMIRATION; Buffalo, N. Y.**

Meets in Burgard's Hall, cor. Walden and Bailey aves., Buffalo, every Thursday at 8 P. M.  
 Edw. Cooke, 150 Keystone st., E. Buffalo. . . . . Master  
 Robt. Fowler, 182 May st. E. Buffalo. . . . . Secretary  
 Frank McKnight, 108 Fay st., E. Buffalo. . . . . Collector  
 J. G. Smith, 69 St. Joseph ave, E. Buffalo. . . . . Receiver  
 W. M. Ellis, 109 May st., E. Buffalo. . . . . Mag. Agent

**102. CONFIDENCE; West Des Moines, Iowa.**

Meets in Flynn's Hall, cor. 7th and Locust sts., Des Moines, alternate Sundays at 2:30 P. M.  
 Jos. Harkness, Wabash Rd. House . . . . . Master  
 Wm. Beece, 1457 E. Court ave., Des Moines . . . . . Secretary  
 Jos. Krissinger, Jr., 1005 E. Maple st., Des Moines . . . . . Collector  
 Wm. Beece, 1457 E. Court ave., Des Moines . . . . . Receiver  
 Jos. Krissinger, Jr., 1005 E. Maple st., Des Moines . . . . . Magazine Agent

**103. FALLS CITY; Louisville, Ky.**

Meets in Colgan's Hall, cor. 10th and Walnut sts., every Thursday.  
 Oscar Ball, 1023 W. Broadway . . . . . Master  
 Patrick Filburn, 1415 W. Broadway . . . . . Secretary  
 R. L. Crow . . . . . Collector  
 Patrick Filburn, 1415 W. Broadway . . . . . Receiver  
 Henry Blume, Scottsboro, Ind. . . . . Magazine Agent

**104. "OLD KENTUCKY;" Ladlow, Ky.**

Meets in Odd Fellows Hall, 1st and 3d Fridays at 7:30 P. M.  
 H. E. Jordan . . . . . Master  
 Jas. Quinn . . . . . Secretary  
 Chas. Heimburger, Box 151 . . . . . Collector  
 E. A. Fleming, Box 82 . . . . . Receiver  
 Michael Cooney, Jr., W. Covington . . . . . Mag. Agent

**105. FROGREN; Chillicothe, Ill.**

Meets in Dougherty's Hall, 1st and 3d Mondays and 2d and 4th Tuesdays at 8 P. M.  
 Geo. Jones . . . . . Master  
 A. G. Gillen, N. Chillicothe . . . . . Secretary  
 Peter Artz, N. Chillicothe . . . . . Collector  
 Fred Cornell, N. Chillicothe . . . . . Receiver  
 R. E. Lawrence, N. Chillicothe, Magazine Agent

**106. KEY CITY; Dubuque, Iowa.**

Meets in Doff's Hall, 19th and Jackson sts., 2d and 4th Tuesday evenings.  
 Sam Schauer, Box 46 E. Dubuque, Ill. . . . . Master  
 Martin Boelyn, C. M. & St. P. shops . . . . . Secretary  
 Sam Schauer, Box 46 E. Dubuque, Ill. . . . . Collector  
 O. B. Ridgeway, 1615 Elm st. . . . . Receiver  
 A. S. Graham, 446 Rhomborg ave, Magazine Agent

**107. ECLIPSE; Gallon, Ohio.**

Meets in Carhart's Hall, E. Main st., every Wednesday at 7:30 P. M.  
 August Gerhart, Box 196 . . . . . Master  
 S. L. Manherz, Box 366 . . . . . Secretary  
 W. A. Townsend, Box 65 . . . . . Collector  
 P. D. Gregg, Box 577 . . . . . Receiver  
 F. P. Moteniger, Box 155 . . . . . Magazine Agent

**108. PIONEER; Chama, New Mexico.**

Meets in Pioneer Hall, 1st and 3d Thursdays at 7 P. M.  
 Oscar Duxstad . . . . . Master  
 J. W. Hopper . . . . . Secretary  
 P. E. Voigt . . . . . Collector  
 J. M. Hayden . . . . . Receiver  
 V. L. Coulson . . . . . Magazine Agent

- 109. PEACE; St. Louis, Mo.**  
Meets in Summit Hall, Ewing ave and Market  
sts., 2d and 4th Mondays at 7:30 P. M.  
Jno. Woods, 7516 O'Reilly ave, So. St.  
Louis  
H. L. Allison, 3147 Caroline st. . . . . Secretary  
W. J. Pourcillie, 2943 Clark ave . . . . . Collector  
G. A. La Bee, 8219 S Broadway . . . . . Receiver  
G. H. Baird, 3009 Ruiger st. . . . . Magazine Agent
- 110. OLD GUARD; Bucyrus, Ohio.**  
Meets in Engineers' Hall, 2d and 4th Sundays at  
2 P. M.  
Wm. Fitzmaurice, 633 E. Rensslear st. . . . . Master  
B. A. Huson, 623 E. Rensslear st. . . . . Secretary  
G. L. Hutchison, 665 E. Rensslear st. . . . . Collector  
T. E. Lowry, 341 cor. Wiley and Charles  
sts. . . . . Receiver  
B. A. Huson, 623 Rensslear st. . . . . Magazine Agent
- 111. BEACON; Mattoon, Ill.**  
Meets in K. of L. Hall, over Cunningham's dry  
goods store, Sundays at 1:30 P. M.  
W. P. Fitzgerald, cor. E. 6th st. and Broad-  
way . . . . . Master  
W. P. Fitzgerald, cor. E. 6th st. and Broad-  
way . . . . . Secretary  
A. E. Marshall, 74 Richmond st. . . . . Collector  
Lee Sommer . . . . . Magazine Agent
- 112. EVENING STAR; Howell Sta., Evansville, Ind.**  
Meets in Curry's Hall, 2d and 4th Mondays at  
7:30 P. M.  
M. J. Riethman, Howell . . . . . Master  
G. T. Colvin . . . . . Secretary  
Mart Whitford . . . . . Collector  
T. P. Stephenson . . . . . Receiver  
L. A. Jacobs, 500 N. 3d st., E. St. Louis, Ill.,  
Magazine Agent
- 113. CLARK-KIMBALL; Pocatello, Idaho.**  
Meets in I. O. O. F. Hall, Cleveland ave. and B.  
st., every Monday at 7:30 P. M.  
H. H. Maguire . . . . . Master  
J. F. Holloway, Box 165 . . . . . Secretary  
W. H. Zeiter . . . . . Collector  
S. G. Doane, Box 86 . . . . . Receiver  
H. F. Best . . . . . Magazine Agent
- 114. BLACK HAWK; Keithsburg, Ill.**  
Meets in Mason Hall, 4th and Washington sts.,  
1st and 3d Sundays.  
W. M. Marks . . . . . Master  
Willworth Newell, L Box 39 . . . . . Secretary  
Dan'l. Hammond . . . . . Collector  
W. E. Burch . . . . . Receiver  
F. E. Cole . . . . . Magazine Agent
- 115. GULF CITY; Galveston, Texas.**  
Meets in Old Masonic Hall P. O. st., between 22d  
and 23 sts.  
H. L. Briggs, 802 Mechanic st. . . . . Master  
E. W. Boddeker, 910 ave I . . . . . Secretary  
C. H. Hawkins, 33th st. and ave H . . . . . Collector  
Fred. Ochler, 31st st. and ave N . . . . . Receiver  
E. W. Boddeker, 910 ave I . . . . . Magazine Agent
- 116. ST. CLAIR; Fort Gratiot, Mich.**  
Meets in Engineers' Hall 1st and 3d Sundays at  
1:30 P. M.  
Jno. Gould . . . . . Master  
C. G. Miller, Box 197 . . . . . Secretary  
E. S. Willson . . . . . Collector  
Receiver  
C. E. Topp . . . . . Magazine Agent
- 117. BEAVER; London, Ontario.**  
Meets in Castle Hall, cor. Clarence and Dundas  
sts., 2d and 4th Sundays at 2 P. M.  
Geo. Black, 460 Simcoe st. . . . . Master  
E. R. Atkins, 268 Clarence st. . . . . Secretary  
Geo. Black, 460 Simcoe st. . . . . Collector  
Geo. Thody, 724 King st. . . . . Receiver  
Wm. Kermath, 560 Grey st. . . . . Magazine Agent
- 118. STAR OF THE EAST; Richmond, Quebec.**  
Meets in McMorine's Hall, Main st., 1st and 3d  
Sundays at 2 P. M.  
R. A. Leonard, Richmond Station . . . . . Master  
J. E. Linahan, Richmond Station . . . . . Secretary  
Geo. Goyette, Richmond Station . . . . . Collector  
G. A. Pye, Melbourne . . . . . Receiver  
Wm. Fletcher, Box 118, Richmond Station  
Magazine Agent
- 119. COLONIAL; River du Loup, Quebec.**  
Meets in English School, River du Loup Sta-  
tion, 2d and 4th Sundays.  
Timothy Birule, River du Loup Station, Master  
J. V. Dion, River du Loup Station, Secretary  
S. G. Ferguson, River du Loup Station, Collector  
C. J. Levesque, River du Loup Station, Receiver  
Felix Gagnon, River du Loup Station,  
Magazine Agent
- 120. FORTUNE; Syracuse, N. Y.**  
Meets in B. of L. E. Hall, cor. Seymore and Os-  
wego sts., Wednesdays at 8 P. M.  
Fred Oemars, 728 Marcellus st. . . . . Master  
Wm. Houston, 107 Oswego st. . . . . Secretary  
L. G. Rouson, 101 Bertina Place . . . . . Collector  
Isaac Gilbo, 138 Richmond ave . . . . . Receiver  
Jno. Martin, 465 Shonnard st. . . . . Magazine Agent
- 121. FELLOWSHIP; Corning, N. Y.**  
Meets in Huber's Hall, cor. Market and Cedar  
sts., 1st and 3d Sundays at 3 P. M.  
Chas. McCarthy, 364 E. Second st. . . . . Master  
E. K. Beales, 313 E. Third st. . . . . Secretary  
E. E. Beals, 313 E. Third st. . . . . Collector  
E. E. Everta, 87 Mill st. . . . . Receiver  
W. L. Carson, 321 E. Market st. Magazine Agent
- 122. FEDERATION; Pana, Ill.**  
Meets in I. O. O. F. Hall 2d and 4th Sundays at  
2:30 P. M.  
W. J. Miller . . . . . Master  
W. E. Gray, L. Box 305 . . . . . Secretary  
Matthew Fry . . . . . Collector  
W. K. Gray, L. Box 305 . . . . . Receiver  
Wm. Cruthers . . . . . Magazine Agent
- 123. OVERLAND; Omaha, Neb.**  
Meets in Interson's Hall, S. E. Cor. 17th and  
Farnham sts., 2d and 4th Wednesdays at 8 P. M.  
I. N. Wright . . . . . Master  
B. S. Briggs, 1136 S. 29th st. . . . . Secretary  
C. H. Forster, 1540 S. 17th st. . . . . Collector  
Jno. Nilsson, 1018 S. 11th st. . . . . Receiver  
B. H. Winkelman, 1204 S. 9th st. Magazine Agent
- 124. PILOT; Perry, Iowa.**  
Meets in K. P. Hall, 2d st. 2d and 4th Tuesday  
at 7:30 P. M.  
W. B. Howe, Box 153 . . . . . Master  
R. R. Stockwell, Box 332 . . . . . Secretary  
J. E. Banyard, Box 267 . . . . . Collector  
Oscar Woods . . . . . Receiver  
W. F. Bowser, Box 404 . . . . . Magazine Agent
- 125. GUIDE; Marshalltown, Iowa.**  
Meets in I. O. O. F. Hall 126 E Main st, 2d and  
4th Sundays at 1:30 P. M.  
C. A. Bach, 405 S. Center st. . . . . Master  
T. R. Long, 305 S. 1st st. . . . . Secretary  
Wm. Jennings, 505 W. Boone st. . . . . Collector  
A. L. Johnson, 405 S. Center st. . . . . Receiver  
W. A. Holmes, 207 W. Boone st. Magazine Agent
- 126. COMET; Austin, Minn.**  
Meets in B. of L. E. Hall, 1st and 3d Mondays and  
2d and 4th Sundays.  
R. W. Beecher . . . . . Master  
J. C. Erickson . . . . . Secretary  
W. H. Teeter . . . . . Collector  
J. C. Erickson . . . . . Receiver  
Magazine Agent
- 127. NORTHERN LIGHT; Winnipeg, Manitoba.**  
Meets in K. P. Hall, Clement Block, Main st.,  
1st Tuesdays and 3d Wednesdays.  
W. H. H. Goodwin, 496 Logan st. . . . . Master  
Paul Elcombe, 357 Jarvis ave . . . . . Secretary  
J. B. Russell, 712 Pacific ave . . . . . Collector  
Geo. Maneely, 405 Alexander st. . . . . Receiver  
U. H. H. Goodwin, 496 Logan ave . . . . . Mag. Agent
- 128. LANDMARK; Glendive, Montana.**  
Meets in Masonic Hall, every Tuesday evening.  
Jas. Blair . . . . . Master  
Robt. McNeilly . . . . . Secretary  
Alex McDonald, Forsyth . . . . . Collector  
Jas. McKenzie . . . . . Receiver  
T. G. Sorenson, Forsyth . . . . . Magazine Agent
- 129. MINERAL KING; Keweenaw, Mich.**  
Meets in Engineer's Hall, 2d and 4th Sundays at  
2 P. M.  
Coleman Nee, General Delivery . . . . . Master  
C. J. Dady, Box 452 . . . . . Secretary  
M. A. Berrigan, 819 Ludington st. . . . . Collector  
H. C. Gibbs, 425 Car. H. pbell st. . . . . Receiver  
E. A. Young, 510 Sarah st. . . . . Magazine Agent
- 130. GUIDING STAR; Milwaukee, Wis.**  
Meets in Firemen's Hall, Lake and Reed sts. 3d  
and 4th Sundays.  
J. H. Brady, 791 Scott st. . . . . Master  
A. J. Hall, 337 Brady st. . . . . Secretary  
J. E. Roberts, 34 24th st. . . . . Collector  
J. E. Roberts, 34 34th st. . . . . Receiver  
P. J. Yerrick, 673 National ave. Magazine Agent
- 131. GOLDEN RULE; Stevens Point, Wis.**  
Meets in Adams' Hall, 2d and 4th Sundays at  
2:30 P. M.  
T. E. McPhail, 402 Center st. . . . . Master  
E. G. Zimmer, 918 Center ave . . . . . Secretary  
E. G. Zimmer, 918 Center ave . . . . . Collector  
T. E. McPhail, 402 Center st. . . . . Receiver  
F. C. Holman, 418 Dixon st. . . . . Magazine Agent

**ARVIN HUGHITT; Eagle Grove, Iowa.**

is in I. O. O. F. Hall, 1st and 3d Sundays at 8 P. M.

Schoonover . . . . . Master  
Tillinghast . . . . . Secretary  
son Marshall . . . . . Collector  
Howell . . . . . Receiver  
Robinson . . . . . Magazine Agent

**'RAGUE; Sprague, Wash.**

is in B. of L. F. Hall every Monday at 1:30 P. M.

Burns . . . . . Master  
Shuuk . . . . . Secretary  
Stormont . . . . . Collector  
Burns . . . . . Receiver  
Stormont . . . . . Magazine Agent

**STMAN; Farnham, Quebec.**

is in I. O. O. F. Hall every Sunday at 8 P. M.

Watts . . . . . Master  
Cowan . . . . . Secretary  
McGuire . . . . . Collector  
Gibson . . . . . Receiver  
Blackburn . . . . . Magazine Agent

**W YEAR; El Paso, Texas.**

is in O. R. C. Hall every Monday evening.

Hankins, 1107 Franklin st. . . . . Master  
Hughes, Box 108 . . . . . Secretary  
McGinley, Box 108 . . . . . Collector  
Benningshoff, Box 108 . . . . . Receiver  
Welsh, 405 Texas st. . . . . Magazine Agent

**SCOTT; Lindsay, Ontario.**

is in S. O. E. Hall alternate Sundays at 2:30 P. M.

Dolby, Box 516 . . . . . Master  
Drummond, Box 516 . . . . . Secretary  
Pym, Box 516 . . . . . Collector  
Drummond, Box 516 . . . . . Receiver  
Harris . . . . . Magazine Agent

**TECTION; Eldon, Iowa.**

is in K. of P. Hall 2d Sunday and 4th Monday at 2:30 P. M.

Taylor . . . . . Master  
Finney, Box 422 . . . . . Secretary  
Shinn . . . . . Collector  
Trott . . . . . Receiver  
Wright . . . . . Magazine Agent

**ON; Freeport, Ill.**

is in A. O. U. W. Hall, 2d and 4th Sundays.

Chmidt, 41 Iroquois st. . . . . Master  
canlan, 209 Van Buren st. . . . . Secretary  
evenson, 47 Float st. . . . . Collector  
canlan, 209 Van Buren st. . . . . Receiver  
Taylor, 151 Spring st. . . . . Magazine Agent

**WHITNEY; Sumner, Cal.**

is in Druids' Hall every Saturday at 2 P. M.

Devins, Kern . . . . . Master  
rosby, Box 39, Kern . . . . . Secretary  
Phillips, Box 39, Kern . . . . . Collector  
rosby, Box 39, Kern . . . . . Receiver  
Nicholson . . . . . Magazine Agent

**NT OUBAY; Salida, Colo.**

is in I. O. O. F. Hall, every Monday at 2 P. M.

rove, Box 463 . . . . . Master  
Woody, Box 181 . . . . . Secretary  
empton, Box 591 . . . . . Collector  
Smith, Box 591 . . . . . Receiver  
oupland, Box 125 . . . . . Magazine Agent

**PORTER; Fort Wayne, Ind.**

is in B. of L. F. Hall, 79 and 81 Calhoun st., Monday at 7:30 P. M.

atz, 48 W. Main st. . . . . Master  
yan, 210 Lafayette st. . . . . Secretary  
ole, 8 Mechanic st. . . . . Collector  
rehart, 62 Boon st. . . . . Receiver  
hodes, 131 Holman st. . . . . Mag. Agent

**TY; Toledo, Ohio.**

is in Emery Hall, Broadway, 1st and 3d Sunday at 3:30 P. M., and 2d and 4th Thursdays at 1 P. M.

arkey, 918 Broadway . . . . . Master  
ttman, 634 S. St. Clair st. . . . . Secretary  
arkey, 918 Broadway . . . . . Collector  
ttman, 634 S. St. Clair st. . . . . Receiver  
ole, 126 Jarvis st. . . . . Magazine Agent

**FELLOWS; West Oakland, Cal.**

is in Bartlett Hall every Wednesday evening.

ollrath, 1361 E. 11th st, E Oakland, Master  
berts, 1762 1/2 8th st. . . . . Secretary  
dwards, 1256 7th st. . . . . Collector  
berts, 1762 1/2 8th st. . . . . Receiver  
nielson, 1787 7th st. . . . . Magazine Agent

**144. DECORATION Chicago, Ill.**

Meets in Society Hall, cor. Ogden ave. and 12th st. 1st Sunday afternoons and 2d and 4th Thursday evenings.

Martin Murphy, 979 12th st. . . . . Master  
F. E. Neely, 470 Campbell ave. . . . . Secretary  
Frank Lump, 324 Hastings st. . . . . Collector  
F. E. Neely, 470 Campbell ave. . . . . Receiver  
E. G. Aldrich, 1017 W. 12th st. . . . . Magazine Agent

**145. DAVY CROCKETT; San Antonio, Texas.**

Meets in Jones' Hall, 710 Austin st., every Tuesday at 2:00 P. M.

J. R. Norton, 104 River ave. . . . . Master  
G. A. Cook, 1211 Ave. D. . . . . Secretary  
Jos. Braun, 428 Milan st. . . . . Collector  
G. A. Cook, 1211 Ave D. . . . . Receiver  
S. C. Ramsey, 805 ave. D. . . . . Magazine Agent

**146. BAYOU CITY; Houston, Texas.**

Meets in Bell's Hall, Liberty ave, Fifth Ward, every Monday at 2:30 P. M.

Jno. Roach, 1410 Liberty ave. . . . . Master  
Thos. Ballard, 1508 Nance st. . . . . Secretary  
Pat'k DeCourcy, Jr., 1503 Brooks st. . . . . Collector  
W. H. Kimmer 1018 McKee st. . . . . Receiver  
E. J. Speer . . . . . Magazine Agent

**147. MIDLAND; Temple, Texas.**

Meets in B. of R. T. Hall every Thursday at 8 P. M.

Arthur Haines, L Box 105 . . . . . Master  
H. C. Pitts, L Box 105 . . . . . Secretary  
W. T. McGinnis . . . . . Collector  
T. H. Boyd, L Box 105 . . . . . Receiver  
B. P. Wellborn, Call Box 166 . . . . . Magazine Agent

**148. SUNNY SOUTH; Tyler, Texas.**

Meets in Engineers' Hall every Thursday at 7:30 P. M.

Wm. Fox . . . . . Master  
J. T. Peyton, 317 Poplar st. . . . . Secretary  
W. H. McCorkle, 1001 N and B. sts. . . . . Collector  
Daniel Fogarty, 524 Valentine st. . . . . Receiver  
W. T. Phillips, 922 N. Fannie ave. . . . . Mag. Agent

**149. JUST IN TIME; New York, N. Y.**

Meets in Horton Hall, 110 E. 125th st., 2d and 4th Thursdays at 8 P. M. and 2d Sunday forenoon.

Jno. Ritter, 70 E. 115th st. . . . . Master  
S. D. Lappine, 1863 Park ave. . . . . Secretary  
P. J. Gahagan, 809 W. 119 st. . . . . Collector  
R. T. Roscoe, 944 E. 176th st. . . . . Receiver  
J. F. MacVeigh, Lind ave. and Union st., High Bridge . . . . . Magazine Agent

**150. S. M. STEVENS; Marquette, Mich.**

Meets in L. Huillier's Hall, 1st and 3d Sundays.

J. W. Watt, 347 Fisher st. . . . . Master  
J. B. Crowley, 127 Fisher st. . . . . Secretary  
H. R. Roberts, 406 W. Bluff st. . . . . Collector  
G. McK. Gibson, 212 Division st. . . . . Receiver  
W. S. Cooke, W. Ridge st. . . . . Magazine Agent

**151. MAPLE LEAF; Hamilton, Ontario.**

Meets in K. O. I. M. Hall, 14 Hughson st, 1st and 3d Sundays.

Wm. Perkins, 304 Chatharine st, N. . . . . Master  
Alex, McCall, 25 Crook st. . . . . Secretary  
Chas. Evans, 167 Locke st. . . . . Collector  
J. D. Mills, 32 Inchbury st. . . . . Receiver  
Wm. Perkins, 304 Catherine st N. . . . . Mag. Agent

**152. NORTH POLE; West Bay City, Mich.**

Meets in New K. P. Hall, 1st and 3d Sundays at 2 P. M.

Fred Roach . . . . . Master  
R. A. McPeak, 514 State st. . . . . Secretary  
J. B. Miller, 708 N. Union st. . . . . Collector  
R. A. McPeak, 514 State st. . . . . Receiver  
Thos. Doyle . . . . . Magazine Agent

**153. H. C. LORD; Fort Scott, Kansas.**

Meets in K. of P. Hall, Main and 2d sts., 1st and 3d Mondays at 2 P. M.

W. F. Pritchard, 306 Margrave st. . . . . Master  
W. H. Pool, 116 N. Little st. . . . . Secretary  
W. E. Piersol, Gulf Rnd House . . . . . Collector  
W. F. Pritchard, 306 Margrave st. . . . . Receiver  
J. M. Parnley, 102 S. Barbee st. . . . . Mag. Agent

**154. MCKEEN; Chanute, Kansas.**

Meets in Red Men's Hall every Thursday at 8 P. M.

P. M. Roby, Box 629 . . . . . Master  
J. E. Flint, L Box 46 . . . . . Secretary  
S. J. Kester . . . . . Collector  
J. E. Flint, L Box 46 . . . . . Receiver  
E. B. Fortney . . . . . Magazine Agent

**155. J. F. BINGHAM; New York, N. Y.**

Meets in Central Hall, 147 W. 32d st, 1st and 3d Saturdays at 8 P. M.

Sam'l Baines, 71 Patchen ave, Brooklyn. Master  
J. J. Lovett, 302 W. 146th st. . . . . Secretary  
G. W. Smith, 307 W. 144th st. . . . . Collector  
Theo. Fry, 506 W. 125th st. . . . . Receiver  
W. C. O'Donnell, 235 W. 142d st. . . . . Magazine Agent

- 156. NECHES; Palestine, Texas.**  
Meets in Engineers' Hall every Monday at 7:30 P. M.  
Leo Delaney, Box 232 . . . . . Master  
S. E. Burkhead, Box 232 . . . . . Secretary  
Milton Meridith, Box 232 . . . . . Collector  
W. T. Murrell, Box 232 . . . . . Receiver  
Geo Batt . . . . . Magazine Agent
- 157. ECHO; Peru, Ind.**  
Meets in Echo Hall, 1st and 2d Sundays at 2 P. M. and 2d and 4th Tuesdays at 7 P. M.  
M. E. Whetsel . . . . . Master  
F. E. O'Connell . . . . . Secretary  
M. E. Whetsel . . . . . Collector  
T. P. Deud, 181 W. 8th st. . . . . Receiver  
G. M. Jackson . . . . . Magazine Agent
- 158. STANDARD; Detroit, Mich.**  
Meets in B. of R. T. Hall, 82 and 84 Gratiot st., 1st and 3d Sundays at 2 P. M.  
H. E. Rice, 392 Congress st. E. . . . . Master  
C. E. McAuliffe, 420 Fort st. E. . . . . Secretary  
Thos. Johnson, 315 Catherine st. . . . . Collector  
H. E. Rice, 392 Congress st. E. . . . . Receiver  
Jno. O'Neill, 378 Welch ave. . . . . Magazine Agent
- 159. W. H. THOMAS; Nashville, Tenn.**  
Meets in K. of P. Hall, Palmer Building, Union st., every Monday at 9 P. M.  
J. M. Aughey, 1104 Cedar st. . . . . Master  
J. H. Porter, 1902 State st. . . . . Secretary  
Jas. Gibbons, 1901 Patterson st. . . . . Collector  
J. C. McCombs, 321 Knowles st. . . . . Receiver  
J. M. Fleming, 1910 State st. . . . . Magazine Agent
- 160. C. J. HEPBURN; Evansville, Ind.**  
Meets in Royal Arcanum Hall, cor. Main and Fifth sts., 2d and 4th Sundays at 2 P. M.  
J. M. Clark, 402 William st. . . . . Master  
F. M. Faine, 1320 Walnut st. . . . . Secretary  
Richard Witty, 1046 Main st. . . . . Collector  
Lou. Helmroth, 924 E. Indiana st. . . . . Receiver  
E. F. Stiker, 1120 Cherry st. . . . . Magazine Agent
- 161. HERALD; Burlington, Iowa.**  
Meets in K. P. Hall, 210-214 N. 4th st., 2d and 4th Sundays.  
J. A. Richards, 1709 Orchard st. . . . . Master  
Lewis Benthel, 818 N. 10th st. . . . . Secretary  
J. A. Richards, 1709 Orchard st. . . . . Collector  
J. D. Hawksworth, 2903 Madison st. . . . . Receiver  
H. C. Sieben, 820 N. Oak st. . . . . Magazine Agent
- 162. PROSPECT; Elkhart, Ind.**  
Meets in B. of L. F. Hall, Blackburn Bl'k, every Sunday at 2 P. M.  
Wallace Marker, 122 State st. . . . . Master  
J. C. Doty, 510 Harrison st. . . . . Secretary  
J. C. Doty, 510 Harrison st. . . . . Collector  
Stephen Dussau, 828 Jefferson st. . . . . Receiver  
J. C. Doty, 510 Harrison st. . . . . Magazine Agent
- 163. ETNA; Pine Bluff, Ark.**  
Meets in Atkinson Hall, cor. Main and 2d ave, 1st and 3d Fridays at 2:30 P. M., and 2d and 4th Fridays at 7:30 P. M.  
Thaddeus Coshey, 1905 E. Boreque st. . . . . Master  
Ernest Deane, 321 E. 6th ave. . . . . Secretary  
J. A. Frazier, 1020, E. 2d ave. . . . . Collector  
J. F. Francy, 615 Morris st. . . . . Receiver  
W. H. Graves, 1006 Alabama st. . . . . Mag. Agent
- 164. KEL RIVER; Ashley, Ind.**  
Meets in Engineer's Hall every Wednesday evening.  
F. M. Kelley . . . . . Master  
C. E. Blair . . . . . Secretary  
G. E. Schoville . . . . . Collector  
W. H. Tucker . . . . . Receiver  
F. M. Stafford, 648 LaFayette ave., Detroit, Mich. . . . . Magazine Agent
- 165. ROBERT ANDREWS; Andrews, Ind.**  
Meets in Firemen's Hall every Monday evening.  
L. L. Wisner . . . . . Master  
G. W. Adams, Box 166 . . . . . Secretary  
C. H. Keefer . . . . . Collector  
G. W. Adams, Box 166 . . . . . Receiver  
T. J. Henderson . . . . . Magazine Agent
- 166. WM. HUGO; Huntington, Ind.**  
Meets in Firemen Hall, every Wednesday at 7:30 P. M.  
C. M. Keller, 111 Washington st. . . . . Master  
W. H. Willets, 58 Webster st. . . . . Secretary  
L. A. Ertzinger, 8 Market st. . . . . Collector  
Alvin McEnderfer, 14 N. Jefferson st. . . . . Receiver  
G. C. Marston, 16 Briant st. . . . . Magazine Agent
- 167. MOUNT HOOD; The Dalles, Oregon.**  
Meets in K. of P. Hall, first and last Wednesdays at 7:30 P. M.  
J. H. Douglas . . . . . Master  
Alex. Clegg, Box 266 . . . . . Secretary  
Jas Brennan . . . . . Collector  
J. P. Linehard, 555 Mitchell st, Station B., Portland . . . . . Receiver  
F. E. Adams . . . . . Magazine Agent
- 168. GUARD RAIL; North La Crosse, Wis.**  
Meets in K. of P. Hall, 715 Rose st., N. La Crosse, 1st and 3d Mondays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M.  
J. H. Schaller, 424 Caledonia st., La Crosse . . . . . Master  
J. E. Wells, Batavian Bank Building, La Crosse . . . . . Secretary  
J. J. Murphy, 430 Avon st., La Crosse . . . . . Collector  
T. C. Murphy, Portage . . . . . Receiver  
Chauncy Winn . . . . . Magazine Agent
- 169. H. G. BROOKS; Hornellsville, N. Y.**  
Meets in B. of L. F. Hall every Monday at 7:30 P. M.  
C. L. Burt, 25 June st. . . . . Master  
T. J. Glynn, 11 Pardee st. . . . . Secretary  
L. E. Reed, 10 Vancoster st. . . . . Collector  
J. L. Collins, 43 E. Main st. . . . . Receiver  
J. R. Saunders, 43 Hartshorn st. . . . . Magazine Agent
- 170. PRAIRIE; Huron, S. Dakota.**  
Meets in I. O. O. F. Hall, cor. 3d and Wisconsin sts, 2d and 4th Sundays at 10 A. M.  
W. H. Bliss, 534 Utah st. . . . . Master  
T. R. Cooper, 355 Frank st. . . . . Secretary  
T. C. Lauters, 445 6th st. . . . . Collector  
G. E. Briggs . . . . . Receiver  
A. W. Harvey, Beach st. . . . . Magazine Agent
- 171. SUNBEAM; Truro, Nova Scotia.**  
Meets in Caledonia Hall, 1st Saturday and 3d Wednesday.  
Alex. Robbins, Box 239 . . . . . Master  
T. G. Dickson, Box 239 . . . . . Secretary  
T. A. Edwards . . . . . Collector  
J. K. Fraser, Box 436 . . . . . Receiver  
J. A. Gazeley . . . . . Magazine Agent
- 172. F. G. LAWRENCE; Ottawa, Ontario.**  
Meets in Manchester Hall, Wellington st., alternate Sundays.  
W. H. Wood, 217 Bridge st. . . . . Master  
R. H. Fraser, 131 Spruce st. . . . . Secretary  
Chas. Dow, 794 Wellington st. . . . . Collector  
Chas. Sims, 680 Albert st. . . . . Receiver  
R. H. Fraser, 131 Spruce st. . . . . Magazine Agent
- 173. PACIFIC; Winslow, Arizona.**  
Meets in B. of L. F. Hall every Sunday at 2 P. M.  
H. H. Downs . . . . . Master  
B. A. Workman, L Box 3 . . . . . Secretary  
T. T. Harris . . . . . Collector  
B. A. Workman, L Box 3 . . . . . Receiver  
Mark Whitaker . . . . . Magazine Agent
- 174. HARRISBURG; Harrisburg, Pa.**  
Meets in Sible's Hall, S. E. cor. 3d and Cumberland sts., 2d and 4th Sundays at 1 P. M.  
Caradoc Edwards, 1604 Logan ave. . . . . Master  
B. F. Huber, 1716 N. 5th st. . . . . Secretary  
R. J. Seitz, 613 Harris st. . . . . Collector  
Wm. Blessing, 422 Riley st. . . . . Receiver  
E. E. Ewing, 104 Calder st. . . . . Magazine Agent
- 175. TAYLOR; Newark, O.**  
Meets in O. R. C. Hall, south side square, every Wednesday at 7:30 P. M.  
Louis Kastla, Cedar st. . . . . Master  
O. A. Simeox, 49 Cedar st. . . . . Secretary  
Samuel Wood, 49 Cedar st. . . . . Collector  
J. C. Sudbury, 23 Clinton st. . . . . Receiver  
W. R. Stone, 76 Gay st. . . . . Magazine Agent
- 176. MAIN LINE; Clinton, Ill.**  
Meets in B. of L. F. Hall Room 21, Union Block, every Monday evening.  
Henry Lynch . . . . . Master  
Kent Hannah, Box 130 . . . . . Secretary  
L. F. Kurt . . . . . Collector  
B. F. Goodwin . . . . . Receiver  
J. B. Johnson, Box 31 . . . . . Magazine Agent
- 177. SUNSET; Marshall, Texas.**  
Meets in B. of L. F. Hall, 614 Railroad ave. every Tuesday at 7:30 P. M.  
J. A. Rodgers . . . . . Master  
E. S. Hardy, Box 184 . . . . . Secretary  
E. S. Hardy, Box 184 . . . . . Collector  
H. H. Edwards, Box 184 . . . . . Receiver  
J. C. Brown . . . . . Magazine Agent

**LT LAKE; Salt Lake City, Utah.**  
 in Temple of Honor Hall, cor. Main and  
 South sts., every Monday at 8 P. M.  
 Brown, 22 Germany ave. . . . . Master  
 Davis, Box 17 . . . . . Secretary  
 Woodruff, Box 17 . . . . . Collector  
 Mace, 634 S. 8th West st. . . . . Receiver  
 Selby, 346 S. 7th West st. . . . . Mag. Agent

**EE HIVE; Lincoln, Neb.**  
 in Young's Hall, 1519 O st., 2d and 4th  
 days at 2 P. M.  
 Hall, 229 N. 10th st. . . . . Master  
 Robinson, Box 931 . . . . . Secretary  
 Shafer, 637 N. 11th st. . . . . Collector  
 Robinson, Box 931 . . . . . Receiver  
 Rambo . . . . . Magazine Agent

**EE STATES; Cairo, Ill.**  
 in Casino Hall, cor. 12th st. and Washing-  
 ave., 1st and 3d Tuesday evenings.  
 O'Connell, 107 Poplar st. . . . . Master  
 Kelly, 2501 Poplar st. . . . . Secretary  
 Pollock, 210 26th st. . . . . Collector  
 Gilman, 509 Center st. . . . . Receiver  
 White, 3101 Park ave. . . . . Magazine Agent

**LLINGTON; Palmerston, Ontario.**  
 in A. O. U. W. Hall, Main st., 1st and 3d  
 days.  
 nbar . . . . . Master  
 Wilson, Box 43 . . . . . Secretary  
 Nicoll . . . . . Collector  
 Nicholson, Box 21 . . . . . Receiver  
 Edmiston, Box 41 . . . . . Magazine Agent

**IC CITY; Roanoke, Va.**  
 in Mountain Dale Hall, I. O. O. F., 205  
 rson st. S., every Sunday at 9 A. M.  
 ore, 514 4th ave. N. E. . . . . Master  
 hafin, 621 1st ave. N. W. . . . . Secretary  
 Westwood, 1319 2d ave. N. W. . . . . Collector  
 est, 731 1st ave. N. W. . . . . Receiver  
 Dickens, 301 10th st. S. W. . . . . Mag. Agent

**E SHORE; Collinwood, Ohio.**  
 in I. O. O. F. Hall every Thursday evening.  
 terce . . . . . Master  
 turges, Box 19 . . . . . Secretary  
 Richard, Box 388 . . . . . Collector  
 herman . . . . . Receiver  
 ordon . . . . . Magazine Agent

**; Lima, Ohio.**  
 in B. of L. F. Hall every Sunday.  
 luter, 817 W. High st. . . . . Master  
 ustason, 233 W. Kibby st. . . . . Secretary  
 oberts, Kibben st. . . . . Collector  
 luter, 817 W. High st. . . . . Receiver  
 olby, 609 N. West st. . . . . Magazine Agent

**LITY; Delphos, Ohio.**  
 in G. A. R. Hall, Main st., every Sunday  
 at 7 P. M.  
 ker . . . . . Master  
 Buckpitt, Box 119 . . . . . Secretary  
 ker . . . . . Collector  
 ashburn, L. Box 78 . . . . . Receiver  
 ekerly . . . . . Magazine Agent

**IBERLIN; Chicago, Ill.**  
 in Walther's Hall, 3934 State st., 1st and 3d  
 days.  
 Green, 3609 Portland st. . . . . Master  
 anning, 419 Duncan Park . . . . . Secretary  
 och . . . . . Collector  
 ss, 1087 E. North st., Decatur . . . . . Receiver  
 ler, 4235 Princeton ave. . . . . Magazine Agent

**LE GIANT; Charleston, Ill.**  
 in Red Men's Hall 1st and 3d Sundays at 2  
 and 2d and 4th Tuesdays at 7:30 P. M.  
 nth . . . . . Master  
 reeman, Box 156 . . . . . Secretary  
 Anderson . . . . . Collector  
 reeman, Box 156 . . . . . Receiver  
 rnes . . . . . Magazine Agent

**NERBELL; Chicago, Ill.**  
 in Bieble Hall, cor. Western ave. and In-  
 St., 1st and 3d Sundays at 2:30 P. M.  
 nderick, 869 Indiana st. . . . . Master  
 ers, 1107 Chicago ave. . . . . Secretary  
 y, 1130 Superior st. . . . . Collector  
 y, 32 California ave. . . . . Receiver  
 nderick, 869 Indiana st. . . . . Magazine Agent

**WIN; Ft. Howard, Wis.**  
 in B. of L. F. Hall, 2d and 4th Sundays at  
 7 P. M.  
 Sheehy . . . . . Master  
 gan, L. Box 305 . . . . . Secretary  
 ane, 321 S. Washington st., Green  
 . . . . . Collector  
 Sheehy . . . . . Receiver  
 all . . . . . Magazine Agent

**190. FERGUSON; Sanborn, Iowa.**  
 Meets in I. O. O. F. Hall, 2d and 4th Sundays at 7  
 P. M.  
 Emmet Wentworth, Box 102 . . . . . Master  
 Henry Kissler . . . . . Secretary  
 C. J. Walston . . . . . Collector  
 C. J. Walston . . . . . Receiver  
 Thos. Helman . . . . . Magazine Agent

**191. CUSTER; Livingston, Montana.**  
 Meets in Miles' Hall every Wednesday at 7:30  
 P. M.  
 J. A. Marshall, Box 303 . . . . . Master  
 J. M. Lannon, L Box 412 . . . . . Secretary  
 A. C. Wilson, L Box 303 . . . . . Collector  
 A. M. Getchell, L Box 321 . . . . . Receiver  
 O. F. Wessel . . . . . Magazine Agent

**192. MT. TACOMA; Tacoma, Wash.**  
 Meets in I. O. O. F. Hall, 314 E. 26th st., 1st  
 and 3d Tuesdays at 7:30 P. M.  
 Jas. Clark, 218 E. 26th st. . . . . Master  
 Wm. Moscrop, 218 E. 26th st. . . . . Secretary  
 Jas. Clark, 218 E. 26th st. . . . . Collector  
 C. W. Meyer, East F. and 26th st. . . . . Receiver  
 G. O. Phelps, 314 E. 25th st. . . . . Magazine Agent

**193. J. B. MAYNARD; East Portland, Oregon.**  
 Meets in Ross Hall, Portland, East Side, alter-  
 nate Thursdays, at 7:30 P. M.  
 J. F. McQuaid, S. P. R. R. Shops, Portland  
 . . . . . Master  
 C. S. Sweeney, 385 Benton st. . . . . Secretary  
 W. D. Jeaso, 10 N. Union ave. . . . . Collector  
 D. J. Byrne, 20th and E. Glisan sts., Port-  
 land . . . . . Receiver  
 J. J. Lynch, 249 Kearney st., Portland,  
 . . . . . Magazine Agent

**194. BONANZA; Missoula, Montana.**  
 Meets in Odd Fellows' Hall 1st and 3d Sundays  
 at 2:30 P. M.  
 W. G. Marshall . . . . . Master  
 N. J. Bostwick . . . . . Secretary  
 S. L. Kelley . . . . . Collector  
 J. B. Powers . . . . . Receiver  
 A. S. Ericsson . . . . . Magazine Agent

**195. RE-ECHO; Montpelier, Idaho.**  
 Meets in Brennan Hall, 1st and 3d Fridays at  
 7:30 P. M.  
 Ira Chaffin . . . . . Master  
 W. H. McGilvray, Call Box 13 . . . . . Secretary  
 Jos. McIlwain . . . . . Collector  
 Henry Douglas, Box 12 . . . . . Receiver  
 Ira Chaffin . . . . . Magazine Agent

**196. CLOUD CITY; Leadville, Colo.**  
 Meets in F. O. S. of A. Hall, 1st and 2d Tuesdays  
 at 7:30 P. M.  
 A. F. Taylor, Delaware Block . . . . . Master  
 G. W. Bucher, 219 E. 12th st. . . . . Secretary  
 Geo. McGonigal, 306 W. 4th st. . . . . Collector  
 Fred Hyde, Box 653 . . . . . Receiver  
 F. W. Strasser, Minturn . . . . . Magazine Agent

**197. RIVERSIDE; Savanna, Ill.**  
 Meets in Engineers' Hall, 1st and 3d Mondays at  
 9:30 A. M.  
 C. P. Ingmunsdon, Box 1 . . . . . Master  
 L. D. McKee, Box 227 . . . . . Secretary  
 J. H. Fulford, Jr., Box 375 . . . . . Collector  
 Jas. Bailey, L. Box B . . . . . Receiver  
 F. L. Williams . . . . . Magazine Agent

**198. MAPLE CITY; Massillon, Ohio.**  
 Meets in I. O. U. A. M. Hall, 17 E. Main st.,  
 every Monday at 7 P. M.  
 W. Y. Dennis, Hotel Sailer . . . . . Master  
 M. E. Church . . . . . Secretary  
 E. C. Somers, Norwalk . . . . . Collector  
 W. Y. Dennis, Hotel Sailer . . . . . Receiver  
 D. E. Barker . . . . . Magazine Agent

**199. MAHONING; Youngstown, Ohio.**  
 Meets in B. of B. T. Hall, 23 Central Square, 2d  
 Sunday at 10:30 A. M. and 4th Thursday at 7  
 P. M.  
 D. J. Madden, 1018 Ford ave. . . . . Master  
 W. S. Neeley, 18 N. Hine st. . . . . Secretary  
 Jno. Farragher, 117 Holmes st. . . . . Collector  
 Michael Hallisy, 719 Covington st. . . . . Receiver  
 M. J. Welch, 25 Darrow st. . . . . Magazine Agent

**200. FAITH; Meridian, Miss.**  
 Meets in B. of L. E. Hall, cor. 23d ave. and 5th st.,  
 every Monday at 2 P. M.  
 J. L. Stuts . . . . . Master  
 Albert Stockdale, 419 38th ave. . . . . Secretary  
 R. E. Crook . . . . . Collector  
 O. E. Cassidy, 642 35th ave. . . . . Receiver  
 M. A. Cassidy, 642 35th ave. . . . . Magazine Agent

- 301. FRIENDLY HAND; Jackson, Tenn.**  
Meets in Machinist Hall every Thursday evening.  
Wm. Cook, M. & O. R. R. Shops . . . Master  
J. S. King, 136 Mobile ave. . . . . Secretary  
Wm. Cook, M. & O. R. R. Shops . . . . . Collector  
J. D. Bledsoe 203 Prince Edward st. . . Receiver  
Mark Lawrence, I.C.R.R. Shops, Magazine Agent
- 302. SCIOTO; Chillicothe, O.**  
Meets in Clough Hall, cor. Main and Mulberry  
sts., 1st and 3d Sundays at 2 P. M.  
J. R. Schooley, 351 Eastern ave. . . . . Master  
J. D. Stage, 284 E. Main st. . . . . Secretary  
E. C. Brant, 96 N. Hickory st. . . . . Collector  
J. R. Schooley, 351 Eastern ave. . . . . Receiver  
Alfred Dakin, 231 E. 2d st. . . . . Magazine Agent
- 303. GARFIELD; Garrett, Ind.**  
Meets in Frederick Hall every Sunday at 2 P. M.  
G. E. Campbell, L. Box 272 . . . . . Master  
M. G. Pierce, Box 163 . . . . . Secretary  
Jno. Larkins . . . . . Collector  
C. F. Beneman, Box 96 . . . . . Receiver  
H. C. Barretta Box 270 . . . . . Magazine Agent
- 304. COTTON BELT; Jonesborough, Ark.**  
Meets in K. of P. Hall every Saturday at 2 P. M.  
W. B. Mathis . . . . . Master  
W. E. Smith . . . . . Secretary  
J. L. Spence . . . . . Collector  
A. A. Goin . . . . . Receiver  
J. A. Blackwood . . . . . Magazine Agent
- 305. FLOWER OF THE WEST; Topeka, Kan.**  
Meets in A. O. U. W. No. 3 Hall, 418 Kansas ave.,  
2d and 4th Sundays at 2:30 P. M.  
B. H. Tobias, 520 Lawrence st. . . . . Master  
H. B. Stillman, 420 Quincy st. . . . . Secretary  
E. H. Powell, 1301 E. 4th st. . . . . Collector  
Christ. McGinnis, 322 Jefferson st. . . Receiver  
W. M. Robinson, 714 E. 4th st. . . . . Magazine Agent
- 306. FORT PICKERING; Memphis, Tenn.**  
Meets in Miller's Hall, cor. Penna. and Iowa  
aves, every Tuesday at 7:30 P. M.  
J. J. Quinn, 85 Kansas ave. . . . . Master  
Robt. Hall, 85 Kansas ave. . . . . Secretary  
C. F. Lonergan, Station A . . . . . Collector  
Robt. Hall, 85 Kansas ave. . . . . Receiver  
J. E. Hellon, 135 Pennsylvania ave. Mag. Agent
- 307. LOYAL; Meadville, Pa.**  
Meets in B. of L. F. Hall, 912 Water st., every  
Tuesday afternoon.  
W. A. Smith, 10 Atlantic ave. . . . . Master  
J. H. Kerr, 868 Water st. . . . . Secretary  
W. P. Herrington, Phoenix Hotel . . Collector  
W. F. Emerick, Vallonia . . . . . Receiver  
W. I. Schadt, 868 Water st. . . . . Magazine Agent
- 308. KEYSTONE; Susquehanna, Pa.**  
Meets in C. M. B. A. Hall, alternate weeks.  
J. J. Hogan, Box 337 . . . . . Master  
Dan'l. Creggan, Box 291 . . . . . Secretary  
Jno Hile, Box 62 . . . . . Collector  
C. W. Anderson, Box 337 . . . . . Receiver  
J. J. Hogan, Box 337 . . . . . Magazine Agent
- 309. SARATOGA; Whitehall, N. Y.**  
Meets in B. of L. F. Hall, Old National Bank  
building, alternate Sundays at 2:30 P. M.  
G. W. McChesney, Box 138 . . . . . Master  
J. S. C. Peck, Box 413 . . . . . Secretary  
B. A. Long, Box 302 . . . . . Collector  
J. W. Farrar, Box 361 . . . . . Receiver  
L. C. Gray, Box 414 . . . . . Magazine Agent
- 310. 18-K; Schenectady, N. Y.**  
Meets in Carpenters' and Joiners' Hall, 336 State  
st., 1st and 3d Tuesdays.  
Jno. Vrooman, Box 497 . . . . . Master  
Homer Eygnar, 302 Paige st. . . . . Secretary  
Jno. Vrooman, Box 497 . . . . . Collector  
J. E. VanVranken, Box 497 . . . . . Receiver  
August Ruter, 606 Peek st. . . . . Magazine Agent
- 311. ONOKO; South Easton, Pa.**  
Meets in Bragg's Hall, cor. Burwick and Aaron  
sts., 1st and 3d Sundays at 2 P. M.  
Jas. Tharp, 813 Wilkes Barre st. . . . Master  
C. N. Conine, 821 Wilkes Barre st. . . Secretary  
J. D. Leibensperger, 374 Berwick st. . Collector  
F. O. Reber, 109 Delaware st. . . . . Receiver  
W. C. Stocker, 31 Coal st. . . . . Mag. Agent
- 312. EMPIRE; Watertown, N. Y.**  
Meets in Red Men's Hall, 2d and 4th Sundays.  
Thos. Barnett . . . . . Master  
T. H. Lynch, 101 Factory st. . . . . Secretary  
G. W. Stumpf, 2 Orchard st. . . . . Collector  
F. C. Nichols, 12 Poplar st. . . . . Receiver  
F. A. Fisher, Waltham st. . . . . Magazine Agent
- 313. WEST SHORE; Syracuse, N. Y.**  
Meets in Olbeter Hall, 1120 Burnett ave, every  
Thursday evening.  
A. F. Riley, 642 Burnett st. . . . . Master  
F. L. Crosby, 1513 Burnett st. . . . . Secretary  
A. Pfeiffer, 140 Oak st. . . . . Collector  
M. J. Melroy, 140 Oak st. . . . . Receiver  
H. J. Hoolihan, 140 Oak st. . . . . Magazine Agent
- 314. ORIOLE; Baltimore, Md.**  
Meets in Smith's Hall, 3 w. 20th st., 2d and 4th  
Sundays.  
I. H. White, 20 W. Oliver st. . . . . Master  
Jas. Magraw, 600 E. Biddle st. . . . . Secretary  
J. W. Berthold, 2106 Jefferson Place . Collector  
W. H. Kennedy, 2123 Jefferson Place . Receiver  
E. J. McCleary, 702 E. Chase st. . . . . Mag. Agent
- 315. EAST ALBANY; East Albany, N. Y.**  
Meets in B. of L. F. Hall, every Tuesday even-  
ing.  
H. A. Morris, 395 Broadway . . . . . Master  
D. F. Teeling, 21 Broadway, Bath-on-  
Hudson . . . . . Secretary  
G. A. March, 358 Broadway . . . . . Collector  
G. B. Cone, 7 Park st, Bath-on-Hudson. Receiver  
Thos. Paul, Jr., 5 Aiken ave. Greenbush . Magazine Agent
- 316. LYON BROOK; Norwich, N. Y.**  
Meets in B. of L. F. Hall, Daniels Block, 191  
Broad st., 1st Monday evening and 3d Sunday  
afternoon.  
Frank Espbeck, 16 Mechanic st. . . . . Master  
R. E. Rowe, Globe Hotel . . . . . Secretary  
W. T. Haight, State st. . . . . Collector  
F. V. Thorp, L. Box 120 . . . . . Receiver  
J. M. Coleman, 6 Mechanic st. . . . . Magazine Agent
- 317. HEADLIGHT; Brasil, Ind.**  
Meets in K. of P. Hall 2d and 4th Sunday at 1  
P. M.  
. . . . . Master  
. . . . . Secretary  
C. W. Miller, Box 547 . . . . . Collector  
. . . . . Receiver  
Elza A. . . . . Magazine Agent
- 318. PIKE'S PEAK; Colorado City, Colo.**  
Meets in I. O. O. F. Hall, Tuesday evenings.  
F. H. Burton . . . . . Master  
C. N. Snyder, L. Box 847 . . . . . Secretary  
W. J. Southers . . . . . Collector  
C. N. Snyder, L. Box 847 . . . . . Receiver  
C. B. Oren . . . . . Magazine Agent
- 319. SMOKEY CITY; Allegheny, Pa.**  
Meets in B. of L. E. Hall, cor. Pennsylvania ave  
and Bidwell st., every Monday at 1:30 P. M.  
J. H. Rockenstein, 297 Franklin at. . . Master  
H. W. Robb, 191 Juanita st. . . . . Secretary  
Peter Martin, 50 Kirkpatrick ave. . . Collector  
U. A. Simpson, 278 Franklin st. . . . . Receiver  
I. E. Stahl, 107 Lake st. . . . . Magazine Agent
- 320. PROVIDENT; Sunbury, Pa.**  
Meets in P. O. S. of A. Hall, Market st., 1st and 3d  
Sundays at 1 P. M.  
H. W. Schoffstall, Box 836 . . . . . Master  
Wm. Park, Box 836 . . . . . Secretary  
G. H. Morton, Box 836 . . . . . Collector  
Solomon Cherry, Box 836 . . . . . Receiver  
H. S. Beverlin . . . . . Magazine Agent
- 321. HURON; Point Edward, Ontario.**  
Meets in Odd Fellows' Hall 1st and 3d Tues-  
days.  
Jno. Knowles . . . . . Master  
E. J. Everett . . . . . Secretary  
F. J. Burgess . . . . . Collector  
J. S. Crawford . . . . . Receiver  
Frank McNally . . . . . Magazine Agent
- 322. WEBSTER; Fort Dodge, Iowa.**  
Meets in Engineer's Hall, 5th st., 2d and 4th Mon-  
days at 2 P. M.  
Frank Evans, 713 3d ave S. . . . . Master  
O. G. Andersen, 1 River st. . . . . Secretary  
F. E. Rogers . . . . . Collector  
O. G. Andersen, 1 River st. . . . . Receiver  
G. H. Trusty, cor. 5th and Locust sts., . Magazine Agent
- 323. GREEN VALLEY; Grafton, W. Va.**  
Meets in I. O. O. F. Hall, 1st and 3d Wednesdays  
at 7:30 P. M.  
W. S. Bishop . . . . . Master  
J. D. E. Huffman . . . . . Secretary  
J. W. Shaffer . . . . . Collector  
J. D. E. Huffman . . . . . Receiver  
M. J. Tighe . . . . . Magazine Agent

**C. BOORN, St. Cloud, Minn.**

is in Stone Cutter's Hall, 515 St. Germain st.,  
Sunday at 2:30 P. M. and 4th Wednesday at  
2 P. M.

Harding, 511 22d ave N . . . . . Master  
Ford, 407 19th ave N . . . . . Secretary  
Jordan, 1107 1st st. N . . . . . Collector  
er Bach, Box 159 . . . . . Receiver  
Mourian, 815 10th ave. N . . . . . Magazine Agent

**PERIOR, Fort William West, Ontario.**

is in McDougall Hall, Fort William, every  
uesday at 2 P. M.

m Hodgson, Fort William . . . . . Master  
Hall, Fort William . . . . . Secretary  
Rumsey, Fort William . . . . . Collector  
McPhalen, Fort William . . . . . Receiver  
V. Garrett, Box 141, Ft. William, Mag. Agent

**GNOLIA, Ennis, Texas.**

is in I. O. O. F. Hall 2d and 4th Wednesdays  
7:30 P. M.

Kendall, L. Box 63 . . . . . Master  
f. Nicol, L. Box 136 . . . . . Secretary  
f. Nicol, L. Box 136 . . . . . Collector  
f. Nicol, L. Box 136 . . . . . Receiver  
i. Snodgrass, H. & T. C. Shops. Mag. Agent

**GNET; Binghamton, N. Y.**

is in Red Men's Hall, Robinson Bl'k, 2d and  
Sundays at 2 P. M.

Williams, 24 Virgil st . . . . . Master  
y Cunningham, Robinson st . . . . . Secretary  
Williams, 24 Virgil st . . . . . Collector  
Haskins, 25 Frederick st . . . . . Receiver  
Hamblin, 8 Morgan st . . . . . Magazine Agent

**NE; Scranton, Pa.**

is in G. A. R. Hall 1st and 3d Sundays at 2  
P. M.

Depuy, 524 N. Lincoln ave . . . . . Master  
Gabie, 117 S. Garfield ave . . . . . Secretary  
Thomas, 817 S. Hyde Park ave . . . . . Collector  
Gillingham, 301 10th st . . . . . Receiver  
k Trumbower, 706 Scranton st.,  
. . . . . Magazine Agent

**NEARD; Utica, N. Y.**

is in Post Bacon Hall 2d and 4th Sundays  
2 P. M.

Quirk, Albany st . . . . . Master  
Pease, 72½ Whitesboro st . . . . . Secretary  
Foley, 72 2d st . . . . . Collector  
Pease, 72½ Whitesboro st . . . . . Receiver  
Barden, 122 Whitesboro st . . . . . Mag. Agent

**BANY CITY; Albany, N. Y.**

is in Stremple Hall, 241 Central ave, 1st, 3d  
15th Mondays at 7:30 P. M.

Riddick, 216 Broadway, East Albany. Master  
Jeffers, 86 Ontario st . . . . . Secretary  
land Maher, 11 Prospect ave . . . . . Collector  
Jeffers, 86 Ontario st . . . . . Receiver  
Vincent, 15 Hunter ave . . . . . Magazine Agent

**LAWARE; Wilmington, Del.**

is in B. of L. F. Hall, 3d and Market sts., 1st  
13d Sundays.

Collison, 9.8 Pine st . . . . . Master  
Dunn, 410 Taylor st . . . . . Secretary  
Donlin 345 E. 3d st . . . . . Collector  
Dunn, 410 Taylor st . . . . . Receiver  
Adams, 406 E 4th st . . . . . Magazine Agent

**CKY THOUGHT, Middletown, N. Y.**

is in A. O. of H. Hall, 2d and 4th Sundays.

Kerrigan, 75 Linden Terrace . . . . . Master  
Powell, 28 Broad st . . . . . Secretary  
Ledy, 277 North st . . . . . Collector  
O'Farrell, 331 North st . . . . . Receiver  
Powell, 28 Broad st . . . . . Magazine Agent

**AD TIDINGS; Moncton, New Brunswick.**

is in K. of P. Hall 1st and 3d Sundays at 2  
P. M.

Rippee . . . . . Master  
Jefferson . . . . . Secretary  
Speer . . . . . Collector  
Cutton . . . . . Receiver  
King . . . . . Magazine Agent

**RTH BAY; North Bay, Ontario.**

is in I. O. O. F. Hall 1st and 3d Tuesdays.

Andsay . . . . . Master  
Lyons . . . . . Secretary  
McCamblly . . . . . Collector  
Lynch . . . . . Receiver  
Lynch, Box 126 . . . . . Magazine Agent

**225. THREE BROTHERS; Pittsburgh, Pa.**

Meets in Welsh Bros. Hall, cor. 26th st. and  
Penn ave. alternate Sundays at 1:30 P. M.

Chas Longacre, Jr., 3038 Penn ave . . . . . Master  
W. H. Phillips, 4010 Liberty ave . . . . . Secretary  
C. B. Woods, 2814 Penn ave. . . . . Collector  
G. W. Caldwell, 6006 Center ave. East End  
. . . . . Receiver

Chas. Longacre, Jr., 28th st. Reading  
room . . . . . Magazine Agent

**226. HINTON; Hinton, West Virginia.**

Meets in Masonic Hall, every Saturday even-  
ing.

C. J. Andrews . . . . . Master  
F. A. Cundiff . . . . . Secretary  
J. P. Lear . . . . . Collector  
J. E. Hogan . . . . . Receiver  
J. M. Morrison . . . . . Magazine Agent

**227. CENTRAL PARK; Central Park, Ill.**

Meets in Rebmann's Hall, 1974 Lake st., Chi-  
cago, 1st and 3d Sundays.

W. H. Bradley, 135 N. Avers ave, Chicago . . . . . Master  
Harry Lynch, 2062 Carroll ave. Chicago . . . . . Secretary

W. N. Code, 1811 W. Ohio st., Chicago . . . . . Collector  
E. H. Brown, 119 S. Green st., Chicago . . . . . Receiver  
Robt. Todd . . . . . Magazine Agent

**228. PLAIN CITY; Paducah, Ky.**

Meets in Rogers' Hall, 12th and Broadway, every  
Tuesday at 7 P. M.

Lloyd Grimes, 1301 Broadway . . . . . Master  
L. L. Hutchinson, 1214 Monroe st . . . . . Secretary  
Thos. Challenor, 430 S. 10th st . . . . . Collector  
J. P. Wesley, 1131 Madison st . . . . . Receiver  
M. J. Ervin, 1120 Madison st . . . . . Magazine Agent

**229. BUCKEYE; Delaware, Ohio.**

Meets in Henry's Hall, 61 Lake st., 2d and 4th  
Sundays at 1 P. M.

J. W. Hetttenbaugh, 169 E. William st . . . . . Master  
E. S. Odell, care Christ Beckhold, E. Central  
ave . . . . . Secretary  
Chris Bechhold, 225 E. Central ave . . . . . Collector  
W. J. Potter, 217 E. William st . . . . . Receiver  
Jas. Guinan, 161 W. Spruce st. . . . . Mag. Agent

**240. GILBERT; Jackson, Mich.**

Meets in Engineers' Hall, cor. Jackson and Main  
sts., 1st and 3d Mondays at 7:30 P. M., and 2d  
and 4th Mondays at 2:30 P. M.

J. N. Powell, 301 S. Em ave . . . . . Master  
G. A. Holden, 1023 E. Main st . . . . . Secretary  
Henry Mosher, 223 W. Main st . . . . . Collector  
F. C. Pierce, 312 E. Francis st . . . . . Receiver  
C. G. Conklin, 114 E. Wilkins st . . . . . Magazine Agent

**241. LAKE ERIE; Buffalo, N. Y.**

Meets in B. L. E. Hall, 412 So Division st., alter-  
nate Fridays.

J. F. Barker, 436 Swan st . . . . . Master  
C. W. Halbin, 17 Superior st . . . . . Secretary  
F. V. Miner, 25 Vary st . . . . . Collector  
I. H. Crossman, 500 Swan st . . . . . Receiver  
F. C. Loomis, 59 Watson st . . . . . Magazine Agent

**242. LIBERTY; Elmira, N. Y.**

Meets in D. L. & W.-Y. M. C. A. Hall, 2d and  
4th Sundays at 2 P. M.

Dennis McCarthy, 405 Crescent ave . . . . . Master  
A. J. Keefe, 360 W. 5th st . . . . . Secretary  
Michael Kendrick, 152 W. Washington st . . . . . Collector  
C. H. Carr, 1321 Lake st . . . . . Receiver  
L. F. Burke, 365 Thurston st . . . . . Magazine Agent

**243. J. H. SELBY; Texarkana, Texas.**

Meets cor. Broad and Spruce sts. 1st and 3d  
Fridays at 7:30 P. M.

E. Fitzgerald, Box 71 . . . . . Master  
W. A. Smith . . . . . Secretary  
Oscar Deitz, Box 372 . . . . . Collector  
E. H. Delk . . . . . Receiver  
T. O. Black, Bonham . . . . . Magazine Agent

**244. T. P. O'ROURKE; Chicago, Ill.**

Meets at 814 W. Twelfth st., 1st Sunday at 2 P. M.  
and 3d Friday at 8 P. M.

P. C. Winn, 814 W. 12th st. . . . . Master  
Jno. O'Malley, 5733 Wright st., Englewood . . . . . Secretary

Jno. O'Malley, 5733 Wright st., Englewood . . . . . Collector

P. C. Winn, 814 W. 12th st. . . . . Receiver  
. . . . . Magazine Agent

- 246. MACON; Macon, Ga.**  
Meets in McGoldrick's Hall, 704 4th st., 2d and 4th Sundays at 2:30 P. M.  
Chas. Green, 416 Elm st. . . . . Master  
J. T. Roach, 13 2d st., S. Macon . . . . . Secretary  
J. E. Sires, 452 Oak st. . . . . Collector  
Chas. Green, 416 Elm st. . . . . Receiver  
J. M. Richards, 1537 2d st. . . . . Magazine Agent
- 247. KENNESAW; Atlanta, Ga.**  
Meets in Red Men's Hall, 6½ N. Broad st., every Sunday at 2 P. M.  
H. O. Teat, 85 Hood st. . . . . Master  
C. H. Elliott, 29 Walker st. . . . . Secretary  
W. B. Watters, 305 Woodward ave. . . . . Collector  
T. L. Francis, Clara . . . . . Receiver  
Reinhold Wurreschke, 1 N Boulevard st. . . . . Magazine Agent
- 248. WESTERN RESERVE; Ashtabula, Ohio.**  
Meets in Knights of Honor Hall, 1st and 3d Mondays at 7:30 P. M.  
E. W. Johnson, 31 Prospect st. . . . . Master  
H. S. Redhead, 11 Spencer st. . . . . Secretary  
A. V. Hillier, 218 West st. . . . . Collector  
Jas. Coutts, 56 Lockwood st. . . . . Receiver  
M. E. Beuhm, 76 Fisk st. . . . . Magazine Agent
- 249. CALUMET; South Chicago, Ill.**  
Meets in I. O. O. F. Hall, cor. 92d street and South Chicago ave., 2d and 4th Sundays at 7:30 P. M.  
Wm. Muldoon . . . . . Master  
Daniel O'Connell, 8852 Houston ave. . . . . Secretary  
B. J. Lynch, 9304 Ontario ave. . . . . Collector  
H. A. Purvis, 9012 Houston ave. . . . . Receiver  
Wm. Zacher, 10203 Ave L, Colehour, Ind., . . . . Magazine Agent
- 250. GOLDEN LINK; Wilkes Barre, Pa.**  
Meets in Grand Army Hall, 1st and 3d Sundays at 2 P. M.  
Frank Downs, Kingston, Luzerne Co. . . . . Master  
E. O. Hale, Box 322, Kingston, Luzerne Co. . . . . Secretary  
A. E. Canfield, Kingston, Luzerne Co., . . . . Collector  
P. L. Keefer, Kingston, Luzerne Co. . . . . Receiver  
A. E. Canfield, Kingston, Luzerne Co. . . . . Magazine Agent
- 251. LEHIGH; Mauch Chunk, Pa.**  
Meets in Stahl's Hall, Upper Mauch Chunk, 1st and 3d Sundays at 2 P. M.  
H. L. Sandhas . . . . . Master  
J. H. Ricker, East Mauch Chunk . . . . . Secretary  
W. F. McGinley . . . . . Collector  
H. B. Fulton . . . . . Receiver  
Wm. Spencer . . . . . Magazine Agent
- 252. COLUMBIA; Columbia, Pa.**  
Meets in Bitner's Hall, every Monday at 7:30 P. M.  
J. A. Miller, Tremont House . . . . . Master  
H. G. Klugh, 242 N. 2d st. . . . . Secretary  
H. M. Hinkle, 570 Walnut st. . . . . Collector  
Jos. Dennison, 640 Chestnut st. . . . . Receiver  
Edw. Dennell, 313 and 315 Locust st., . . . . Magazine Agent
- 253. TRENTON; Trenton, N. J.**  
Meets in A. P. A. Hall, cor. Broad and State sts., at 2 P. M.  
J. B. Salter, 231 Walnut ave. . . . . Master  
Robt. Stackhouse, 306 Genesee st. . . . . Secretary  
M. J. Shelly, 411 Monmouth st. . . . . Collector  
F. P. Parsons, 175 Brunswick ave. . . . . Receiver  
F. N. Caffey, 17 Southard st. . . . . Mag. Agent
- 254. CLIMAX; Missouri Valley, Iowa.**  
Meets in G. A. R. Hall 1st and 3d Thursdays at 7:30 P. M.  
J. S. Halstead . . . . . Master  
W. L. French, Box 541 . . . . . Secretary  
Wm. Perry, Box 459 . . . . . Collector  
D. J. Kennedy . . . . . Receiver  
Andrew Dryden, Box 675 . . . . . Magazine Agent
- 255. CANAL CITY; Arkansas City, Kan.**  
Meets in I. O. O. F. Hall, 1st and 3d Wednesdays at 2:30 P. M.  
Jno. Bienenfang, Room 2, Syndicate Bldg. . . . . Master  
T. L. Rowland, 510 E. Monroe st. . . . . Secretary  
E. R. Fleischer, 1201 So. K. st. . . . . Collector  
Phillip Enderweisen . . . . . Receiver  
Patrick Caldron, 1326 So. G st. . . . . Magazine Agent
- 256. HIGH LINE; Como, Colo.**  
Meets in Slater's Hall, every Sunday at 2:30 P. M.  
Daniel McGreevey . . . . . Master  
Jno. Olson . . . . . Secretary  
Edw. Conahan . . . . . Collector  
C. D. Adams . . . . . Receiver  
J. R. Morgan . . . . . Magazine Agent
- 257. KIT CARSON; Raton, New Mexico.**  
Meets in I. O. O. F. Hall every Monday at 9 A. M.  
C. T. Morehouse . . . . . Master  
J. D. Shy . . . . . Secretary  
C. S. Wolf . . . . . Collector  
C. S. Wolf . . . . . Receiver  
C. S. Wolf . . . . . Magazine Agent
- 258. MONTICELLO; Charlottesville, Va.**  
Meets in Bank Bldg., Main and 6th sts., every Monday at 2 P. M.  
R. L. Brown, 219 9th st. . . . . Master  
J. H. Power, 1103 Duke st. Alexandria. . . . . Secretary  
C. E. Howell, King st. . . . . Collector  
J. L. Almond, 1102 Grove st. . . . . Receiver  
J. L. Almond, 1102 Grove st. . . . . Magazine Agent
- 259. D. J. CHASE; Ashland, Wis.**  
Meets in Good Templars' Hall, cor. Second st. and 4th ave. W., 1st and 3d Sundays at 2:30 P. M.  
R. W. Harrison, 311 8th ave. W. . . . . Master  
T. W. Driscoll, 2100 5th st. E. . . . . Secretary  
Fred. Godfrey, 818 4th ave W. . . . . Collector  
Wm. Buckley, 720 Ellis ave. . . . . Receiver  
W. C. Vallie, 411 7th ave E. . . . . Magazine Agent
- 260. CALIFORNIA; Sacramento, Cal.**  
Meets in New Forster's Hall, 1 st. bet. 7th and 8th sts., every Tuesday at 7:30 P. M.  
T. C. Clarke, Box 107 . . . . . Master  
C. P. Wilson, Box 48 . . . . . Secretary  
C. P. Wilson, Box 48 . . . . . Collector  
W. Lambert, Box 107 . . . . . Receiver  
W. J. Fetherston, Box 107 . . . . . Magazine Agent
- 261. MAGDALENA; San Marcial, New Mexico.**  
Meets in Masonic Hall every Sunday at 7 P. M.  
W. R. Fisher . . . . . Master  
J. R. Williams . . . . . Secretary  
H. H. Kochler . . . . . Collector  
W. R. Fisher . . . . . Receiver  
Jno. Snyder . . . . . Magazine Agent
- 262. QUEEN CITY; West Toronto Junct., Ont.**  
Meets in Campbell Hall, alternate Sundays at 2:30 P. M.  
Ernest McConnell, 77 Vine st., Toronto Junction . . . . . Master  
Fred Sharpe, 103 Quebec ave., Toronto Junction . . . . . Secretary  
G. W. Riley, 34 Union st., N. Toronto Junction . . . . . Collector  
Geo. Wanless, Clendenning ave. Toronto Junction . . . . . Receiver  
W. D. Donaldson, Toronto Junct. . . . . Mag. Agent
- 263. ALAMO; Taylor, Texas.**  
Meets in Union Hall, every Saturday at 7:30 P. M.  
W. S. Goff . . . . . Master  
C. P. Christlberg . . . . . Secretary  
G. W. Payne . . . . . Collector  
J. R. Steadman, Box 165 . . . . . Receiver  
J. R. Steadman, Box 165 . . . . . Magazine Agent
- 264. J. K. GILBREATH; Butte City, Montana.**  
Meets in Frost's Hall, South Butte, 2d and 4th Thursdays at 8 P. M.  
A. R. McDuffie, Box 94, S. Butte . . . . . Master  
J. M. Hennessy, 128 Utah ave. S. Butte . . . . . Secretary  
C. H. DeCamp, S. Butte . . . . . Collector  
A. R. McDuffie, Box 94, S. Butte . . . . . Receiver  
J. H. Ryan, S. Butte . . . . . Magazine Agent
- 265. GRAND RIVER; Grand Rapids, Mich.**  
Meets in K. P. Hall, 2d and 4th Sundays at 1 P. M.  
Frank McManaway, Room 12, Winegar Block . . . . . Master  
L. A. Ogden, 219 Central ave. . . . . Secretary  
Jno. Cunningham, 505 Ionia st. . . . . Collector  
L. A. Ogden, 219 Central ave. . . . . Receiver  
Jno. Cunningham, 505 Ionia st. . . . . Magazine Agent
- 266. JOHN HICKEY; South Kankakee, Wis.**  
Meets in Duggan Hall 2d and 4th Sundays at 1:30 P. M.  
Luther Clark, Box 267 . . . . . Master  
B. W. Hayes . . . . . Secretary  
Wm. Martens . . . . . Collector  
Richard Callahan . . . . . Receiver  
F. L. Foshay, Box 272 . . . . . Magazine Agent
- 267. ENDEAVOR; Algiers, La.**  
Meets in K. of P. Hall every Wednesday at 1:30 P. M.  
Rudolph Engler, Box 30, McDonoughville, Master  
E. J. McCluskey, 111½ Atlantic ave. . . . . Secretary  
F. J. Myers, 45½ Pacific ave. . . . . Collector  
F. Mitchell, 113½ Atlantic ave. . . . . Receiver  
S. S. Andrews, 99½ Elmira st. . . . . Magazine Agent



**FTON HIGHTS; New Albany, Ind.**

In A. O. U. W. Hall, N. E. cor. State and  
ket sts., 1st and 3d Sundays at 2 P. M.

Willard, Box 74 . . . . . Master  
Sharp, 94 E. Main st . . . . . Secretary  
Tevens, E. 4th st . . . . . Collector  
Tevens, 485 Culbertson ave . . . . . Receiver  
Austin . . . . . Magazine Agent

**Cincinnati, Ohio.**

In Queen City Hall, 8th and Freeman  
sts., 1st and 3d Tuesdays at 7 P. M.

Dods, Montgomery . . . . . Master  
Hyder, Montgomery . . . . . Secretary  
Faight, 98 Glenway ave, 21st ward Collector  
Age, 309 Chase ave., 25th ward . . . . . Receiver  
Hins Coakley, Hamilton . . . . . Magazine Agent

**NEAPOLIN; Minneapolis, Minn.**

In A. O. U. W. Lodge Parlors, 2413 Bloom-  
ing ave., 2d Sunday at 2 P. M. and 4th  
relay at 7:30 P. M.

Johnson, 2106 Bloomington ave. . . . . Master  
Titus, 3103 Cedar ave S . . . . . Secretary  
Fleming, 2201 21st ave S . . . . . Collector  
Johnson, 2106 Bloomington ave, Receiver  
Dickinson, 2301 18th ave S . . . . . Mag. Agent

**AM; Port Morris, N. J.**

In Union Hall 1st and 3d Sundays at 2 P. M.

Miller . . . . . Master  
Veiler, Box 25 . . . . . Secretary  
Joaw . . . . . Collector  
Veiler, Box 25 . . . . . Receiver  
McConnell, Box 42 . . . . . Magazine Agent

**SON; Junction, N. J.**

In Wells' Hall 1st and 3d Sundays at 3:30

Weland, Jr., Box 106 . . . . . Master  
Walsh . . . . . Secretary  
Quick . . . . . Collector  
Overitt . . . . . Receiver  
Weland, Jr., Box 106 . . . . . Magazine Agent

**VEB; Denver, Colo.**

In Goody Hall, 8th and Santa Fe ave.,  
Friday at 7:30 P. M.

Fields, 731 S. Water st . . . . . Master  
Curtis, 860 S. 9th st . . . . . Secretary  
Curtis, 860 S. 9th st . . . . . Collector  
Schrik, 744 S. 9th st . . . . . Receiver  
Kennern, 979 S. 10th st . . . . . Magazine Agent

**KSON; Clifton Forge, Va.**

In Masonic Hall, 2d and 4th Tuesdays at  
P. M.

Mathews . . . . . Master  
Monroe, L. Box 145 . . . . . Secretary  
rdnor . . . . . Collector  
Anderson . . . . . Receiver  
rdnor, Box 14 . . . . . Magazine Agent

**T CHICAGO; Chicago, Ill.**

In Rebman's Hall, 2074 W. Lake st., 1st  
3d Sundays at 2 P. M.

Beffield, 264 N. May st., 3d floor . . . . . Master  
Beffield, 264 N. May st., 3d floor. Secretary  
Anderson . . . . . Collector  
Anderson, Box 71 Mayfair . . . . . Receiver  
Cree, 230 N. May st . . . . . Magazine Agent

**INA; Vancouver, B. C.**

In Good Templar's Hall every Monday at  
P. M.

Houston . . . . . Master  
ombs . . . . . Secretary  
Stram, North Bend . . . . . Collector  
Sunt, Kamloops . . . . . Receiver  
doscrop . . . . . Mag. Agent

**BAMA; Mobile, Ala.**

In J. F. McDonnell's residence 1st and 3d  
days.

Webster, 58 S. Royal st . . . . . Master  
McDonnell, 463 S. Lawrence st . . . . . Secretary  
McDonnell, 463 S. Lawrence st . . . . . Collector  
McDonnell, 463 S. Lawrence st . . . . . Receiver  
McDonnell, 463 S. Lawrence st. Mag. Agent

**TE BREST; Laredo, Texas.**

In K. P. Hall, cor. Convent and Farragut  
sts. and 3d Sundays at 7:30 P. M.

Sell, Mex. Nat'l Shops . . . . . Master  
amberlain, 615 Hidalgo st . . . . . Secretary  
Sell, Mex. Nat'l Shops . . . . . Collector  
amberlain, 615 Hidalgo st . . . . . Receiver  
ink . . . . . Magazine Agent

**TE SANO; Tusculumbia, Ala.**

In K. P. Hall every Saturday at 7:30 P. M.

Johnson . . . . . Master  
arr . . . . . Secretary  
ody . . . . . Collector  
arr . . . . . Receiver  
erby . . . . . Magazine Agent

**280. OZARK; Thayer, Mo.**

Meets in Boyd's Hall, cor. 2d and Chestnut sts.  
every Wednesday at 7 P. M.

O. P. Stevens, Box 143 . . . . . Master  
J. H. Kellner . . . . . Secretary  
C. P. Stevens . . . . . Collector  
J. W. Lewis, L. Box 9 . . . . . Receiver  
J. H. Kellner . . . . . Magazine Agent

**281. MISSION; Yoakum, Texas.**

Meets in I. O. O. F. Hall, Front st., every Wed-  
nesday at 7:20 P. M.

O. L. Kinsley . . . . . Master  
C. T. Wade, L. Box 107 . . . . . Secretary  
Thos. Smith . . . . . Collector  
Jno. Mameron, Box 33 . . . . . Receiver  
E. K. Potillo, Box 33 . . . . . Magazine Agent

**282. BURNSIDE; Mt. Carmel, Ill.**

Meets in Union Hall every Thursday evening.

J. D. Devore . . . . . Master  
G. E. Poole . . . . . Secretary  
C. H. Tennyson . . . . . Collector  
W. M. Birkitt . . . . . Receiver  
Henry Voight . . . . . Magazine Agent

**283. LACKAWANNA; Great Bend, Pa.**

Meets in Boosa Hall 2d and 4th Sundays at 2:30 P. M.

W. B. Trowbridge, Hallstead . . . . . Master  
R. A. Barber, Hallstead . . . . . Secretary  
A. M. Sliker, Hallstead . . . . . Collector  
S. M. Wells, Hallstead . . . . . Receiver  
R. A. Barber, Hallstead . . . . . Magazine Agent

**284. ELM CITY; New Haven, Conn.**

Meets in Elk's Hall, 362 Chapel st., 1st and 3d  
Sundays.

W. H. Norton, 63 Hurlbut st . . . . . Master  
J. F. Farrell, 295 w. Water st . . . . . Secretary  
Louis Bassemier, 133 Spring st . . . . . Collector  
R. A. Bishop, 100 Park st . . . . . Receiver  
J. W. Kenney, 119 Putnam st . . . . . Magazine Agent

**285. CHARTER OAK; Hartford, Conn.**

Meets in Bliss Hall, cor. Pratt and Main sts., 2d  
and 4th Sundays.

W. B. Fish, E. Hartford . . . . . Master  
B. E. Bowne, Burnside . . . . . Secretary  
J. H. Osmond, 6 Atlantic st . . . . . Collector  
Henry Vanderburgh, E. Hartford . . . . . Receiver  
F. S. Fish, 918 Main st . . . . . Magazine Agent

**286. SAGINAW VALLEY; Saginaw E. S., Mich.**

Meets in Lester Adams' Hall, Potter st., 2d and  
4th Sundays.

Chas. Hawker, Sevis st . . . . . Master  
Alfred Bush, 110 Dwight st . . . . . Secretary  
Jas. Killen, 706 N. 5th st . . . . . Collector  
J. H. Abraham, 833 N. 6th st . . . . . Receiver  
J. H. Abraham, 611 Kirk st . . . . . Magazine Agent

**287. ALTOONA; Altoona, Pa.**

Meets in Couch's Hall, 11th ave. and 13th st. 2d  
and 4th Sundays.

F. A. Davis, 2406 11th ave . . . . . Master  
J. B. Fogle, 1819 Union ave . . . . . Secretary  
J. I. Anthony, Box 185 . . . . . Collector  
W. J. Buhr, 1003 Bridge st. . . . . Receiver  
J. B. Fogle, 1819 Union ave . . . . . Magazine Agent

**288. EMMET; Etherville, Iowa.**

Meets in Masonic Hall, 1st Tuesday and 3d Mon-  
day.

Thos. Brand, L. Box 214 . . . . . Master  
P. J. Sullivan, Box 48 . . . . . Secretary  
A. L. Houlthouser, Box 5 . . . . . Collector  
Wm. McArdle, Box 109 . . . . . Receiver  
C. V. Pendergast . . . . . Magazine Agent

**289. MT. LOOKOUT, Chattanooga, Tenn.**

Meets in B. of L. E. Hall, 1st, 3d and 5th Tuesdays  
at 7:30 P. M., and 2d and 4th Tuesdays at 2 P. M.

T. P. Pennebaker, Box 266 . . . . . Master  
M. W. Manker, Box 266 . . . . . Secretary  
T. P. Pennebaker, Box 266 . . . . . Collector  
R. M. Smith . . . . . Receiver  
B. M. Smith, Box 266 . . . . . Magazine Agent

**290. MARION; Hannibal, Mo.**

Meets in A. O. U. W. Hall, cor. Main and Broad-  
way, 1st and 3d Wednesday evenings.

J. S. Ott, 312 Center st . . . . . Master  
Jno. Hyde, 421 Hill st . . . . . Secretary  
Jno. Hyde, 421 Hill st . . . . . Collector  
J. T. Hart, 416 Washington st . . . . . Receiver  
John Hyde, 421 Hill st . . . . . Magazine Agent

**291. ATLANTIC; Brooklyn, N. Y.**

Meets in Triangle Hall, Halsey st. and Broad-  
way, 2d and 4th Wednesday afternoons and 2d  
and 4th Sunday forenoon.

Julius Schieler, 275 Moffatt st . . . . . Master  
Arthur Stewart, 978 Halsey st . . . . . Secretary  
W. O. Price, 299 Liberty ave . . . . . Collector  
Horace Penson, Logan st. near Liberty  
ave . . . . . Receiver

J. M. Kuhn, 260 Cleveland st . . . . . Magazine Agent

- 292. J. L. HARRIS, East Grand Forks, Minn.**  
Meets in Brotherhood Hall 2d Saturday at 7:30 P. M. and 4th Sunday at 1:30 P. M.  
Mark Purcell, L. Box 20 . . . . . Master  
Alex. Thomson, L. Box 20 . . . . . Secretary  
Geo. Clifton, L. Box 20 . . . . . Collector  
T. E. Frost, L. Box 20 . . . . . Receiver  
J. J. Best . . . . . Magazine Agent
- 293. LAFAYETTE, Marion, Iowa.**  
Meets in A. O. U. W. Hall, 1st Monday at 9 A. M. and 3d Sunday at 2:30 P. M.  
C. A. Millerke, Box 155 . . . . . Master  
J. W. Johnston, Box 367 . . . . . Secretary  
W. C. Johnson, Box 22 . . . . . Collector  
C. F. Lewis . . . . . Receiver  
C. M. Johnston, Box 367 . . . . . Magazine Agent
- 294. OHIO RIVER; Huntington, W. Va.**  
Meets in Boxley Hall, every Friday at 2:30 P. M. A. M. Haight, 1027 7th ave . . . . . Master  
J. E. Persinger, 1840 8th ave . . . . . Secretary  
J. E. Persinger, 1840 8th ave . . . . . Collector  
W. T. Henley, 1323 6th ave . . . . . Receiver  
M. A. Quinlan, 706 6th ave . . . . . Magazine Agent
- 295. U. S.; Davenport, Iowa.**  
Meets in A. O. U. W. Hall 1st and 3d Sundays.  
J. A. Clapper, 3045 5th ave., Rock Island, Ill. . . . . Master  
J. V. Cunningham, 216 E. 6th st. . . . . Secretary  
J. V. Cunningham, 216 E. 6th st. . . . . Collector  
Thos. Stapleton, 306 E 9th ave. . . . . Receiver  
Jerry Mansfield, 2528 6th ave., Rock Island, Ill. . . . . Magazine Agent
- 296. IRON RANGE; West Superior, Wis.**  
Meets in A. O. U. W. Hall, Agen Block, 2d and 4th Sundays at 2:30 P. M.  
F. J. Smith, 1616 Oaks ave . . . . . Master  
T. R. Taylor, 1913 11th st N. . . . . Secretary  
Geo. Leek, 514 Ogden ave . . . . . Collector  
T. R. Taylor, 1913 11th st N. . . . . Receiver  
B. W. Pink, 2316 22d st . . . . . Magazine Agent
- 297. CLARK; Jeffersonville, Ind.**  
Meets in Becht Hall, every Sunday at 9 A. M.  
G. T. Sherley, 156 Spring st . . . . . Master  
Edw. Coy, 100 Illinois ave . . . . . Secretary  
Christopher Sellmer, 234 Mechanic st. . . . . Collector  
W. H. Phillips, 193 Broadway . . . . . Receiver  
F. A. Hutcherson, 113 E Maple st. . . . . Mag. Agent
- 299. CENTRAL OHIO; Crestline, Ohio.**  
Meets in Engineers' Hall every Wednesday at 7 P. M.  
F. M. Johnson, Alliance . . . . . Master  
H. E. Cotner . . . . . Secretary  
W. J. Wise . . . . . Collector  
G. W. Reed, Box 98 . . . . . Receiver  
Adam Wertenberger, Alliance . . . . . Magazine Agent
- 300. HARBOR CITY, Michigan City, Ind.**  
Meets in Amon Lodge, cor. Franklin and 6th sts 2d and 4th Sundays at 2 P. M.  
W. P. Pickett, 112 E Michigan st . . . . . Master  
C. F. LaFlare, 206 E. 2d st . . . . . Secretary  
C. C. Holtgreen, 223 W 7th st . . . . . Collector  
Frank Smotzer, 121 E Boston st . . . . . Receiver  
C. C. Holtgreen, 223 W 7th st . . . . . Magazine Agent
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**  
Meets in Engineers' Hall 1st and 3d Sundays at 10 A. M. and 2d Friday at 7 P. M.  
G. F. Devins . . . . . Master  
A. C. Eastman . . . . . Secretary  
E. P. Rickaby . . . . . Collector  
L. A. Emerson . . . . . Receiver  
G. O. Fowler . . . . . Magazine Agent
- 302. YOUGHIOGENY; Conneville, Pa.**  
Meets in Reisinger's Hall 2d and 4th Sundays at 2 P. M.  
Edw. Stephens . . . . . Master  
W. A. Wallace, Box 324 . . . . . Secretary  
S. A. McPhee Box 387 . . . . . Collector  
W. A. Wallace, Box 324 . . . . . Magazine Agent
- 303. VILLA PARK; Streator, Ill.**  
Meets in Union Hall, 127 N. Bloomington st., 2d and 4th Tuesdays at 7:30 P. M.  
E. J. Cantlin, 611 N. Park st . . . . . Master  
Wm. Quigley, 620 E. Main st . . . . . Secretary  
E. J. Cantlin, 611 N. Park st . . . . . Collector  
Milford Rathbun, 206 Johnson st . . . . . Receiver  
Chas. Snyder, 109 Stanton st . . . . . Magazine Agent
- 304. THREE BRANCH; Argenta, Ark.**  
Meets in Vogel Bros' Hall, cor. Newton ave. and Beulah st. every Tuesday evening at 7:30 P. M.  
H. H. Cole, Box 124 . . . . . Master  
A. H. Andrews, Box 147 . . . . . Secretary  
J. S. Wagner . . . . . Collector  
A. H. Andrews, Box 147 . . . . . Receiver  
C. D. Gregg . . . . . Magazine Agent
- 305. UNWIN; Bat Portage, Ontario.**  
Meets in Garfield Hall every Wednesday evening.  
J. B. Baxter . . . . . Master  
J. M. Fleming . . . . . Secretary  
Cornelius Canty . . . . . Collector  
F. C. Munt . . . . . Receiver  
J. B. Baxter . . . . . Magazine Agent
- 306. GRANITE STATE; Concord, N. H.**  
Meets in Temple Hall, 2d Saturday and 4th Sunday.  
C. E. Barlett, 25 Franklin st . . . . . Master  
G. H. Maxfield, 41 Franklin st . . . . . Secretary  
C. E. Newman, 99 N. State st . . . . . Collector  
E. B. Chandler, Box 187 West Concord . . . . . Receiver  
J. M. Donovan, 5 Grove st . . . . . Magazine Agent
- 307. HAMPDEN; Springfield, Mass.**  
Meets in Crescent Hall, 1st Friday at 7:30 P. M., and 3d Sunday at 1 P. M.  
L. E. Marble, 8 Auburn st . . . . . Master  
E. Leander, 16 Boylston st . . . . . Secretary  
E. C. Pierce, L. Box 967 . . . . . Collector  
E. E. Dunham, 63 Auburn st . . . . . Receiver  
F. B. Child, 9 Greenwood st . . . . . Magazine Agent
- 308. SANTA ROSA; Porfirio Diaz, Mexico.**  
Meets in Odd Fellows' Hall every Sunday at 1 P. M.  
J. C. Graham, Box 109 Eagle Pass, Tex. . . . . Master  
G. P. Jennings, Box 109, Eagle Pass, Tex. . . . . Secretary  
T. C. Larson, Monclova, Mex. . . . . Collector  
Henry Scheyer, Box 109, Eagle Pass, Tex. . . . . Receiver  
Henry Scheyer, Box 109, Eagle Pass, Tex. . . . . Magazine Agent
- 309. BARTHOLDI; Long Island City, N. Y.**  
Meets in Schwallenberg's Hall, 2d Monday and 4th Saturday.  
W. R. Kelly . . . . . Master  
Alfred Lilja . . . . . Secretary  
Patrick Mahoney, Inwood, L. I. . . . . Collector  
A. H. Rauffe, 17 Ely ave . . . . . Receiver  
Jos. Cole, Kent st, Greenpoint, L.I., Mag. Agent
- 310. CHESTNUT RIDGE; Derry Station, Pa.**  
Meets in Odd Fellows' Hall, 3d ave. and Chestnut st., 2d and 4th Saturday evenings.  
J. H. Brantlinger . . . . . Master  
D. M. Gipsom . . . . . Secretary  
Lee Keltz . . . . . Collector  
T. S. Krepps . . . . . Receiver  
C. F. Shirey . . . . . Magazine Agent
- 311. BELLE PLAINE, Belle Plaine, Iowa.**  
Meets in Guthrie's Hall, Main st., 1st and 3d Sundays.  
Edw. Zimmerman . . . . . Master  
G. H. Willis, L. Box 47 . . . . . Secretary  
Robt. Hart . . . . . Collector  
C. M. Bair . . . . . Receiver  
M. A. Quigley . . . . . Magazine Agent
- 312. KAW VALLEY; Armourdale, Kan.**  
Meets in Melville Hall, 4th st. and Kansas ave. 2d and 4th Mondays at 1:30 P. M.  
W. D. Robbins, Kansas City . . . . . Master  
David Cronen, 217 N. 7th st., Kansas City . . . . . Secretary  
David Cronen, 217 N. 7th st., Kansas City . . . . . Collector  
W. D. Robbins, 618 St. Paul st., Kansas City . . . . . Receiver  
H. W. Evans, 22 Perry sq., Kansas City . . . . . Magazine Agent
- 313. TROY CITY; Green Island, N. Y.**  
Meets in Odd Fellows' Hall, 285 River st. Troy, 2d and 4th Sundays at 2 P. M.  
H. J. Stander, 50 Madison ave. Albany . . . . . Master  
Wilbur Livingston, 258 S. Pearl st., Albany . . . . . Secretary  
Christopher Haverly, 67 Hudson ave. . . . . Collector  
J. M. Williams, 825 River st, Troy . . . . . Receiver  
Fred Levens, 1 Cannon st. . . . . Magazine Agent
- 316. OMEGA; Buffalo, N. Y.**  
Meets in Yox's Hall, Howard and Walton sts., 1st and 3d Mondays.  
Wm. Oliver, 548 E. Division st . . . . . Master  
G. M. Petrie, 439 Eagle st . . . . . Secretary  
G. B. Twitcheil, 80 Moore ave . . . . . Collector  
Allen Nicol, 270 Fillmore ave . . . . . Receiver  
H. A. Smith, 187 Jefferson st. . . . . Magazine Agent

**COME HOME; Henderson, Ky.**

in I. O. O. F. Hall, 2d and 4th Sundays at 7 P. M.

rowder, care O. V. Ry . . . . . Master  
ramer, 934 3d st . . . . . Secretary  
ogers, care O. V. Ry . . . . . Collector  
d Newcomer, care O. V. Ry . . . . . Receiver  
noemaker, care O. V. R. R. Magazine Agent

**CITY; Glenwood, 23d Ward, Pittsburgh, Pa.**  
in Feer's Hall 1st and 3d Mondays at 7:30

lane, Versailles . . . . . Master  
itzsimmons, 2264 2nd ave . . . . . Secretary  
elville, 43 Renova st . . . . . Collector  
Rosenlieb, 683 Lytle st . . . . . Receiver  
elville, 43 Renova st . . . . . Magazine Agent

**NT MORIAH; Philadelphia, Pa.**

in Mt. Moriah Hall, 6235 Woodland ave.,  
Sunday at 4 P. M.  
Lewis, 219 Bailey st, Camden, N. J., Master  
utman, 59th st & Woodland ave, Secretary  
picer, 3513 Blknis st . . . . . Collector  
Lewis, 219 Bailey st, Camden, N. J. Receiver  
Boyle, 1419 S. 56th st., West Phila-  
delphia . . . . . Magazine Agent

**ISTRATION; East St. Paul, Minn.**

in Wild Hall, E. 7th st, 1st Sunday at 2:30  
and 3d Wednesday at 7:30 P. M.  
Donnell, 958 Euclid st., St. Paul . Master  
Montgomery, 408 Hopkins st, St. .

Secretary  
DeKeman, 1026 York st., St. Paul, Collector  
Malley, 879 E. 3d st., St. Paul . Mag. Agent

**V DRIFT; Chapeau, Ont.**

in Firemen's Hall, 1st and 3d Monday at 8

Nicholson, Box 113 . . . . . Master  
oomis, Box 129 . . . . . Secretary  
Nicholson, Box 113 . . . . . Collector  
se . . . . . Receiver  
Measor . . . . . Magazine Agent

**IKN; Dubuque, Iowa.**

in Stults Hall, S. E. cor 25th and Jackson  
1st and 3d Mondays at 7:30 P. M.  
rley, cor. 27th st. and Couler ave. Master  
urray, 2850 Couler ave . . . . . Secretary  
Gibbs, 3308 Jackson st . . . . . Collector  
hneider, cor. 25th st. and Couler

Receiver  
Robinson, 2998 Couler ave, Magazine Agent

**COGEE; Columbus, Ga.**

in Odd Fellows' Hall, 1st ave. bet. 10th  
11th sts, every Thursday at 4 P. M.  
astleberry . . . . . Master  
Nard, 631 20th st . . . . . Secretary  
Vebster . . . . . Collector  
Ward, 6-1 20th st . . . . . Receiver  
Vebster . . . . . Magazine Agent

**ERN CROSS; Gainesville, Texas.**

in K. of L. Hall every Tuesday evening.  
arner . . . . . Master  
Dee, 215 Taylor st . . . . . Secretary  
armany . . . . . Collector  
arner . . . . . Receiver  
urphy, 510 Cottonst . . . . . Magazine Agent

**ILLA; Way Cross, Ga.**

in B. of L. E. Hall 2d and 4th Sundays. at  
M.  
eperman . . . . . Master  
ee . . . . . Secretary  
alley . . . . . Collector  
Duncan . . . . . Receiver  
eisce . . . . . Mag. Agent

**WELL; Bradford, Pa.**

in G. A. R. Hall 1st and 3d Sundays at 2:30  
nrfey, 112 Main st . . . . . Master  
King, 14 Potter st . . . . . Secretary  
ough, 59 Davis st . . . . . Collector  
ough, 59 Davis st . . . . . Receiver  
Schoolmaster, 51 Jefferson st. Mag. Agent

**EEB MOUNTAIN; Needles, Cal.**

in B. of L. E. Hall every Saturday at 8 P. M.  
Ringham . . . . . Secretary  
Smith . . . . . Collector  
Receiver  
Magazine Agent

**328. SPANISH PEAKS; La Junta, Colo.**

Meets in Manley's Hall 1st and 3d Thursdays at  
2 P. M., 2d and 4th Thursdays at 7 P. M.

J. A. Martin . . . . . Master  
W. G. Thompson . . . . . Secretary  
C. T. Walker . . . . . Collector  
J. B. McChesney, Athens, Denver . . . . . Receiver  
J. R. Holm . . . . . Magazine Agent

**329. BELVIDERE; Belvidere, Ill.**

Meets in I. O. O. F. Hall 1st and 3d Sundays at  
2 P. M.

M. M. Silvius . . . . . Master  
E. E. Difford . . . . . Secretary  
C. H. Williams . . . . . Collector  
J. W. Lyon . . . . . Receiver  
M. P. Plane, Box 712 . . . . . Magazine Agent

**330. RIVER VIEW; Kansas City, Kansas.**

Meets in Chamber of Commerce Hall, 1st and 3d  
Thursday evenings.

S. M. Davenport, 559 Park ave . . . . . Master  
C. H. Smelser, 568 Park ave . . . . . Secretary  
F. W. Fisher, 520 N. 6th st . . . . . Collector  
C. H. Smelser, 568 Park ave . . . . . Receiver  
Henry Eavers, M. P. freight house, Omaha,  
Neb . . . . . Magazine Agent

**331. CHICAGO BELT LINE; Auburn Junction, Ill.**

Meets in Berndt's Hall, South Englewood, 1st  
and 3d Mondays at 8:30 P. M.

Matthew Bauer, 8414 Union ave., South  
Englewood . . . . . Master  
E. W. Thomas, 8719 Murray ave, Chicago, .  
Secretary  
S. H. Lucas, 88th st. and Murray ave,  
Chicago . . . . . Collector  
W. H. Gray, Auburn Park . . . . . Receiver  
W. J. Kershau, Box 82, South Englewood,  
Magazine Agent

**332. STONE MOUNTAIN; Augusta, Ga.**

Meets in Montgomery Hall 1st and 4th Sundays.

G. E. Florence, 1342 May ave . . . . . Master  
E. J. Graham, 461 Taylor st . . . . . Secretary  
O. M. Burch, 247 Walker st . . . . . Collector  
G. E. Florence, 1342 May ave . . . . . Receiver  
Magazine Agent

**333. FAIRMOUNT; Philadelphia, Pa.**

Meets in Erickson's Hall, 3947 Lancaster ave,  
alternate Wednesdays at 8 P. M.

Bellville Graham, 514 N. 40th st., W.  
Philadelphia . . . . . Master  
W. H. Elliott, 3830 Linwood st, W. Phila-  
delphia . . . . . Secretary  
H. B. Howerter, 3835 Linwood st., W.  
Philadelphia . . . . . Collector  
J. I. Hubbs, 3535 Fairmount ave., W.  
Philadelphia . . . . . Receiver  
C. H. Maul, 830 N. 40th st . . . . . Magazine Agent

**334. LONG DOUBLER; East Syracuse, N. Y.**

Meets in Masonic Hall every Tuesday at 7:30  
P. M.

Geo. Hammond . . . . . Master  
J. E. Shaffer . . . . . Secretary  
P. M. Joslin . . . . . Collector  
Isaac West . . . . . Receiver  
G. W. Studer . . . . . Magazine Agent

**335. SAINT ADOLPHUS; Hochelaga, Canada.**

Meets in B. of L. F. Hall alternate Mondays. at  
8 P. M.

J. G. A. Brazeau, 214 St. Catherine st . . . Master  
Thos. Foley, 33 Archambault Block,  
Montreal . . . . . Secretary  
Arcade Langlois, 266 Dezery st . . . . . Collector  
J. G. A. Brazeau, 214 St. Catherine st . . Receiver  
Maurice Coudy, 305 Statacona ave . . . Mag. Agent

**336. FALL RIVER; Neodesha, Kansas.**

Meets in Pierce's Hall, 1st and 2d Tuesdays at  
3:00 P. M.

Chas. Kochler . . . . . Master  
C. R. Baxendale . . . . . Secretary  
T. C. Beasley . . . . . Collector  
Ellis Poe . . . . . Receiver  
J. A. Miner . . . . . Magazine Agent

**337. BIG FOUR; Kansas City, Mo.**

Meets in Denison Hall, 14th and Penn sts., every  
Tuesday evening.

W. T. Barker, 1609 Madison Ave. . . . . Master  
C. T. Largent, 1639 Madison ave . . . . . Secretary  
N. F. Clough, 1812 Holly st . . . . . Collector  
Frank Dickens, 1311 Reservoir ave . . . . Receiver  
J. D. Gould, 1735 Jarboe st . . . . . Magazine Agent

**333. WEST BRANCH; Renovo, Pa.**

Meets in Spangler's Hall, cor. 6th st. and Huron ave., 1st and 3d Sundays at 1:30 P. M.

L. L. Smart . . . . . Master  
Hector Hughes . . . . . Secretary  
Fred Kerby . . . . . Collector  
Fred Kerby . . . . . Receiver  
O. W. Long . . . . . Magazine Agent

**340. STAR OF THE WEST; Newton, Kansas.**

Meets in Engineer's Hall, 1st Thursday evening and 3d Sunday at 2 P. M.

N. W. Smith, 127 Main st. . . . . Master  
P. D. Benfer, 612 E. 2d st. . . . . Secretary  
J. E. Jett, 126 W. 2d st. . . . . Collector  
F. B. Watkins, 124 W. 4th st. . . . . Receiver  
H. E. Cox, 944 S. Water st., Wichita . . . . . Magazine Agent

**341. GOLD RANGE; Donald, B. C.**

Meets in Firemen's Hall 1st and 2d Wednesdays, and 3d and 4th Sundays.

Wm. Nicholson . . . . . Master  
Thos. Needham . . . . . Secretary  
J. J. Nealon . . . . . Collector  
Robt. Somes, Revelstoke . . . . . Receiver  
A. J. Brandrett . . . . . Magazine Agent

**342. CASCADE; Medicine Hat, Northwest Ter.**

Meets in Colter's Hall, 1st Tuesday and 3d Wednesday.

Phillip Hamel, Box 102 . . . . . Master  
Phillip Hamel, Box 102 . . . . . Secretary  
Jas. Smeaton, Box 102 . . . . . Collector  
Jas. Canty, Box 102 . . . . . Receiver  
W. B. Brears . . . . . Magazine Agent

**343. NEW STATE; Lima, Montana.**

Meets in Bailey's Hall every Wednesday at 7:30 P. M.

A. T. Butler . . . . . Master  
A. T. Butler . . . . . Secretary  
A. T. Butler . . . . . Collector  
A. T. Butler . . . . . Receiver  
A. T. Butler . . . . . Magazine Agent

**344. LAS ANIMAS; Trinidad, Colo.**

Meets at Odd Fellow's Hall 1st and 3d Saturdays.

H. H. Godfrey, 129 Pine st. . . . . Master  
H. F. Holser . . . . . Secretary  
Edwin Cackley . . . . . Collector  
J. W. Sheppard, 516 State st. . . . . Receiver  
Albert Butler, cor. Chacon st. and Lindon ave. . . . . Magazine Agent

**345. FRONT END; Paris, Texas.**

Meets in Braden's Hall every Saturday night.

J. N. Atkinson . . . . . Master  
C. S. McCall, 518 S. Wright st. . . . . Secretary  
J. N. Atkinson . . . . . Collector  
A. J. Riggins, 706 W. Austin st. . . . . Receiver  
M. N. Mishler, 518 S. Wright st., Magazine Agent

**346. FLOWERY LAND; Pensacola, Florida.**

Meets in Paramount Hall, Wright st., 1st and 2d Mondays.

J. I. Siser, care L. & N. Shops . . . . . Master  
J. E. Lawless, care L. & N. Shops . . . . . Secretary  
J. B. Ross, L. & N. shops . . . . . Collector  
H. A. Smith, 819 E. Belmont st. . . . . Receiver  
E. J. Amos, L. & N. shops . . . . . Magazine Agent

**347. COKE KING; Scottsdale, Pa.**

Meets in I. O. O. F. Hall alternate Sundays at 1:30 P. M.

W. P. Kinkead, Box 304 . . . . . Master  
W. F. Gallagher, Box 274 . . . . . Secretary  
Herbert Crippen, Box 355 . . . . . Collector  
G. A. Jackson . . . . . Receiver  
H. M. Kinkead . . . . . Magazine Agent

**348. BLUE MOUNTAIN; La Grande, Oregon.**

Meets in I. O. O. F. Hall, 1st and 3d Wednesdays at 2 P. M.

C. H. Norris . . . . . Master  
L. L. Rood, L. Box 187 . . . . . Secretary  
J. R. Oliver, L. Box 116 . . . . . Collector  
L. Rood, L. Box 187 . . . . . Receiver  
J. R. Oliver, L. Box 116 . . . . . Magazine Agent

**349. HUDSON RIVER; Union Hill, N. J.**

Meets in Concordia Hall, 225 Bergenline ave., 2d and 4th Sundays.

Samuel Alsleben, New Durham . . . . . Master  
J. J. Lawless, New Durham . . . . . Secretary  
J. J. Lawless, New Durham . . . . . Collector  
Henry Poynton, Box 2, New Durham . . . . . Receiver  
O. O. Ostrum, New Durham . . . . . Magazine Agent

**350. JAMES DONNELLY; Perth Amboy, N. J.**

Meets in Lyceum Hall, Smith st, 2d and 4th Sundays.

W. H. Cheshire, 95 Market st. . . . . Master  
J. B. Voorhees, 14 William st. . . . . Secretary  
Geo Durra, Washington st. . . . . Collector  
T. R. Mertz, 165 Broad st. . . . . Receiver  
Jno Fahey, 34 N. 1st st. . . . . Magazine Agent

**351. HOME; White Haven, Pa.**

Meets in Odd Fellows' Hall 2d and 4th Sundays.

Michael Mulligan . . . . . Master  
N. M. Deterline . . . . . Secretary  
N. M. Smith . . . . . Collector  
G. S. Heimbach . . . . . Receiver  
Robert Bush . . . . . Magazine Agent

**352. CHAMPLAIN; St. Albans, Vt.**

Meets in Engineers' Hall, 1st and 3d Sundays at 1:45 P. M. and 4th Monday at 7:30 P. M.

G. W. H. Kilburn, 12 Farrar st. . . . . Master  
J. W. Murphy, 19 Cedar st. . . . . Secretary  
A. E. Smith, Messenger st. . . . . Collector  
J. W. Murphy, 19 Cedar st. . . . . Receiver  
M. C. Foster, 22 Bishop st. . . . . Magazine Agent

**353. MARBLE CITY; Rutland, Vt.**

Meets in Pythian Hall, cor. Wales and Centre sts., 1st and 3d Sundays at 2:30 P. M.

W. A. Sanvidge, Salem, N. Y. . . . . Master  
Wm. Connell, 143 West st. . . . . Secretary  
F. E. Bixby, 30 Howe st. . . . . Collector  
F. H. Earle, 22½ Howe st. . . . . Receiver  
F. E. Bixby, 30 Howe st. . . . . Magazine Agent

**354. HOBOKEN; Hoboken, N. J.**

Meets in Holstine's Hall, cor. 1st and Bloomfield sts. 2d and 4th Saturdays at 8 P. M.

Patrick Ash, South Orange . . . . . Master  
Chris. Dugan, 165 N. 5th st, Newark . . . . . Secretary  
Hudson Blanchard, Boonton . . . . . Collector  
Patrick Ash, South Orange . . . . . Receiver  
J. R. Bilby, 239 M. & E. R. R., Newark . . . . . Magazine Agent

**355. STONE CITY; Joliet, Ill.**

Meets in B. of L. F. Hall, 222 Jefferson st., 1st Tuesday at 7:30 P. M. and 3d Sunday at 2:30 P. M.

Chas. Quinlan, 218 Beach st. . . . . Master  
Jos. McGrath, 405 S. Chicago st. . . . . Secretary  
P. C. McGuire, 412 S. Chicago st. . . . . Collector  
Chas. Quinlan, 218 Beach st. . . . . Receiver  
J. D. Pollard, 200 N. Eastern ave. . . . . Magazine Agent

**356. A. R. CAYNE; Lorain, O.**

Meets at Royal Arcanum Hall, cor. Broadway and Bank st, 1st and 3d Sundays.

J. O. Hills, 25 Livingston ave. . . . . Master  
H. H. Ripley, Box 1156 . . . . . Secretary  
F. A. Bloom . . . . . Collector  
H. H. Ripley, Box 1156 . . . . . Receiver  
E. N. Rapstock . . . . . Magazine Agent

**357. JUSTICE; Carleton, N. B.**

Meets in City Hall, 1st and 3d Sundays.

Frank Franley, Box 81, Fairville . . . . . Master  
F. W. Henderson, Fairville . . . . . Secretary  
W. S. Beateay, Fairville . . . . . Collector  
W. A. Smith, Box 35, Fairville . . . . . Receiver  
W. B. Robertson, 88 Orange st, St. John, . . . . . Magazine Agent

**358. COOKE; West St. Paul, Minn.**

Meets in Paul Martin Hall, cor. Colorado and So Wabasha sts, 1st Saturday at 7:45 P. M., 3d Sunday 2:30 P. M.

Jno. Lynch, 246 Dunedin Terrace, St. Paul, Master  
T. P. Foley, 88 Augusta st, St. Paul . . . . . Secretary  
Patrick Hurleg, 88 Augusta st, St. Paul, Collector  
Jno. Trulander, 516 12th ave. S., Minneapolis . . . . . Receiver

J. W. Norton, 224 Dunedin Terrace . . . . . Magazine Agent

**359. BIG FLINT; Wellington, Kansas.**

Meets in I. O. O. F. Hall, 1st and 3d Sundays and 2d and 4th Tuesdays.

S. H. Barner, 810 E. Lincoln ave. . . . . Master  
S. J. Cotton, 515 E. Lincoln ave. . . . . Secretary  
J. G. Beard, 228 E. Lincoln ave. . . . . Collector  
Louis Brinkmier, E. 4th st. . . . . Receiver  
Harrison Beard . . . . . Magazine Agent

**360. COLD SPRING; Springfield, Ohio.**

Meets in Engineers' and Firemen's Hall, F Main st, 1st and 3d Sundays.

H. J. Teagarden, 307 Clifton st. . . . . Master  
T. E. Jones, 445 E. Harrison st. . . . . Secretary  
Bert Summers, Box 32 . . . . . Collector  
T. E. Jones, 445 E. Harrison st. . . . . Receiver  
Lang McGhee, 288 East st. . . . . Magazine Agent

- 421. TRIED AND TRUE; Washington, Ind.**  
Meets in B. of L. E. Hall 1st and 3d Sundays at 2 P. M.  
August Mischler . . . . . Master  
M. B. Wagoner . . . . . Secretary  
W. H. Cunningham . . . . . Collector  
M. G. Myers . . . . . Receiver  
S. C. Mayes . . . . . Magazine Agent
- 422. CATACT; Suspension Bridge, N. Y.**  
Meets in Sons of St. George Hall, cor. Falls and 1st sts, Niagara Falls, 1st and 3d Thursdays at 8:30 P. M.  
J. A. Shrimpton, 616 E. Elmwood st., Niagara Falls . . . . . Master  
O. A. Baker, 522 4th st., Niagara Falls . . . . . Secretary  
David Sinclair, 522 4th st., Niagara Falls . . . . . Collector  
Ohas. Baker, 524 4th st., Niagara Falls . . . . . Receiver  
R. J. Pitts, 4th st, Niagara Falls . . . . . Mag. Agent
- 423. METROPOLITAN; New York, N. Y.**  
Meets in Webster Hall, cor. 140th st. and 3d ave., 2d and 4th Sundays at 2 P. M.  
F. R. Elliott, 600 E. 139th st. . . . . Master  
V. Butterfield, 46 Amsterdam ave. . . . . Secretary  
Jos. Anderson, 227 Alexander ave. . . . . Collector  
J. M. Reilly, White Plains . . . . . Receiver  
C. W. Pitts, 359 Alexander ave. . . . . Magazine Agent
- 424. SOUTHERN STAR; Sanford, Fla.**  
Meets in A. O. U. W. Hall, Hotchkiss Block, 1st and 3d Sundays.  
J. M. Bunker . . . . . Master  
J. A. Osteen . . . . . Secretary  
J. D. Fowler . . . . . Collector  
T. B. Moxley, care J. T. & K. W. R. R., Jacksonville . . . . . Receiver  
O. E. Adams, Palatka . . . . . Magazine Agent
- 425. VIOLET; Bellows Falls, Vt.**  
Meets in Red Men's Hall, 1st Sunday at 10:30 A. M., and 3d Saturday at 7:30 P. M.  
J. A. Young, Box 535 . . . . . Master  
R. F. Whitman, Box 614 . . . . . Secretary  
J. A. Young, Box 535 . . . . . Collector  
R. F. Whitman, Box 614 . . . . . Receiver  
G. A. Hoffman, Box 267, Windsor . . . . . Mag. Agent
- 426. OASIS; Ogden, Utah.**  
Meets in Thomas Hall every Sunday at 7:30 P. M.  
H. C. Parrish . . . . . Master  
F. W. Johnston, 2429 Grant ave. . . . . Secretary  
Henry Ward, Terrace . . . . . Collector  
H. C. Parrish . . . . . Receiver  
T. L. Dwyer . . . . . Magazine Agent
- 427. MORGAN CRANE; Somerset, Ky.**  
Meets in The Dill Moss Hall, Griffin ave, 1st Saturday at 2 P. M., and 3d Saturday at 6 P. M.  
G. L. Peffer . . . . . Master  
H. M. Hines . . . . . Secretary  
J. T. McCabe . . . . . Collector  
W. L. Manpin . . . . . Receiver  
T. J. Heath . . . . . Magazine Agent
- 428. DEEP WATER; Springfield, Mo.**  
Meets in K. of P. Hall, cor. College and Campbell sts., every Wednesday at 2 P. M.  
David Dingler, Hamilton st. . . . . Master  
Chas. Kirohgraber, 727 W. Walnut st. . . . . Secretary  
V. M. Shoup . . . . . Collector  
F. B. Squires, L Box 168 . . . . . Receiver  
G. M. George, 731 W. Scott st. . . . . Magazine Agent
- 429. WALNUT VALLEY; El Dorado, Kan.**  
Meets in B. of L. E. Hall, cor. Main st and Central ave., every Thursday at 2 P. M.  
G. W. Durham . . . . . Master  
G. P. Mettler . . . . . Secretary  
G. T. Scott . . . . . Collector  
R. L. Temple . . . . . Receiver  
G. A. Maxwell, 246 Waco st, Wichita. . . . . Magazine Agent
- 430. NEOSHO VALLEY; Council Grove, Kan.**  
Meets in K. of C. Hall, 1st and 3d Tuesdays.  
A. H. Benson . . . . . Master  
W. C. Furguson . . . . . Secretary  
J. A. Flynn . . . . . Collector  
G. M. Leeman, Box 771 . . . . . Receiver  
P. S. De Hoff . . . . . Magazine Agent
- 431. COVENANT; Nevada, Mo.**  
Meets in B. of E. T. Hall, E. Cherry st., 2d and 4th Thursdays at 7:30 P. M.  
W. J. Rooney, 421 E. Walnut st. . . . . Master  
F. A. Renwick . . . . . Secretary  
E. H. Schrader, 711 Elce st. . . . . Collector  
Squire Rhodes, 903 N. Commercial st. . . . . Receiver  
F. P. Rhodes, 1043 Pennsylvania ave, Joplin, . . . . . Magazine Agent
- 432. SIGNAL MOUNT; Big Springs, Texas.**  
Meets at Union Hall every Saturday at 2 P. M.  
F. W. Frahenkamp, Box 83 . . . . . Master  
Jno. Price, Box 83 . . . . . Secretary  
Reynold Schwartzzenbach, Box 83 . . . . . Collector  
Dennis Ryan, Box 83 . . . . . Receiver  
Reynold Schwartzzenbach, Box 83 . . . . . Mag. Agent
- 433. PAWNEE; Fairbury, Neb.**  
Meets in I. O. O. F. Hall 2d and 4th Wednesdays at 7:30 P. M.  
J. D. Neville . . . . . Master  
J. F. Turner . . . . . Secretary  
A. A. Wood . . . . . Collector  
Wm. Costello . . . . . Receiver  
T. H. Jones, Box 495, Des Moines, Iowa, . . . . . Magazine Agent
- 434. McALLISTER; Herlington, Kan.**  
Meets in Odd Fellow's Hall, 1st and 3d Sundays at 1:30 P. M.  
J. K. Cushman, Box 278 . . . . . Master  
A. J. Hoatson, Box 153 . . . . . Secretary  
J. B. Dugan . . . . . Collector  
J. D. Hornberger . . . . . Receiver  
O. P. Amick . . . . . Magazine Agent
- 435. FRIENDSHIP; Dayton, Ohio.**  
Meets in Withoft's Hall 2d and 4th Wednesday evenings.  
N. W. Rose, 121 Torrence st. . . . . Master  
C. W. F. Millikan, 2312 E. 3d st. . . . . Secretary  
C. D. Jenkins, E. May st. . . . . Collector  
H. E. Russell, 2613 E. 5th st. . . . . Receiver  
Jos. McMichael, 61 Horton st. . . . . Magazine Agent
- 436. J. H. KIRK; Horton, Kan.**  
Meets in Kemper Hall, cor. Front and Main st., 1st and 3d Mondays at 1 P. M.  
Albert Westeen . . . . . Master  
M. E. Clark . . . . . Secretary  
Wm. Casey . . . . . Collector  
F. C. Laine . . . . . Receiver  
F. C. Laine . . . . . Magazine Agent
- 437. NICKEL PLATE, Conneaut, Ohio.**  
Meets in Harrington's Hall, cor. State and Chestnuts, 1st and 3d Tuesdays at 8 P. M. and 2d and 4th Tuesdays at 8:30 A. M.  
Frank Curtis, Box 308 . . . . . Master  
E. B. Strock, Box 461 . . . . . Secretary  
L. C. Melson, Box 716 . . . . . Collector  
O. F. L. Wilkins, Box 596 . . . . . Receiver  
Jos. Simard . . . . . Magazine Agent
- 438. HOLBROOK; Chartiers, Pa.**  
Meets in Christian Hall, McKees Rocks, every Sunday at 1 P. M.  
Milo Bowles, McKees Rocks . . . . . Master  
B. M. Clark, McKees Rocks . . . . . Secretary  
J. M. Galbraith, McKees Rocks . . . . . Collector  
C. L. Hinsdale, McKees Rocks . . . . . Receiver  
S. C. Beeson, McKees Rocks . . . . . Magazine Agent
- 439. WEAVER; Sayre, Pa.**  
Meets in Fireman's Hall 2d and 4th Sundays at 2 P. M.  
E. E. Welton, 137 Chemung st., Waverly, N. Y. . . . . Master  
A. B. Ridgeway, Box 525, Athens . . . . . Secretary  
J. H. Repp, Box 255 . . . . . Collector  
Johnson Walt, Box 118 . . . . . Receiver  
Martin Plumsted, Box 212 . . . . . Magazine Agent
- 440. HUB CITY; Aberdeen, South Dakota.**  
Meets in Odd Fellow's Hall, 1st and 3d Sundays at 1:30 P. M.  
C. A. Spink . . . . . Master  
G. B. Abell . . . . . Secretary  
Humphrey Davis . . . . . Collector  
Jno. Richardson . . . . . Receiver  
E. A. Conright, Montevideo, Minn. . . . . Mag. Agent
- 441. J. W. WALKER; Cenemaugh, Pa.**  
Meets in Kullo Hall, Main st., 1st and 3d Sundays at 3:30 P. M.  
B. P. Rankin . . . . . Master  
D. A. Moyer, Box 182 . . . . . Secretary  
Alex. McGouch . . . . . Collector  
P. S. Coy, Box 194 . . . . . Receiver  
W. F. Stump . . . . . Magazine Agent
- 442. BETHESDA; Waukegan, Wis.**  
Meets in Engineers' Hall 1st and 3d Sundays.  
R. F. Stroud, Broadway . . . . . Master  
W. H. Cutting, 4 Wisconsin Cent. ave. . . . . Secretary  
Wm. Doyle, Sr., 204 Arcadian ave. . . . . Collector  
C. L. Vrooman, 611 Oakland ave. . . . . Receiver  
Martin Murray, 200 Main st. . . . . Magazine Agent

- 333. PETROLEUM; Oil City, Pa.**  
Meets in Trax & Kramer's Hall, alternate Sundays  
Jno. Davis 53 Pearl ave. . . . . Master  
S. C. Lowery, cor Bissel and Seeley aves. Secretary  
W. D. McQuinn, 335 Washington ave. Collector  
A. G. Stittig, 56 Grove ave. . . . . Receiver  
Michael Fahey, 84 Spruce st. Magazine Agent
- 334. E. H. WILBUN; Leighton, Pa.**  
Meets in Reber's Hall, Bank st., 2d and 4th Sundays 2 P. M.  
Peter Young, Weissport . . . . . Master  
L. O. J. Strauss . . . . . Secretary  
W. H. H. Plummer, Weissport . . . . . Collector  
Alfred Dreisbach, Weissport . . . . . Receiver  
A. T. Henry, Weissport . . . . . Magazine Agent
- 335. BOWER CITY; Janesville, Wis.**  
Meets in B. of L. E. Hall 2d Sunday at 2:30 P. M. and 4th Wednesday at 7:30 P. M.  
R. P. Kay, 158 Center ave. . . . . Master  
I. W. Hagar, 259 Center ave. . . . . Secretary  
W. A. Webber, 10 Pearl st. . . . . Collector  
E. H. Erdman, 407 North st. . . . . Receiver  
H. H. St. John, 159 Center ave. Magazine Agent
- 336. RAMONA; San Diego, Cal.**  
Meets in G. A. R. Hall, cor 6th and F. sts., 2d and 4th Sundays at 2 P. M.  
D. L. Marrs, 957 Columbia st. . . . . Master  
H. G. Hooley, care R. V. Dodge, 5th and D sts. . . . . Secretary  
D. L. Marrs, 957 Columbia st. . . . . Collector  
K. V. Dodge, 5th and D sts. . . . . Receiver  
A. P. Tyler, 1056 3d st. . . . . Magazine Agent
- 337. RED ROCK; Schreiber, Ontario.**  
Meets in B. of L. F. Hall 1st and 3d Sundays at 2:30 P. M.  
P. H. Roemley . . . . . Master  
Alfred Bilbe . . . . . Secretary  
R. J. Craig . . . . . Collector  
Hugh Gwynne . . . . . Receiver  
Albin Davis, C. P. R. R. . . . . Magazine Agent
- 338. PHIL. H. SHEKIPAN; Milwaukee, Wis.**  
Meets in Eggelhoff Hall, cor. Reed and Oregon sts., 1st Sunday at 2:30 P. M. and 3d Sunday at 7:30 P. M.  
E. P. Fitch, 330 Cass st. . . . . Master  
W. C. Dunn, 330 Cass st. . . . . Secretary  
Chas. Cook, 334 Cass st. . . . . Collector  
J. C. Pier, 414 16th ave. . . . . Receiver  
G. I. Klotz, 243 Wisconsin st. . . . . Magazine Agent
- 339. LIVINGSTONE; Chillicothe, Mo.**  
Meets in G. A. R. Hall, east side Public Square, 1st and 3d Sundays  
Jno. Bammer, 100 E. Webster st. . . . . Master  
Frank Harker, 322 E. Jackson st. . . . . Secretary  
H. W. McKinley, 315 E. Webster st. . . . . Collector  
Virgil Glone, 125 Maple st. . . . . Receiver  
H. P. Anderson, Box 68 . . . . . Magazine Agent
- 340. IRON MOUNTAIN; Carondelet, Mo.**  
Meets in Druids' Hall, 7001 So. Broadway, 2d and 4th Tuesdays at 8 P. M.  
Wm. Cushing, 7807 Minnesota ave., St. Louis . . . . . Master  
C. G. Bauer, 7320 S. 6th st., St. Louis . . . . . Secretary  
Chas. Rochow, 6733 Virginia ave., St. Louis . . . . . Collector  
E. F. Paul, 7205 S Broadway, 8t Louis . . . . . Receiver  
L. N. Bauer, 7617 Penn ave., So St. Louis . . . . . Magazine Agent
- 341. NAUVOO; Ft. Madison, Iowa.**  
Meets in A. O. U. W. Hall every Saturday evening.  
J. E. Blevins, 1613 2d st. . . . . Master  
Jas. Low, 1906 2d st. . . . . Secretary  
C. S. Tucker, 2631 Santa Fe ave. . . . . Collector  
S. W. Bowser, 1607 2d st. . . . . Receiver  
Jas. Low, 1906 2d st. . . . . Magazine Agent
- 342. WEST PENN; Allegheny, Pa.**  
Meets in Reinman's Hall, Lowry st., 1st and 3d Wednesdays at 8 P. M.  
E. A. Wiley, 10 Hamilton st. . . . . Master  
J. D. Davis, Box 20, Blairsville . . . . . Secretary  
L. H. Martin, Box 39, Blairsville . . . . . Collector  
W. R. Ransom, Cokeville . . . . . Receiver  
F. M. Bennett, Blairsville . . . . . Magazine Agent
- 343. BIG SANDY; Lexington, Ky.**  
Meets in I. O. O. F. Hall, E. Main st., 1st Monday at 7:30 P. M. and 3d Sunday at 2:30 P. M.  
F. W. Collier, 121 E. High st. . . . . Master  
T. W. Robertson, 121 E. High st. . . . . Secretary  
W. J. Burgess, C. & O. Round House . . . . . Collector  
J. A. Wyant, 101 S Limestone st. . . . . Receiver  
J. B. Cavins, Clay ave. . . . . Magazine Agent
- 344. PLEASANT VALLEY; Beatrice, Nebraska.**  
Meets in K. P. Hall, 114 N. Fifth st., 1st, 3d and 5th Sundays at 2 P. M.  
E. K. Cole, 809 S. 6th st. . . . . Master  
D. A. McCarter, 1708 E Ella st. . . . . Secretary  
E. K. Cole, 809 S 6th st. . . . . Collector  
Henry Cox, N. 4th st. . . . . Receiver  
B. F. Eckles . . . . . Magazine Agent
- 345. MILLARD FOSTER; Armourdale, Kan.**  
Meets at 601 Kansas ave., every Thursday at 7:30 P. M.  
Henry Tamblin, L. Box 26 . . . . . Master  
W. F. Remington, L. Box 26 . . . . . Secretary  
Henry Tamblin, L. Box 26 . . . . . Collector  
Thos. Quinn, L. Box 26 . . . . . Receiver  
D. J. Tamblin, Bellville . . . . . Magazine Agent
- 346. TIP TOP; Goodland, Kansas.**  
Meets in B. of L. F. Hall every Monday at 7:30 P. M.  
W. F. Hackett . . . . . Master  
L. K. Foster . . . . . Secretary  
L. K. Foster . . . . . Collector  
Welcome Sims, Roswell, Colo. . . . . Receiver  
Wm. Swearingen . . . . . Magazine Agent
- 347. LONG DIVISION; Holsington, Kansas.**  
Meets in Masonic Hall, 1st and 3d Wednesdays, at 2 P. M.  
J. M. Gleadall . . . . . Master  
C. E. Tindall . . . . . Secretary  
David Rodeck . . . . . Collector  
J. B. M. Cauley . . . . . Receiver  
J. M. Gleadall . . . . . Magazine Agent
- 348. CONSTANT; Olean, N. Y.**  
Meets in K. O. T. M. Hall alternate Sundays.  
C. P. Anderson, 81 3d st. . . . . Master  
Patrik Driscoll, Jr., N. Washington st. . . . . Secretary  
A. F. Johnson, 192 6th st. . . . . Collector  
A. F. Johnson, 192 6th st. . . . . Receiver  
A. F. Johnson, 192 6th st. . . . . Magazine Agent
- 349. CRESCENT CITY; New Orleans, La.**  
Meets in Teutonia Hall, Exchange Alley and Custom House st., 2d and 4th Thursdays.  
E. M. Gordon, 83 N. Rampart st. . . . . Master  
J. E. J. Boleau, 97 Locust st. . . . . Secretary  
B. J. Meyer, 168 Clara st. . . . . Collector  
J. B. Brasill, 95 Locust st. . . . . Receiver  
G. H. Meyer, 168 Clara st. . . . . Magazine Agent
- 400. MARIAS DES CYGNE; Osawatomie, Kan.**  
Meets in Firemen's Hall every Friday at 8:00 P. M.  
J. E. Stitt . . . . . Master  
C. W. Cook, Box 59 . . . . . Secretary  
Jno. Sims . . . . . Collector  
J. E. Stitt . . . . . Receiver  
T. H. Rader . . . . . Magazine Agent
- 401. ITASCA; Two Harbors, Minn.**  
Meets in I. O. O. F. Hall, 2d and 4th Sundays.  
Martin Muth . . . . . Master  
Paul Tingerthal . . . . . Secretary  
Jas. Shea . . . . . Collector  
J. H. Olson . . . . . Receiver  
J. H. Olson . . . . . Magazine Agent
- 402. WATER LILY; Water Valley, Miss.**  
Meets in K. of P. Hall, 1st Thursday at 7:30 P. M. and 3d Thursday at 3:30 P. M.  
J. E. Myers . . . . . Master  
W. S. Bosma . . . . . Secretary  
W. S. Bosma . . . . . Collector  
J. M. Collins . . . . . Receiver  
W. S. Bosma . . . . . Magazine Agent
- 403. DEVOTION; Portsmouth, Va.**  
Meets in K. of P. Hall, 217 High st., 2d and 4th Sundays at 2:00 P. M.  
Eugene Eley, 1110 Green st. . . . . Master  
T. B. Griffin, 1413 Green st. . . . . Secretary  
E. J. Hall, 300 4th st. . . . . Collector  
J. E. Morris, 1103 Washington st. . . . . Receiver  
J. E. Morris, 1103 Washington st. . . . . Magazine Agent
- 404. GEAFFRY; Danmore, Pa.**  
Meets in Swartz Hall, 2d and 4th Sundays at 2 P. M.  
Thos. Kelly . . . . . Master  
C. E. Collins . . . . . Secretary  
J. E. Stuart . . . . . Collector  
D. G. Wescott . . . . . Receiver  
C. E. Collins, Box 227 . . . . . Magazine Agent
- 405. VANDALIA; Elmhurst, Ill.**  
Meets in K. of H. Hall 2d and 4th Sundays at 2 P. M.  
W. H. Crise, Box 251 . . . . . Master  
A. J. Cohea, Box 109 . . . . . Secretary  
W. H. Crise, Box 251 . . . . . Collector  
August Underdinner . . . . . Receiver  
F. W. Mascher . . . . . Magazine Agent

**HANKSGIVING; Foxburg, Pa.**

Meets in Odd Fellows' Hall, 1st and 2d Sundays at 2 P. M.

Jackson . . . . . Master  
Ritts . . . . . Secretary  
R. Raughton . . . . . Collector  
F. Keeler . . . . . Receiver  
Ritts . . . . . Magazine Agent

**UGET SOUND; Seattle, Wash.**

Meets in Masonic Hall, cor. Second and Pike streets, 1st and 3d Sundays at 8 P. M.

Claussen, C. & P. S. shops . . . . . Master  
Lovejoy, C. & P. S. shops . . . . . Secretary  
O'Brien, C. & P. S. shops . . . . . Collector  
McGregor, Boulevard . . . . . Receiver  
Joerndt, C. & P. S. shops . . . . . Mag. Agent

**RYSTAL; Jacksonville, Ill.**

Meets in S. P. & P. H. Hall alternate Sundays at P. M.

Drew, 1003 E Lafayette ave. . . . . Master  
McMillan, 469 East st. . . . . Secretary  
Drew, 1003 E. Lafayette ave. . . . . Collector  
Benson, 1216 E Capitol ave., Springfield . . . . . Receiver  
McMillan, 469 E. State st. . . . . Magazine Agent

**IR LINE; Princeton, Ind.**

Meets in B. of L. F. Hall, cor. State and Main sts., 2d and 4th Sundays at 2 P. M.

Cox, L. Box 505 . . . . . Master  
Ballard, L. Box 505 . . . . . Secretary  
Small, L. Box 505 . . . . . Collector  
Graetz, L. Box 505 . . . . . Receiver  
H. Shrigley . . . . . Magazine Agent

**ERBERT P. LITTLEJOHN; Fitchburg, Mass.**

Meets in G. A. R. Hall 2d and 4th Sundays at 11 P. M.

in Howe, 32 North st . . . . . Master  
Chase, 17 Newton Place . . . . . Secretary  
Hodges, 89 Highland ave. . . . . Collector  
Pope, 46 Blossom st . . . . . Receiver  
in Howe, Fitchburg r'd h's . . . . . Mag. Agent

**OLIVERINE; Marshall, Mich.**

Meets in G. A. R. Hall, cor. Madison and State sts., and 4th Sundays.

F. Smith . . . . . Master  
Johnson . . . . . Secretary  
ak West . . . . . Collector  
F. Smith . . . . . Receiver  
O. Owens . . . . . Magazine Agent

**WO REPUBLICS; San Luis Potosi, Mexico.**

Meets in Firemen's Hall, Calle Morales, 1st and Sundays at 8 P. M.

Nolan . . . . . Master  
Richardson, Box 71 . . . . . Secretary  
Quinn, Box 71 . . . . . Collector  
Worsner . . . . . Receiver  
Worsner . . . . . Magazine Agent

**DAMANT; St. Louis, Mo.**

Meets in Masonic Hall, cor. Chouteau ave. and Manchester Road, 1st and 3d Mondays at 2 P. M.

Arnold, 823 Manchester Road . . . . . Master  
Keatley, 4218 Folsom ave. . . . . Secretary  
Tave Stoll, 1119 Talmage ave. . . . . Collector  
Keatley, 4216 Folsom 2ve . . . . . Receiver  
Brogan, 1131 Talmage ave. . . . . Magazine Agent

**AYFLOWER; Louisville, Ky.**

Meets in Market Hall, Shelby st., bet Market & Jefferson sts., every Wednesday at 2 P. M.

Rengan, 416 Bicket ave. . . . . Master  
Fitzpatrick, 910 Frankfort ave. . . . . Secretary  
Anochs, 1116 11th st . . . . . Collector  
Fitzpatrick, 910 Frankfort ave. . . . . Receiver  
C. Nashold 1310 Reservoir ave. . . . . Mag. Agent

**ADIANT; Mahoningtown, Pa.**

Meets in Smith's Hall 1st Sunday and 3d Tuesdays.

Holcomb . . . . . Master  
Jones . . . . . Secretary  
Grace . . . . . Collector  
Grace . . . . . Receiver  
McIlvenny, Cliff st., New . . . . . Magazine Agent

**AMOND; Champaign, Ill.**

Meets in Kuhn's Hall, 45 Main st, 1st and 3d Sundays at 7:30 P. M.

Sabin, 817 S. Randolph st. . . . . Master  
O'Brien . . . . . Secretary  
Frederickson . . . . . Collector  
Walters . . . . . Receiver  
Tucker, 15 Eureka st . . . . . Magazine Agent

**418. BALD EAGLE; Jersey Shore, Pa.**

Meets in Engineer's Hall, cor. Allegheny and Wiley sts., 2d and 4th Sundays at 1:30 P. M.

R. R. King . . . . . Master  
F. H. Heinbach . . . . . Secretary  
T. W. Tierney . . . . . Collector  
D. E. Messner . . . . . Receiver  
C. H. Sherry . . . . . Magazine Agent

**419. STEPTOE BUTTE; Tekon, Wash.**

Meets in Whitmore & McLean Hall, 1st and 3d Tuesdays at 7:30 P. M.

C. A. Painton, Box 35 . . . . . Master  
H. O. Blugham . . . . . Secretary  
D. S. McDonald . . . . . Collector  
T. D. Connor . . . . . Receiver  
W. F. Potts . . . . . Magazine Agent

**420. ANN ARBOR; Owosso, Mich.**

Meets in Richardson's Hall, Washington st., 2d and 4th Sundays.

A. F. Yerkes, 438 E. Main st . . . . . Master  
A. F. Yerkes, 438 E. Main st . . . . . Secretary  
F. E. Harrington, 403 Michigan ave. . . . . Collector  
F. E. Harrington, 403 Michigan ave . . . . . Receiver  
A. F. Yerkes, 438 E Main st . . . . . Magazine Agent

**421. WINDSOR; Windsor, Ont.**

Meets in A. O. F. Hall 1st and 3d Wednesdays.

Thos Howe, G. T. R. . . . . Master  
W. D. Atherton, G. T. R. . . . . Secretary  
J. T. Pryor, G. T. R. . . . . Collector  
Thos. Howe, G. T. R. . . . . Receiver  
M. J. King, G. T. R. . . . . Magazine Agent

**422. LAKE VIEW; Ashtabula Harbor, Ohio.**

Meets in Old Masonic Hall, 1st and 3d Sundays at 1:30 P. M.

W. A. Strong, Box 418 . . . . . Master  
Herman Richards, Box 630 . . . . . Secretary  
W. B. Porter, Box 434 . . . . . Collector  
T. A. Kagy, Box 407 . . . . . Receiver  
T. A. Kagy, Box 407 . . . . . Magazine Agent

**423. MOUNT HELENA; Helena, Mont.**

Meets in A. O. U. W. Hall, cor. Main & Broadway, 1st and 3d Fridays at 7 P. M.

J. H. Daily, Bailey Bl'k . . . . . Master  
J. E. Morris, 1508 Phoenix ave . . . . . Secretary  
Jno. Geaney, care J. H. Daily, Bailey Bl'k . . . . . Collector  
J. H. Daily, Bailey Block . . . . . Receiver  
D. R. Bell, 1325 Bolder ave. . . . . Magazine Agent

**424. FLEETWOOD; Covington, Ky.**

Meets in McCullom Hall, 15th and Russell sts., 2d Friday at 7:30 P. M. and 4th Sunday at 2:30 P. M.

B. O. Chalkley, 1705 Russell st . . . . . Master  
W. D. Pethel, Banklick st., bet. 13th and 14th sts . . . . . Secretary  
Hewitt Myers, 1111 Banklick st . . . . . Collector  
J. W. Goodhew, 1616 Banklick st . . . . . Receiver  
F. W. Roberts, 1305 Russell st. . . . . Magazine Agent

**425. PETER BURNS; East Nashville, Tenn.**

Meets cor. Stockell and Josephine sts., every Monday at 9:30 A. M.

T. F. McGlyman, 818 Main st., Nashville . . . . . Master  
H. L. Tindall, cor. Stockell and Josephine sts., Nashville . . . . . Secretary  
D. M. Boyd, 500 Meridian st., Nashville, Collector  
H. L. Tindall, cor. Stockell and Josephine sts., Nashville . . . . . Receiver  
Warner Campbell, 500 Meridian st., Nashville . . . . . Magazine Agent

**426. TOMBIGBEE; Avondale, Ala.**

Meets in Moore's Hall, 1st Tuesday and 3d Monday evenings.

D. H. O'Neal . . . . . Master  
W. H. Carithers . . . . . Secretary  
I. W. Neel . . . . . Collector  
W. H. Carithers . . . . . Receiver  
G. L. Jones . . . . . Magazine Agent

**427. CONGAREE; Columbia, S. C.**

Meets in K. P. Hall, 225 Main st. every Sunday at 10 A. M.

Oscar Land, 156 Taylor st . . . . . Master  
W. M. Petner, 41 Richland st . . . . . Secretary  
A. C. Gruber, cor. Taylor and Barnwell sts . . . . . Collector  
J. D. Tuck, 209 Richland st . . . . . Receiver  
W. P. Hutchison, 133 Winn st . . . . . Magazine Agent

**428. CHEROKEE; Van Buren, Ark.**

Meets in A. O. U. W. Hall, 2d Thursday at 7:30 P. M. and 4th Wednesday at 1:30 P. M.

Richard Wennesey . . . . . Master  
Henry Phelps . . . . . Secretary  
C. I. Clark . . . . . Collector  
F. D. Gilson . . . . . Receiver  
Jeff. Cornish . . . . . Magazine Agent

**440. MOUNT PLEASANT; Chicago, Ill.**

Meets in Baker's Hall, cor. Hart and Archer  
aves., 1st Sunday at 7:30 P. M. and 3d Sunday  
at 2:30 P. M.  
Chas. Armstrong, 2869 Joseph st., Brighton  
Park . . . . . Master  
Gustave Spindler, 2551 38th st. . . . . Secretary  
Gustave Spindler, 2182 38th st. . . . . Collector  
Wm. Hayes, 2134 Joseph st. . . . . Receiver  
J. M. Brady, 2114 38th st. . . . . Magazine Agent

**440. WINCHESTER; Brunswick, Md.**

Meets in K. P. Hall, every Saturday at 7:30 P. M.  
W. F. Eberle, Martinsburg, W. Va. . . . . Master  
Jno. O'Leary . . . . . Secretary  
C. T. Lindell . . . . . Collector  
C. H. Edmonston . . . . . Receiver  
Jno. O'Leary . . . . . Magazine Agent

**441. IONIA; Ionia, Mich.**

Meets in K. P. Hall 2d and 4th Sundays.  
F. H. Williams, 527 Rich st. . . . . Master  
A. J. Whitehead, 527 E. Main st. . . . . Secretary  
G. M. Kiling, 412 Washington st. . . . . Collector  
J. F. Welton, 430 E. Washington st. . . . . Receiver  
J. A. Garrity, 25 Railroad st. . . . . Magazine Agent

**442. PATAPSCO; Baltimore, Md.**

Meets in Mechanic's Exchange Hall, 2nd floor,  
2 E. Fort ave, cor. Charles st, 1st and 3d Sun-  
days at 2 P. M.  
W. E. Harrie, 161 E. Randall st. . . . . Master  
F. V. Homefross 1637 Hanover st. . . . . Secretary  
Jacob Fishell, 120 E. Fort ave. . . . . Collector  
F. F. Donnelly, 22 Bevelly st. . . . . Receiver  
W. A. Tribby, 533 E. Fort ave. . . . . Mag. Agent

**443. WILLOW GROVE; Bennett, Pa.**

Meets in Jr. O. A. M. Hall 1st and 3d Thursday  
evenings at 7:30 P. M.  
D. G. Paden . . . . . Master  
F. E. Woodford, Box 178 . . . . . Secretary  
C. O. Sprague . . . . . Collector  
F. E. Woodford, Box 178 . . . . . Receiver  
Ford Welk . . . . . Magazine Agent

**445. NOTTOWAY; Crews, Va.**

Meets in Masonic Hall, 2d Saturday and 4th Sun-  
day at 2:30 P. M.  
W. E. Perkinson . . . . . Master  
J. A. Bradshaw . . . . . Secretary  
W. A. Clayton . . . . . Collector  
J. B. Neale, Box 43 . . . . . Receiver  
L. N. Kelley . . . . . Magazine Agent

**446. JAMES I. WATT; McComb City, Miss.**

Meets in Masonic Hall every Tuesday.  
E. L. Huntley . . . . . Master  
J. C. Whiddon . . . . . Secretary  
J. J. Pimm . . . . . Collector  
W. L. Munn . . . . . Receiver  
A. F. Gray . . . . . Magazine Agent

**447. EMERALD; Leavenworth, Kan.**

Meets in K. P. Hall, cor. 4th and Delaware sts.,  
2d Sunday and 4th Saturday evening.  
Jas. McNeerney, 4th and Kiowa sts. . . . . Master  
Chas. Curtin, 720 Kiowa st. . . . . Secretary  
Thos. Cronin, 718 Kiowa st. . . . . Collector  
Chas. Curtin, 720 Kiowa st. . . . . Receiver  
E. K. Dustin, 602 So Kapanade st, Magazine Agent

**448. COMFORT; Cheyenne, Wyo.**

Meets in Engineers' Hall, 212½ W. 16th st. every  
Friday at 7:30 P. M.  
J. K. Baldwin, 608 E. 18th st. . . . . Master  
Ralph Robertson, 807 E. 16th st. . . . . Secretary  
G. A. Rockafield . . . . . Collector  
P. H. Conway, 1715 House st. . . . . Receiver  
P. H. Conway, 608 E. 18th st. . . . . Magazine Agent

**449. CHERISH; Monett, Mo.**

Meets in Engineer's Hall, Broadway, bet. 3d and  
4th sts. every Tuesday at 2 P. M.  
Thos. Mansfield . . . . . Master  
W. L. Shaffer . . . . . Sec. etary  
F. D. Plavan . . . . . Collector  
W. L. Shaffer . . . . . Receiver  
J. D. Heyburn . . . . . Magazine Agent

**441. MIAMI; Cincinnati, Ohio.**

Meets in G. A. B. Hall, Eastern ave. and Rigley  
st., 1st and 3d Sundays at 2 P. M.  
W. J. Brennan, 1141 Eastern ave. . . . . Master  
Geo. Everhart, 170 Tecumphy st. . . . . Secretary  
Jos. Leen, 116 Walworth ave. . . . . Collector  
Jno. Denner, Loveland . . . . . Receiver  
Mike Carroll, Morrow . . . . . Magazine Agent

**442. BARBIE BAY; Allandale, Ontario.**

Meets in Firemen's Hall 1st and 3d Sundays.  
T. C. Royce . . . . . Master  
W. J. Church, Box 114 . . . . . Secretary  
J. N. Harps, Box 202 . . . . . Collector  
W. J. McKinley, Box 207 . . . . . Receiver  
Luke Spearn . . . . . Magazine Agent

**443. VIRGINIA, Danville, Va.**

Meets in Odd Fellows' Hall, 514 Main st, 2d and  
4th Mondays at 1:30 P. M.  
R. L. Pierce, 318 Battery st. . . . . Master  
W. H. Moore, Neapolis . . . . . Secretary  
J. T. Brown, Neapolis . . . . . Collector  
C. F. Gills, Box 171, North Danville . . . . . Receiver  
A. E. Bost, L Box 84, North Danville . . . . . Mag. Agent

**444. MISSION RIDGE; Knoxville, Tenn.**

Meets in French & Roberts' Hall, cor. Gay and  
Depot sts., every Monday at 2:30 P. M.  
E. A. Lloyd, 509 Williams st. . . . . Master  
W. N. Golorth, 430 W. Depot st. . . . . Secretary  
E. B. Love, 901 E. Park st. . . . . Collector  
C. W. Pry, 708 Richard st. . . . . Receiver  
E. L. Rhell, 817 McGee st. . . . . Magazine Agent

**445. BLUESTONE; Bluefield, W. Va.**

Meets in I. O. O. F. Hall, 1st and 2d Sundays at  
7 P. M. and 2d and 4th Sundays at 2 P. M.  
S. D. Rice . . . . . Master  
J. G. Etter . . . . . Sec. etary  
Jos. Werner, Box 36 . . . . . Collector  
G. R. Jones . . . . . Receiver  
M. H. Hair . . . . . Magazine Agent

**447. FRENCH BROAD; Asheville, N. C.**

Meets in B. of L. F. Hall 2d and 4th Sundays at  
10:30 A. M.  
O. M. Losey, Box 228 . . . . . Master  
C. C. Folsom, Box 412 . . . . . Secretary  
R. B. Lee, Box 412 . . . . . Collector  
B. T. Egerton, Box 412 . . . . . Receiver  
Magazine Agent

**448. ALTAMONT; Keyser, W. Va.**

Meets in I. O. O. F. Hall every Tuesday at 1:30  
P. M.  
J. J. Johnston, Jr. . . . . Master  
T. E. Johnston . . . . . Secretary  
R. K. Fazenbaker . . . . . Collector  
W. W. Davis, Box 25 . . . . . Receiver  
J. W. Jones . . . . . Magazine Agent

**449. NOLAN RIVER; Cleburne, Texas.**

Meets in B. of L. F. Hall every Tuesday at 1  
P. M.  
C. M. Rodgers, L. Box 71 . . . . . Master  
Jno. Mobley, Box 12 . . . . . Secretary  
S. J. Elstner . . . . . Collector  
G. L. Wilson, L. Box 12 . . . . . Receiver  
Dan'l Ross . . . . . Magazine Agent

**450. CLEVELAND; Cleveland, Ohio.**

Meets in Fraternity Hall, cor. Lorain and Pearl st  
2d Saturday at 7:30 P. M. and 4th Sunday at 2  
P. M.  
J. A. Kreiss, Gustave Court No. 1 . . . . . Master  
E. L. Banks, 483 Pearl st. . . . . Secretary  
E. L. Banks, 483 Pearl st. . . . . Collector  
Jas Hugo, 110 Root st. . . . . Receiver  
G. C. Woodard, 50 Bridge st. . . . . Magazine Agent

**451. BOIS D'ARC; Bonham, Texas.**

Meets in I. O. O. F. Hall 1st and 3d Sundays at  
8:00 P. M.  
Lawrence Johnson . . . . . Master  
T. L. Cox . . . . . Secretary  
W. A. Rea . . . . . Collector  
T. L. Cox . . . . . Receiver  
E. E. Collett . . . . . Magazine Agent



**BEAZLEY; Parkersburg, W. Va.**

In J. O. U. A. M. Hall, 511 Market st.,  
y Sunday at 2 P. M.  
Sayres, 462, Ann st. . . . . Master  
Broughton, 884 9th st. . . . . Secretary  
McLaughlin, 113 6th st. . . . . Collector  
Scroggin, 129 8th st. . . . . Receiver  
Carlens, Elborn, Parkersburg. Mag. Agent

**FORD; Radford, Va.**

In Odd Fellows' Hall, East Radford. 2d  
4th Sundays at 2 P. M. and 1st and 3d  
days at 8 P. M.  
Javely, Edmund st, Bristol . . . . . Master  
Corvin, L. Box 463, East Radford. Secretary  
Ierndon, Bristol . . . . . Collector  
Hutton, Bristol . . . . . Receiver  
Magazine Agent

**NTAIN PARK; Ashley, Pa.**

In Mets's Hall, Main St., 1st and 2d Sun-  
at 2 P. M.  
Jodgers . . . . . Masters  
Miller, Box 171 . . . . . Secretary  
Juniap . . . . . Collector  
uhf, Box 147 . . . . . Receiver  
Juts . . . . . Magazine Agent

**N BRANDT; Roseburg, Ore.**

In Old Masonic Hall 2d Tuesdays and 4th  
weddays at 2 P. M.  
Sverton . . . . . Master  
Herbig . . . . . Secretary  
Sverton . . . . . Collector  
Iappersett . . . . . Receiver  
Ingleton . . . . . Magazine Agent

**RIVER; Great Falls, Mont.**

In Minot Hall, cor. Central ave and 2d st,  
d 4th Sundays at 7:30 P. M.  
eck, Box 465 . . . . . Master  
Joehor, Box 630 . . . . . Secretary  
awford . . . . . Collector  
Beilly, Box 465 . . . . . Receiver  
Veller . . . . . Magazine Agent

**KLENBERG; Charlotte, N. C.**

In Odd Fellows' Hall every Sunday at 9 A.M.  
nith, 708 W Trade st. . . . . Master  
nycox, 216 W. 4th st. . . . . Secretary  
iesbett, 412 N. Smith st. . . . . Collector  
lgman . . . . . Receiver  
anks . . . . . Magazine Agent

**KINAW; Van Wert, Ohio.**

In Union Hall, 2d and 4th Sundays.  
Conaway . . . . . Master  
rmentfront . . . . . Secretary  
d Conaway . . . . . Collector  
Boyer, Box 323 . . . . . Receiver  
sole . . . . . Magazine Agent

**CITY; Vicksburg, Miss.**

In K. of P. Hall, cor. of Washington and  
sts., 1st and 3d Saturdays at 8:30 P. M. and  
d 4th Saturdays at 7:30 P. M.  
urry, 512 Henry st. . . . . Master  
Gallagher, 734 Mulberry st. . . . . Secretary  
shaw, 121 Pearl st. . . . . Collector  
letcher, 121 Pearl st. . . . . Receiver  
Dold . . . . . Magazine Agent

**E CITY; Erie, Pa.**

In K. & L. of H. Hall, State st. bet. 7th  
th sts., 1st and 3d Sundays at 2 P. M.  
McClain, 284 W 23d st. . . . . Master  
mstead, 330 W. 19th st. . . . . Secretary  
orthup, 811 W. 18th st. . . . . Collector  
urr, 136 W. 20th st. . . . . Receiver  
dy, Westfield, N. Y. . . . . Magazine Agent

**BA; Elmira, N. Y.**

In 3d floor, 224 S. Main st., Miller's Bl'k,  
d 4th Sundays at 2:30 P. M.  
ackson, 273 Baty st. . . . . Master  
ashburne, 708 Spaulding st. . . . . Secretary  
aries, 510 Penn ave . . . . . Collector  
arper, 382 Baty st. . . . . Receiver  
unbar, 230 W. Miller st. Magazine Agent

**AT CITY; Brandon, Manitoba.**

In Workman's Hall, 2d and 4th Sundays  
at 8 P. M.  
larke . . . . . Master  
Henn . . . . . Secretary  
olden . . . . . Collector  
ralford, Box 45 . . . . . Receiver  
lardy, Moose Jaw, N. W. Ter.,  
Magazine Agent

**465. ORMSBY; Pittsburgh, South Side, Pa.**

Meets in Weber's Hall, cor. 27th and Sarah sts.,  
1st and 3d Sundays.  
H. K. Smith, 129 24th st. . . . . Master  
A. M. Harvey, Sierra st, 27th Ward . . . . . Secretary  
R. T. Stratton, 111 26th st. . . . . Collector  
J. L. Rogerson, 118 25th st. . . . . Receiver  
Geo. Hoffman, 2852 Sarah st. . . . . Magazine Agent

**466. ORPHANS' HOPE; Danabson, Ohio.**

Meets in Engineer's Hall, cor. Grant and Second  
sts., every Monday at 1:30 P. M.  
H. R. Brown, Box 217 . . . . . Master  
Edw. Englehard, Box 66 . . . . . Secretary  
Jas. Hoffman . . . . . Collector  
David Parks, Box 24 . . . . . Receiver  
C. H. Clendenning . . . . . Magazine Agent

**467. WESLEY CRAIG; Cornsag, O.**

Meets in K. P. Hall 2d and 4th Sundays.  
D. E. Davis . . . . . Master  
Fabe Cady . . . . . Secretary  
J. B. Pace . . . . . Collector  
Alexander Morrison . . . . . Receiver  
J. B. Pace . . . . . Magazine Agent

**468. ONTARIO; London, Ontario.**

Meets in I. O. O. F. Hall, cor. English and Dun-  
das sts, 1st and 3d Sundays at 2 P. M.  
Wm. Russell, 696 Elias st . . . . . Master  
Russell Follis, 468 Dundas st . . . . . Secretary  
Geo. Prodder, 11 Alfred st . . . . . Collector  
Geo. Gourlay, 148 1/2 Strachan ave . . . . . Receiver  
P. J. Kane, 672 Adelaide st . . . . . Mag. Agent

**469. MOUNT KATAHDIN; Henderson, Me.**

Meets in B. of L. F. Hall 2d Sunday and 4th  
Monday.  
G. S. Allen, Box 215 . . . . . Master  
Alex. Devine, Box 221 . . . . . Secretary  
John Humphreys . . . . . Collector  
Fred Rolfe . . . . . Receiver  
E. G. Ryder, Box 223 . . . . . Magazine Agent

**470. JOHN A. LOGAN; Murphysboro, Ill.**

Meets in Bodaker Hall, 1st and 3d Sundays at  
1:30 P. M.  
W. R. Childers . . . . . Master  
W. F. Snider, Box 406 . . . . . Secretary  
J. J. Norris . . . . . Collector  
J. H. Delano, Jr. . . . . Receiver  
J. J. Norris, Box 381 . . . . . Magazine Agent

**471. INTERNATIONAL; Ft. Erie, Ont.**

Meets in Odd Fellows' Hall, International  
Bridge, 1st and 4th Sundays at 2 P. M.  
W. G. Bown, Amigari . . . . . Master  
Alex. McIntyre, Amigari . . . . . Secretary  
Geo. Metler, Amigari . . . . . Collector  
Richard Clark, International Bridge . . . . . Receiver  
Reuben Plato, Amigari . . . . . Magazine Agent

**472. JOHN J. MANNING; Buffalo, N. Y.**

Meets in Klocke's Hall, cor. Gold and Lovejoy  
sts. every Tuesday at 8 P. M.  
P. L. Carey, 319 S. Division st. . . . . Master  
F. C. Keebler, 1008 Lovejoy st. . . . . Secretary  
J. L. Rutty, 45 Chestnut st . . . . . Collector  
F. C. Keebler, 1008 Lovejoy st. . . . . Receiver  
R. W. Ginkinger, 863 Eagle st. . . . . Magazine Agent

**473. MAUNEE; Air Line Junction, Ohio.**

Meets in K. P. Hall, 2d and 4th Sundays and 1st  
and 3d Mondays.  
W. N. Cooper . . . . . Master  
C. L. Boehm . . . . . Secretary  
G. E. Phelps . . . . . Collector  
A. B. Woodman . . . . . Receiver  
Magazine Agent

**474. TAUNTON; Taunton, Mass.**

Meets in Good Templar's Hall 2d and 4th Mon-  
day evenings.  
E. B. Mitchell, 39 Porter st. . . . . Master  
J. T. Bishop, 34 Myrtle st. . . . . Secretary  
Fred Aufford, 29 Maple st. . . . . Collector  
J. T. Bishop, 34 Myrtle st. . . . . Receiver  
C. L. Freeman, 12 Franklin ave. . . . . Mag. Agent

**475. JAMES LEAHY; Grand Junction, Colo.**

Meets in I. O. O. F. Hall every Tuesday at 8 P. M.  
P. P. Ready, Gunnison . . . . . Master  
O. H. Kearns . . . . . Secretary  
Andrew Struthers . . . . . Collector  
C. L. Crain . . . . . Receiver  
Robt. Rowe . . . . . Magazine Agent

**476. W. J. WAED; Woodstock, N. B.**

Meets in K. P. Hall, King st, 2d Friday and 4th Saturday at 7:30 P. M.  
 W. H. Parker . . . . . Master  
 Jas. Johnston . . . . . Secretary  
 Andrew Struthers . . . . . Collector  
 Zebedee Gabel, Fredericton . . . . . Receiver  
 John Keezer . . . . . Magazine Agent

**477. GLENWOOD; Kenora, W. Va.**

Meets in Midway Hall every Tuesday evening.  
 S. L. Cryer . . . . . Master  
 Ralph Fields, Ceredo . . . . . Secretary  
 G. S. Osborn . . . . . Collector  
 W. E. Williams . . . . . Receiver  
 C. J. Lindner, 1108 Scott st, Portsmouth O. . . . . Magazine Agent

**478. NARBAGANSETT; Providence, R. I.**

Meets in Trainmen's Hall, 301 Canal street, 1st and 3d Sundays at 2:30 P. M.  
 G. W. Sawtell, 44 Nichols st. . . . . Master  
 R. E. McCarthy, 240 Charles st. . . . . Secretary  
 J. D. McSheehy, 23 Webster st. . . . . Collector  
 R. E. McCarthy, 240 Charles st. . . . . Receiver  
 Wm. Smith, Valley Falls . . . . . Magazine Agent

**479. ST. GEORGE; Smiths Falls, Ont.**

Meets in Haley's Hall 2d and 4th Mondays.  
 H. C. Pye . . . . . Master  
 Edw. Pennett . . . . . Secretary  
 Stephen Smith . . . . . Collector  
 Andrew Boyd . . . . . Receiver  
 S. B. O'Hara . . . . . Magazine Agent

**490. CHIPETA; Ridgway, Colo.**

Meets in B. of L. F. Hall 1st and 3d Saturdays, at 8 P. M.  
 J. W. Sowers . . . . . Master  
 C. C. Ervin . . . . . Secretary  
 J. J. Manifold . . . . . Collector  
 J. T. Stewart . . . . . Receiver  
 J. T. Stewart . . . . . Magazine Agent

**481. EASTER; St. Louis, Mo.**

Meets in Brighton Hall, cor. Broadway and Salisbury sts., 2d and 4th Wednesday at 8 P. M.  
 Henry Mincer, 1931 Dodier st. . . . . Master  
 W. S. Ferguson, 4028 N. 9th st. . . . . Secretary  
 T. M. Lynch, 2718 N. 11th st. . . . . Collector  
 W. C. Linck, 8326 Halls Ferry Road . . . . . Receiver  
 W. C. Linck, 8326 Halls Ferry Road, Mag. Agent

**482. STILLWATER; Kallispell, Mont.**

Meets 2d and 4th Saturdays at 7:30 P. M.  
 Robt. Pauline . . . . . Master  
 A. J. McGinn . . . . . Secretary  
 Robt. Pauline . . . . . Collector  
 B. J. Quinney . . . . . Receiver  
 J. N. Reynolds . . . . . Magazine Agent

**483. INDEPENDENCE; Barnesville Minn.**

Meets in U. A. O. D. Hall, 1st Sunday at 2 P. M. and 3d Monday at 10 A. M.  
 G. W. Lumm . . . . . Master  
 N. A. Gray . . . . . Secretary  
 N. E. Varney . . . . . Collector  
 Jas. Hendry . . . . . Receiver  
 N. E. Varney . . . . . Magazine Agent

**484. STAB OF JERSEY; South Amboy, N. J.**

Meets in Protection Hall every Tuesday at 8 P. M.  
 A. T. Kerr . . . . . Master  
 T. C. Ervin . . . . . Secretary  
 R. U. Rue . . . . . Collector  
 Asa Thomas . . . . . Receiver  
 . . . . . Magazine Agent

**485. PAUL BEVERE; Charlestown, Mass.**

Meets in Bigelow Hall, S. Eden st, entrance Tibbetts Town Way, 1st and 3d Sundays at 10 A. M.  
 H. W. Casson, 13 Pearl st. . . . . Master  
 W. H. Hildreth, 37 Rutherford ave. . . . . Secretary  
 F. F. Derby, 9 Auburn st. . . . . Collector  
 C. G. Bates, 17 Harvard Square . . . . . Receiver  
 R. W. Miller, 31 Russell st. . . . . Magazine Agent

**487. WHIRLPOOL; Niagara Falls, Ont.**

Meets in B. of L. F. Hall, Lundy's New Block, 1st and 3d Thursdays at 8 P. M.  
 J. S. Whittaker . . . . . Master  
 W. A. Dalton . . . . . Secretary  
 J. J. O'Rourke . . . . . Collector  
 G. A. Cook . . . . . Receiver  
 Wm. Wright . . . . . Magazine Agent

**488. CUMBERLAND; Cumberland, Md.**

Meets in J. R. O. U. A. N. Hall 1st and 3d Sundays at 2 P. M.  
 J. F. Little, Elkins, W. Va. . . . . Master  
 C. J. Galm, 29 Springvale st. . . . . Secretary  
 C. A. Twigg, 61 S. Mechanic st. . . . . Collector  
 W. H. Rice, 11 Harrison st. . . . . Receiver  
 J. H. Strong, 325 N Mechanic st, Magazine Agent

**489. RESURRECTION; Creston, Iowa.**

Meets in Brotherhood Hall, 1st and 3d Mondays at 1:30 P. M. and 2d and 4th Mondays at 7:30 P. M.  
 W. N. Nell, 511 N. Vine st. . . . . Master  
 J. P. O'Connor, 100 Howard & Pine sts, Secretary  
 W. H. Van Wormer, 100 Howard and Pine sts . . . . . Collector  
 F. T. Wilson, 614 N. Vine st. . . . . Receiver  
 A. G. Smith, 217 N. Pine st. . . . . Magazine Agent

**490. MIDNIGHT; East Brady, Pa.**

Meets in Odd Fellows' Hall 2d and 4th Sundays at 2 P. M.  
 I. B. Wike . . . . . Master  
 J. E. Patterson . . . . . Secretary  
 T. L. Davis, 74 4th st, Pittsburgh . . . . . Collector  
 Jno. Ruppel, Hulston . . . . . Receiver  
 M. W. Boyd, Verona . . . . . Magazine Agent

**491. BARTON SPRING; Austin, Tex.**

Meets in K. of P. Hall, Congress ave., 2d and 4th Sundays, at 8 P. M.  
 Chas. Enlow, 1311 E. 2d st. . . . . Master  
 E. E. Clappart, 1109 E 8th st. . . . . Secretary  
 J. P. McCarthy, Hempstead . . . . . Collector  
 E. E. Clappart, 1109 E 8th st. . . . . Receiver  
 A. Davis, care Round House . . . . . Magazine Agent

**492. IVANHOE; Alvarado, Tex.**

Meets in B. of L. F. Hall every Sunday at 2:30 P. M.  
 Morgan Shemeley . . . . . Master  
 N. F. Avery . . . . . Secretary  
 W. H. Rogers . . . . . Collector  
 Geo. Brinklow . . . . . Receiver  
 W. H. Coble . . . . . Magazine Agent

**493. FULTON; Atlanta, Ga.**

Meets in Industrial Council's Hall, 26½ E Alabama St., every 2d and 4th Sunday at 2:30 P. M.  
 B. B. Plunkett, 265 Cooper st. . . . . Master  
 Harry Huddleston, 64 McDaniel st. . . . . Secretary  
 R. N. Barclay, 61 McDaniel st. . . . . Collector  
 A. N. Thom, 64 McDaniel st. . . . . Receiver  
 Harry Huddleston, 64 McDaniel st. . . . . Magazine Agent

**494. BAY DE NOC; Gladstone, Mich.**

Meets in K. of P. Hall, 2d and 4th Thursday evenings.  
 Jas. Fitzpatrick . . . . . Master  
 J. A. Houle, Box 136 . . . . . Secretary  
 O. V. Kurker . . . . . Collector  
 L. H. Wintel, L Box 646 . . . . . Receiver  
 N. D. McIntyre . . . . . Magazine Agent

**495. BANNING; Cedartown, Ga.**

Meets in K. P. Hall, every Sunday at 8:30 A. M.  
 W. N. Tumlin . . . . . Master  
 J. W. Noles . . . . . Secretary  
 W. N. Tumlin . . . . . Collector  
 W. H. King . . . . . Receiver  
 . . . . . Magazine Agent

**496. ROBERT E. LEE; Manchester, Va.**

Meets in J. W. Tony's Hall, 11th and Hall sts., 1st and 3d Saturdays at 10 A. M.  
 J. T. Abern, 807 McDougar st. . . . . Master  
 R. M. Hilton . . . . . Secretary  
 R. M. Woodbury, 809 Simms st. . . . . Collector  
 J. W. Walshall, 21st and Chicago sts. . . . . Receiver  
 J. H. Barnes . . . . . Magazine Agent

**497. SINCERE; Richmond, Va.**

Meets in Odd Fellows' Hall, corner Mayo and Franklin sts., 1st and 3d Mondays at 10 A. M.  
 C. R. Alley, 210 S. Laurel st. . . . . Master  
 W. G. Miller, 408 W. Main st. . . . . Secretary  
 J. A. Turner, 17 S. Cherry st. . . . . Collector  
 Michael Kelly, 605 China st., Sm. A . . . . . Receiver  
 W. T. Day, C. & O. shops, 2d st. . . . . Magazine Agent

**VIGILANT; Bellwood, Pa.**  
 Meets in Cornmessaers Hall, 2d and 4th Sundays at 2 P. M.  
 G. Potter . . . . . Master  
 C. Nearhoof, Box 672 . . . . . Secretary  
 H. Dunn . . . . . Collector  
 J. Lelidy, Box 605 . . . . . Receiver  
 M. Donley . . . . . Magazine Agent

**COMPOUND; Chicago, Ill.**  
 Meets at 355 63d st. 2d and 4th Saturday evenings.  
 M. Landis, 937 Wabash ave . . . . . Master  
 L. Godding, 6404 Ellis ave . . . . . Secretary  
 I. Coleman, 6404 Ellis ave . . . . . Collector  
 E. Leckie, 329 34th st . . . . . Receiver  
 M. Landis, 3927 Wabash ave . . . . . Magazine Agent

**SPOKANE; Spokane, Wash.**  
 Meets in K. P. Hall, E. Spokane, 2d and 4th Mondays at 7:30 P. M.  
 Alex. Laing, G. N. Shops, Hillyard . . . . . Master  
 Ter Olsen, G. N. Shops . . . . . Secretary  
 L. Ziegfried, G. N. Shops . . . . . Collector  
 C. Mowrey, Box 422 . . . . . Receiver  
 orence Moriarty, 96 Jamieson Bl'k. Mag. Agent

**PRIDE; Louisville, Ky.**  
 Meets in Bronger's Hall, S. W. cor. 15th and Southgate sts., every Monday at 1:30 P. M.  
 W. Slaby, 1609 Kentucky at . . . . . Master  
 E. Hardaway, S. E. cor. 12th st. and Broadway . . . . . Secretary  
 M. Riney, 1122 Zane st . . . . . Collector  
 W. Slaby, 1609 Kentucky at . . . . . Receiver  
 E. Kreamer, 1651 Prentice st . . . . . Mag. Agent

**MT. SOPRIS; Aspen Junction, Colo.**  
 Meets in K. of P. Hall every Saturday at 2 P. M.  
 W. Burgin . . . . . Master  
 A. Brittain . . . . . Secretary  
 H. Smith . . . . . Collector  
 I. May . . . . . Receiver  
 C. Frison . . . . . Magazine Agent

**GOLDEN ROD; Halifax, Nova Scotia.**  
 Meets in Creighton's Hall, 1st Wednesday and Fourth Saturday.  
 Ornelius McTiernan, 285 Campbell Rd . . . . . Master  
 H. S. Skinner, 51 Duffus st., . . . . . Secretary  
 F. M. Wilson, Richmond . . . . . Collector  
 H. Hessian, 2 Kenney st., Richmond . . . . . Receiver  
 Arthur Parmeter, Kentville . . . . . Magazine Agent

**COMPACT; Rankin, Ill.**  
 Meets in Odd Fellow's Hall every Sunday at 2 P. M.  
 T. Rallsback, Box 58 . . . . . Master  
 W. Doud . . . . . Secretary  
 J. Eschenback, Tipton, Ind. . . . . Collector  
 Ed Jones, Box 44 . . . . . Receiver  
 W. Doud . . . . . Magazine Agent

**HOUSTON; Houston, Texas.**  
 Meets in Fischer's Hall, 1103 Houston ave., 1st and 3d Wednesdays at 8:30 P. M., and 2d and 4th Wednesdays at 1:30 P. M.  
 J. Denton, 717 Silver st . . . . . Master  
 J. Guynes, 237 Center st . . . . . Secretary  
 H. Hunt, cor. Silver and Churn sts. . . . . Collector  
 L. Gwaltney, 1117 Johnson st . . . . . Receiver  
 J. Guynes, Box 262 . . . . . Magazine Agent

**MOUNTAIN ECHO; Hazleton, Pa.**  
 Meets in Union Hall, cor. Wyoming and Green sts., 1st and 3d Sundays, at 2 P. M.  
 J. Wagner, 439 E. Walnut st. . . . . Master  
 W. Hocking, 145 E. Broad st . . . . . Secretary  
 Ward Gicking . . . . . Collector  
 Ed Meier . . . . . Receiver  
 . . . . . Magazine Agent

**WAYNE; Detroit, Mich.**  
 Meets in I. O. O. F. Hall, cor. of Dix and Park aves., 1st and 3d Sundays, at 2 P. M.  
 M. Sowle, 463 Dragon ave. . . . . Master  
 Hugh McDermid, 249 15th st . . . . . Secretary  
 H. Martin, 4 Wesson ave., W. Detroit . . . . . Collector  
 J. Roach 140 Welch ave., W. Detroit . . . . . Receiver  
 H. Martin, 4 Wesson st. . . . . Magazine Agent

**509. SALT CITY; Syracuse, N. Y.**  
 Meets in D. L. & W. Hall, over D. L. & W. Depot, 2d and 4th Sundays at 2 P. M.  
 Webster Roof, 126 Cortland ave . . . . . Master  
 C. B. Randall, 806 Oswego st . . . . . Secretary  
 Geo Ritzhelmer, 524 Butternut st . . . . . Collector  
 Frank Garnish, 229 Putman st . . . . . Receiver  
 Webster Roof, 126 Cortland ave . . . . . Mag. Agent

**510. SHOREHAM; Minneapolis, Minn.**  
 Meets in I. O. O. F. Hall, cor. 22d ave and Central ave., 2d and 4th Sundays at 2 P. M.  
 T. H. Lyons, 2541 Quincy st. N. E. . . . . Master  
 Andrew Ekborn, Station E. . . . . Secretary  
 C. G. Haney, Station E. . . . . Collector  
 C. A. Colby, 771 28th ave. N. E. . . . . Receiver  
 F. W. Larkins, 740 26th ave. N. E. . . . . Mag. Agent

**511. DIADEN; Blue Island, Ill.**  
 Meets in Commercial Hall, Western ave. and Cook st., 1st and 3d Fridays at 7:30 P. M.  
 . . . . . Master  
 A. E. Curtice . . . . . Secretary  
 H. J. Parry, 4757 Dearborn st., Chicago . . . . . Collector  
 Albert Cary . . . . . Magazine Agent

**512. ANTIETAM; Hagerstown, Md.**  
 Meets in Odd Fellows' Hall, cor. Franklin and Potomac sts., 1st and 3d Sundays at 10 A. M.  
 C. E. Perry, 203 W. Franklin st. . . . . Master  
 W. T. Kenner, 38 Walnut st . . . . . Secretary  
 W. T. Kenner, 38 Walnut st . . . . . Collector  
 J. H. Moore, Shenandoah, Va . . . . . Receiver  
 V. K. Dayhoff, Chewsville . . . . . Magazine Agent

**513. MT. MONADNOCK; Nashua, N. H.**  
 Meets in Mechanic's Hall 2d and 4th Sunday afternoons.  
 C. B. F. Horton, 11 Norton st. . . . . Master  
 F. M. Chapman, Box 334, Hudson . . . . . Secretary  
 W. T. McQuesten, Hudson . . . . . Collector  
 L. R. Winters, 127 E. Hollis st . . . . . Receiver  
 E. M. Aldrich, 142 Canal st . . . . . Magazine Agent

**514. PENOBSCOT; Bangor, Me.**  
 Meets in United Fellowship Hall, Main st., 2d and 4th Sundays at 2 P. M.  
 G. B. Nickerson, Larkin st. . . . . Master  
 C. L. Cummings, Broad st. . . . . Secretary  
 G. B. Nickerson, Larkin st. . . . . Collector  
 C. L. Cummings, Broad st. . . . . Receiver  
 A. I. Plummer, M.C.R.R. Eng. House, Mag. Agent.

**515. WASHITA; Chickasha, I. T.**  
 Meets in K. of P. Hall, every Friday at 7 P. M.  
 Jno. Peeney . . . . . Master  
 R. E. Fields . . . . . Secretary  
 T. W. Knuz . . . . . Collector  
 H. P. Arnold, Caldwell, Kan. . . . . Receiver  
 . . . . . Magazine Agent

**516. ACOBY; Chicago Junction, Ohio.**  
 Meets in O. R. C. Hall, 2d and 4th Thursdays at 7:30 P. M.  
 O. R. Worley, Chicago . . . . . Master  
 J. C. Tinkey, Chicago . . . . . Secretary  
 B. H. Brooks, Chicago . . . . . Collector  
 Melvill Ebersole, Chicago . . . . . Receiver  
 Harry Millership, Chicago . . . . . Magazine Agent

**517. PALMETTO; Palatka, Fla.**  
 Meets in Turner's Hall every Sunday.  
 O. E. Adams . . . . . Master  
 F. O. Dumas . . . . . Secretary  
 J. H. Brooks . . . . . Collector  
 T. M. Hyers . . . . . Receiver  
 A. J. Smith, G. S. and F. Shops, Macon, Ga. . . . . Magazine Agent

**518. CUMBERLAND VIEW; Nashville, Tenn.**  
 Meets in Knights of Honor Hall, cor. Market and Centre sts., every Tuesday at 9:30 A. M.  
 S. D. Pettit, 445 Chestnut st . . . . . Master  
 F. D. McMurtry, 100 Maury st . . . . . Secretary  
 T. G. Ayers, 111 Chestnut st . . . . . Collector  
 C. J. Weidenbacher, 1006 S. Cherry st . . . . . Receiver  
 J. W. Bills, 117 Maple st . . . . . Magazine Agent

**519. AGATE; Duluth, Minn.**  
 Meets in Seva Hall, W. Superior st., bet. 18th and 19th aves., 1st and 3d Sundays at 2:30 P. M.  
 L. L. Hood, 1534 W. Superior st . . . . . Master  
 G. F. Watson, 1302 W. Superior st . . . . . Secretary  
 J. A. Marshall, 1908 W. Superior st . . . . . Collector  
 T. W. Robinson, 1905 W. Superior st . . . . . Receiver  
 P. L. Whalen, 1421 W. Michigan st . . . . . Mag. Agent

### SUBORDINATE LODGES BY STATES.

ALABAMA.	ILLINOIS.	KENTUCKY.	MONTANA.	ONTARIO.	RHODE ISLAND.
Mobile . . . 277	East St. Louis 44	Lexington . 393	Glendive . 128	Hamilton . 151	Providence . 76
Selma . . . 279	Effingham . 405	Louisville . 108	Great Falls . 456	Lindsay . 136	SOUTH CAROLINA.
Tusculum . 279	Freeport . 138	Louisville . 415	Helena . 423	London . 117	Columbia . 22
ARIZONA.	Jacksonville. 408	Louisville . 502	Kallispell . 482	Niagara Falls. 447	SOUTH DAKOTA.
Tucson . 94	Joliet . 355	Ludlow . 104	Livingston . 191	North Bay . 234	Aberdeen . 380
Winslow . 173	Keithsburg . 114	Paducah . 228	Lima . 343	Ottawa . 172	Huron . 170
ARKANSAS.	Mattoon . 111	Somerset . 367	Missoula . 194	Palmerston 181	Mitchell . 190
Argenta . 304	Mt. Carmel . 282	LOUISIANA.	NEBRASKA.	Point Edward. 221	TEXAS.
Jonesboro . 204	Murphyboro 470	Algiers . 267	Beatrice . 394	Rat Portage . 305	Alvarado . 97
Little Rock . 45	Urbana . 22	New Orleans. 399	Chadron . 17	Schreiber . 387	Austin . 97
Pine Bluff . 163	Pana . 122	MAINE.	Fairbury . 373	St. Thomas . 5	Big Springs . 572
Van Buren . 428	Peoria . 48	Bangor . 514	Lincoln . 179	Stratford . 38	Bonham . 473
BRITISH COLUM.	Rankin . 505	Henderson . 469	North Platte . 28	W. Tr. n'to Jnc. 262	Clbourne . 448
Donald . 341	Rodhouse . 79	Portland . 4	Omaha . 123	OREGON.	Denton . 448
Vancouver . 276	Savanna . 197	MANITOBA.	NEVADA.	The Dalles . 167	El Paso . 153
CALIFORNIA.	Springfield . 46	Brandon . 464	Wadsworth . 19	East Portland. 193	Ennis . 153
Los Angeles . 97	Sreitor . 303	Winnipeg . 127	N. W. TERRITORY.	La Grande . 348	Fort Worth . 62
Needles . 327	INDIANA.	MARYLAND.	Medicine Hat. 342	Roseburgh . 455	Gainesville . 52
Rocklin . 58	Anderson . 459	Baltimore . 214	NORTH CAROLINA	OHIO.	Galveston . 113
Sacramento . 260	Andrews . 165	Baltimore . 432	Asheville . 447	Air Line Junc. 473	Houston . 145
S. Bernardino 90	Brazil . 217	Brunswick . 430	Charlotte . 457	Ashabula . 248	Houston . 508
San Diego . 386	Butler . 164	Cumberland. 488	Dickinson . 41	Bucyrus . 110	Laredo . 278
San Francisco 91	Elkhart . 162	Hagerstown . 512	Fargo . 85	Chicago J'tn. 5.6	Longview . 177
Tulare . 139	Evansville . 160	MASSACHUSETTS.	NEW JERSEY.	Chillicothe . 202	Marshall . 177
West Oakland. 143	Evansville . 112	Boston . 57	Camden . 72	Cincinnati . 269	Palatine . 154
CANADA.	Fort Wayne . 141	Charlestown. 485	Hoboken . 384	Cleveland . 441	San Antonio . 165
Hochelaga . 836	Garrett . 203	Fitchburg . 410	Jersey City . 13	Cleveland . 450	Taylor . 313
Montreal . 15	Princeton . 409	Springfield . 307	Jersey City . 3	Columbus . 9	Temple . 147
Toronto . 67	Huntington . 166	Taunton . 474	Junction . 272	Conneaut . 377	Texarkana . 243
COLORADO.	Indianapolis. 14	Worcester . 73	Perth Amboy. 350	Corning . 467	Tyler . 181
Aspen Junc. 518	Jeffersonville. 297	MEXICO.	Phillipsburg . 11	Crete . 299	Yokum . 248
Colorado City. 203	La Fayette . 36	Porfirio Diaz. 308	Port Morris . 271	Collinswood . 183	TENNESSEE.
Como . 256	Logansport . 52	S. Luis Potosi. 413	South Amboy. 484	Dayton . 375	Chattanooga . 389
Denver . 77	Logansport . 53	MISSISSIPPI.	Trenton . 253	Delaware . 289	E. Nashville . 65
Denver . 273	Monon . 2	Columbus . 426	Union Hill . 349	Delphos . 185	Jackson . 301
Grand'n'ct'n 475	New Albany . 268	McComb City. 436	NEW BRUNSWICK.	Dennison . 466	Knoxville . 444
La Junta . 328	Pera . 157	Meridian . 200	Carleton . 357	Gallion . 107	Memphis . 35
Leadville . 196	Terre Haute . 16	Vicksburg . 460	Moneton . 233	Lima . 184	Memphis . 35
Pueblo . 59	Washington . 361	Water Valley. 402	Woodstock . 476	Lorain . 336	Nashville . 178
Ridgway . 480	INDIAN TER.	MICHIGAN.	NEW HAMPSHIRE.	Norwalk . 198	Nashville . 178
Salida . 140	Chickasha . 515	Battle Creek . 84	Concord . 306	Newark . 175	UTAH.
Trinidad . 344	IOWA.	Detroit . 158	Nashua . 513	Springfield . 360	Salt Lake City. 176
CONNECTICUT.	Belle Plaine . 311	East Saginaw. 286	NEW MEXICO.	Toledo . 142	Terrace . 38
Hartford . 285	Boone . 25	Escanaba . 129	Chama . 108	Wen Vert . 458	Ogden . 38
New Haven . 284	Burlington . 161	Fort Gratiot . 116	Raton . 257	Wellsville . 96	VIRGINIA.
DELAWARE.	Cedar Rapids. 27	Grandstone . 494	San Marcial . 261	Youngstown. 199	Clifton Forge. 74
Wilmington . 231	Clinton . 34	Grand Rapids. 265	NEW YORK.	PENNSYLVANIA.	Crews . 65
DIST. OF COLUM.	Creston . 489	Ionia . 431	Albany . 230	Allegheny . 219	Danville . 46
Washington . 7	Davenport . 285	Jackson . 240	Binghamton . 227	Allegheny . 392	Manchester . 65
FLORIDA.	Dubuque . 106	Marquette . 150	Brooklyn . 291	Altoona . 287	Portsmouth . 65
Palatka . 517	Dubuque . 322	Marshall . 411	Buffalo . 101	Ashley . 454	Radford . 63
Pensacola . 346	Eagle Grove . 182	Owosso . 420	Buffalo . 472	Bennett . 434	Richmond . 67
Sanford . 364	Eldon . 137	West Bay City. 152	Buffalo . 316	Bradford . 328	Roanoke . 158
GEORGIA.	Estherville . 288	MISSOURI.	Buffalo . 12	Carbondale . 62	VERMONT.
Atlanta . 498	Fort Dodge . 222	Brookfield . 23	Corning . 121	Chartiers . 378	Bellows Falls. 35
Atlanta . 247	Fort Madison. 391	Carondelet . 390	East Albany . 215	Columbia . 252	Lyndonville . 301
Augusta . 332	W. Des Moines. 102	Chillicothe . 389	East Syracuse. 334	Conemaugh . 381	Rutland . 28
Cedartown . 496	Keokuk . 93	De Boto . 6	Elmira . 242	Connellsville. 302	St. Albans . 288
Columbus . 328	Marion . 293	Hannibal . 290	Elmira . 463	Derry Station. 310	WISCONSIN.
Waycross . 246	Mason City . 29	Kansas City . 337	Green Island. 315	Dunmore . 404	Altoona . 6
Waycross . 326	Marshalltown. 125	Monett . 140	Hornellsville. 169	East Brady . 490	Ashland . 28
IDAHO.	Mo. Valley . 254	Moberly . 371	L. I. City . 309	Excelsior . 462	Baraboo . 38
Montpelier . 196	Perry . 124	Nevada . 371	Middletown. 232	Foxburg . 406	Port Howard. 159
Pocatello . 113	Sioux City . 64	N. Springfield. 51	New York . 149	Great Bend . 283	Janeville . 138
ILLINOIS.	Stuart . 20	Poplar Bluff . 292	New York . 155	Harrisburg . 174	Madison . 42
Amboy . 35	Waterloo . 30	Sedalia . 78	New York . 383	Hazleton . 507	Milwaukee . 139
Auburn Jct . 331	KANSAS.	Stanberry . 56	Norwich . 216	Jersey Shore. 418	Milwaukee . 139
Belvidere . 329	Argentine City. 75	St. Joseph . 43	Olean . 398	Leighton . 384	N. La Crosse . 165
Bloomington 40	Arkansas City. 245	St. Joseph . 368	Oneonta . 71	Mahoning- town 416	S. Kaukauna . 255
Blue Island . 511	Armourdale . 313	St. Louis . 21	Oswego . 92	Mauch Chunk. 251	Stevens Point. 11
Cairo . 180	Atchison . 31	St. Louis . 109	Port Jervis . 1	Meadville . 207	Waukegan . 282
Central Park. 237	Chanute . 154	St. Louis . 414	Rochester . 99	Meadville . 207	W. Superior . 282
Centralia . 37	Council Grove. 370	St. Louis . 481	Schenectady. 210	Oil City . 383	WISCONSIN.
Champaign . 417	Eldorado . 369	Slater . 18	Syracuse . 120	Philadelphia. 60	Seattle . 67
Chicago . 47	Ellis . 32	Trenton . 33	Syracuse . 213	Philadelphia. 75	Spokane Falls. 101
Chicago . 50	Fort Scott . 153	Thayer . 280	Syracuse . 509	Philadelphia. 319	Sprague . 138
Chicago . 96	Goodland . 396	MINNESOTA.	Susp'n B'ge. 362	Philadelphia. 333	Tacoma . 192
Chicago . 144	Herington . 374	Austin . 126	Utica . 229	Pittsburgh . 235	Tekoa . 419
Chicago . 186	Holingsington . 397	Barnesville . 483	Whitehall . 209	Pittsburgh . 318	WEST VIRGINIA.
Chicago . 188	Horton . 376	Duluth . 519	Watertown . 212	Pittsburgh . 465	Blaine . 446
Chicago . 244	Kansas City . 330	E. Grand Frk. 292	NOVA SCOTIA.	Renovo . 338	Grafton . 228
Chicago . 249	Leavenworth. 437	Est. St. Paul. 320	Halifax . 504	Sayre . 379	Hinton . 294
Chicago . 254	Newton . 340	Minneapolis. 82	Truro . 171	Scottsdale . 349	Huntington . 294
Chicago . 275	Neesdesha . 336	Minneapolis. 270	ONTARIO.	Scranton . 228	Kenova . 477
Chicago . 429	Osawatimie . 400	Minneapolis. 510	Allandale . 442	South Easton. 211	Keyser . 468
Chicago . 499	Parsons . 24	Staples . 81	Belleville . 66	Susquehanna. 208	Parkersburg . 468
Chillicothe . 106	St. Topeka . 395	St. Cloud . 224	Brickville . 69	Sunbury . 220	WYOMING.
Clinton . 176	Topeka . 205	St. Paul . 61	Chapleau . 321	Wilkes Barre. 250	Cheyenne . 68
Charleston . 187	Wellington . 359	Two Harbors. 401	Et. Erie . 471	White Haven. 361	Evanston . 67
Danville . 63	KENTUCKY.	Waseca . 65	Pt. William W. 225	QUEBEC.	Laramie . 67
Decatur . 49	Bowling Green 100	West St. Paul. 358	London . 468	Farnham . 134	Riverton . 67
CONNECTIONS.	Covington . 424	MONTANA.	Smiths Falls. 479	River du Loup. 119	Winnipeg . 67
CONNECTIONS.	Henderson . 317	Butte City . 244	Windsor . 421	Richmond . 118	

# ' SOCIETY, B. OF L. F.

## GRAND LODGE.

LL . . . . . Grand President  
Box 123, Stratford, Ontario.

ACH . . . . . Vice Grand President  
Sedalia, Missouri.

MOORE . . . . . Grand Secretary and Treas.  
Box 389, Stratford, Ont.

KINS . . . . . Grand Insurance Agent  
Sedalia, Missouri.

## BOARD OF GRAND TRUSTEES.

COFFEY, 436 A ave . . . W. Cedar Rapids, Ia  
Y, 318 St. Joe st . . . Elkhart, Indiana

. . . . . Huntington, Indiana

## GRAND EXECUTIVE BOARD.

ARGENT . . . . . Terre Haute, Indiana

S . . . . . Boone, Iowa

. . . . . San Francisco, California

## ORGANIZERS.

BALL, Box 123 . . . . . Stratford, Ontario  
for Canada.

LIAN, 22 East Pacific st. . . . Sedalia, Mo  
for the State of Missouri.

CHIEDY . . . . . Mauch Chunk, Pa  
or the State of Pennsylvania.

FIELD, 731 South Water st. . . Denver, Colo  
for the State of Colorado.

BOOK, West Ridge st. . . Marquette, Mich  
for the State of Michigan.

COFFEY, 434 A ave . . . W. Cedar Rapids, Ia  
for the State of Iowa.

ROBERTS, 1762½ 8th st. . . W. Oakland, Cal  
for the State of California.

KUHNS . . . . . Delphos, Ohio  
for the State of Ohio.

BOY, 318 St. Joe st . . . . . Elkhart, Ind  
for the State of Indiana.

## SUBORDINATE LODGES.

### ENDEAVOR; Stratford, Ont.

A. Ball, Box 123 . . . . . President

I. Moore . . . . . Secretary

Treasurer

### N OF THE WEST; Cedar Rapids, Iowa.

F. McMullen, 507 F. ave . . . . . President

F. Smith, 189 C. ave . . . . . Secretary

C. Byers, 332 G. ave . . . . . Treasurer

### ENCE; Perry, Iowa.

anyard . . . . . President

G. Crawford, Box 518 . . . . . Secretary

Treasurer

### LSIOR; Marquette, Mich.

V. Roany, 742 Bluff st. . . . . President

Agnes Hcaley, 307 Fisher st. . . . . Secretary

V. Boesler, 416 Washington st. . . . . Treasurer

### PRIDE; Waterloo, Iowa.

C. Livingston, 114 Barclay st. . . . . President

Ellis Sweet . . . . . Secretary

Charles Vroom, 202 Fremont st. . . . . Treasurer

### TELD; Garrett, Ind.

Katie McClarthy, Box 6 . . . . . President

Willie Fullmer, Box 64 . . . . . Secretary

Jennie Cramer, Box 218 . . . . . Treasurer

### ONE; Needles, California.

J. A. Stout . . . . . President

A. D. Ensign . . . . . Secretary

J. G. Mills . . . . . Treasurer

### PNATE; Elkhart, Ind.

Lizzie Lovejoy, 206 Kinzy st. . . . . President

Jennie Miller, 416 High st . . . . . Secretary

Clara Shasberger, Middlebury st. . . . . Treasurer

### LET AND HAND; Delphos, Ohio.

J. A. Kuhns, Lock Box 343 . . . . . President

A. T. Hogarth, Lock Box 35 . . . . . Secretary

J. A. Slagle, Lock Box 119 . . . . . Treasurer

### 13. EUREKA; Huntington, Ind.

Mrs. Jennie Robertson, 12 Allen st. . . . . President

Mrs. Maggie Slusser, 115 Court st. . . . . Secretary

Mrs. Georgia Jones, 63 Fredrick st. . . . . Treasurer

### 14. UNITY; Hornellsville, N. Y.

Mrs. H. R. Clark, 9, McDougall ave . . . . . President

Mrs. E. McMullen, 20 Greeley ave . . . . . Secretary

Mrs. J. C. Collins, 43 East Main st. . . . . Treasurer

### 15. PROTECTION; Mauch Chunk, Pa.

Mrs. Geo. Tosh . . . . . President

Mrs. Geo. Swartwood, Box 181 . . . . . Secretary

Mrs. M. J. Schiedy . . . . . Treasurer

### 16. HEADLIGHT, Boone, Iowa.

Mrs. E. A. Cross . . . . . President

Mrs. H. C. Barron . . . . . Secretary

Mrs. M. Crane . . . . . Treasurer

### 17. STAR OF HONOR; Moberly, Mo.

Mrs. Parsons . . . . . President

Mrs. Kellogg, 400 So Ault st. . . . . Secretary

Mrs. Lois Nicholson . . . . . Treasurer

### 18. GOLDEN WEST; San Francisco, Cal.

Mrs. J. C. Miller, 1723 Luther st . . . . . President

Miss Kate Smith, 2332 Harrison st . . . . . Secretary

Mrs. F. E. Pope, 2049½ Mission st . . . . . Treasurer

### 19. QUEEN CITY; Sedalia, Mo.

Mrs. Helen Lester . . . . . President

Mrs. Della Kinzie, 1400 E. Fifth st . . . . . Secretary

Mrs. Laura Buchanan . . . . . Treasurer

### 20. SILVER STATE; Pueblo, Colo.

Mrs. Geo. Lamont, 1107 11th st . . . . . President

Mrs. Geo. Loy, 73 Block st . . . . . Secretary

Mrs. J. R. Mihooover, 707 3d st . . . . . Treasurer

### 21. FRANKLIN; Columbus, Ohio.

Mrs. Ellen Coit, 999 Pennsylvania ave, President

Maude Rinehart . . . . . Secretary

Mrs. Mary Dickerson, 1208 E. Atchison st. . . . . Treasurer

### 22. SCENIC ROUTE; Denver, Colo.

Mrs. M. L. Field, 731 S. Water st . . . . . President

Mrs. Ida Curtis, 860 S. 9th st . . . . . Secretary

Mrs. Harriet Bennet, 1250 S. 9th st . . . . . Treasurer

### 23. FRIENDSHIP; Sunbury, Pa.

Mrs. Kate Snipe . . . . . President

Mrs. Jennie Randles . . . . . Secretary

Mrs. Kate Mills . . . . . Treasurer

### 24. PROGRESSIVE; Conneaut, Ohio.

Mrs. E. A. Wilcox . . . . . President

Miss Myrtle Bleasdale . . . . . Secretary

Treasurer

### 25. FAVORITE; Arkansas City, Kan.

Mrs. Annie Caldron, 1326 So. G. st. . . . . President

Mrs. S. H. Ballou, 609 So. C. st. . . . . Secretary

Mrs. Emma Kizer, 829 So. C. st . . . . . Treasurer

### 26. PROGRESS; Carbondale, Pa.

Mrs. G. W. Osborne, 158 Canaan st. . . . . President

Mrs. Geo. Brandon, 154 Belmont st . . . . . Secretary

Mrs. G. P. Berry, 83 Park st . . . . . Treasurer

### 27. McKEEN'S PRIDE; Chanute, Kan.

Mrs. J. W. Henaman . . . . . President

Mrs. T. H. Schuntz . . . . . Secretary

Mrs. T. H. Jackson . . . . . Treasurer

### 28. CORAL LEAF; West Oakland, Cal.

Mrs. T. J. Roberts, 1762½ 8th st. . . . . President

Miss Mollie Roberts, 808 Cedar st. . . . . Secretary

Miss Gertrude Payne, 927 Pine st. . . . . Treasurer

### 29. FARRIE MAY; Topeka, Kan.

Mrs. J. Galletly . . . . . President

Mrs. Cora Barnes . . . . . Secretary

Mrs. Laura Verlin . . . . . Treasurer

### 30. AURORA; Los Angeles, Cal.

Mrs. Eagan, 843 Bloom st . . . . . President

Miss Mildred Kingsley, 122 Railroad st., . . . . . Secretary

Treasurer

### 33. PROTECTION'S HELPMATE; Eldon, Iowa.

Miss Ella M. Taylor, Lock Box 52 . . . . . President

Miss Grace L. Vass, Box 670 . . . . . Secretary

Miss Annie Flowers . . . . . Treasurer

### 34. WHITE CITY; Chicago, Ill.

Mrs. Kate Bradley, 135 Avers ave . . . . . President

Miss Laura Bradley, 135 Avers ave . . . . . Secretary

Mrs. Kate Bradley, 135 Avers ave . . . . . Treasurer

"WORTH A GUINEA A BOX."

**BEECHAM'S  
PILLS**

The Favourite of

**All Railroad Men.**

*A Standard Remedy the World over*

FOR ALL

**BILIOUS AND NERVOUS  
DISORDERS,**

Such as Sick Headache,

Weak Stomach,

Impaired Digestion,

Liver Complaint,

**Constipation,**

and all Similar Ailments.

Covered with a Tasteless and Soluble Coating.

Of all druggists. Price, 25 cents a box.

New York Depot, B. F. Allen Co.,

365 Canal St.

Send postal for our valuable book, "Constipation."

**MODEL**

**OF LINK**

**VALVE**

**MOTION,**

**Neatly Made  
of Brass.**

**PRICE, \$4.00.**

A great help in the study of Valve Motion. Just what is required for the Lodge-room. Perfect in Design and Works Smoothly in all its parts. A great object lesson. Address

**WM. WEILER,**

Box 25.

Port Morris, N. J

**A COOL SKIN,**

FREE from Rash, Eczema, Irritation, Scalds, Burns or Cutaneous Troubles, will ensure sleep to the

**TIRED RAILROAD MAN.**

He will find a comforter and healer in a cleansing and refreshing wash with

**Glenn's  
Sulphur  
Soap.**

It is not a fancy toilet soap—but a plain, every-day remedy for the mechanic, the busy housewife and the children. No household should be without it. Ask your druggist—he keeps it.

N. B.—Beware of vile Imitations. Ask for and obtain

**GLENN'S SULPHUR SOAP**

**IMPORTANT . . . .**

TO THE LABOR WORLD AND STUDENTS  
OF THE INDUSTRIAL PROBLEM.

. . . . . A NEW BOOK . . . . .

**"Striking for Life;"**

Or, Labor's Side of the Labor  
Question . . . .

By **JOHN SWINTON,**

With articles specially contributed by

**SAMUEL GOMPERS,**

President of the American Federation of Labor, and

**EUGENE V. DEBS,**

President of the American Railway Union, also by

**JOHN W. HAYES,**

General Secretary-Treasurer of the Knights of Labor.

**SOLD BY SUBSCRIPTION ONLY.**

**Cloth . . . . . \$1.50**  
**Full Russia . . . . . \$2.00**

"Striking for Life" has the indorsement of all labor organizations. Illustrated with thirty-two full page photographs taken specially for this book during the strike. Send orders to A. H. KELLER & Co. publishers, Philadelphia, Pa.

# MECHANICS



### DIPLOMAS AWARDED.

Courses in other trades, all including thorough instruction in Mathematics and Physics. Send for FREE circular, stating subject you wish to study to **THE CORRESPONDENCE SCHOOL OF MECHANICS**, Scranton, Pa.

## INTEREST TO R. R. MEN AND THEIR FAMILIES.

U. S. CENSUS, 1880, REPORTS

**35,000 DEATHS**  
FROM **CANCER**  
COURSED BY FAIRMOUNT LODGE, No. 333,  
**BROTHERHOOD OF LOCOMOTIVE FIREMEN.**

# Locomotive Mechanism and Engineering.

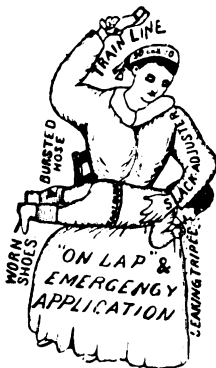
H. C. Reagan. Explaining Fully and Clearly the Construction and Action of Simple and Compound Locomotives. Illustrating the principal "break-downs" which happen to a Locomotive, with Complete Directions what should be done when one occurs "on the road." Questions and Answers are arranged that they can be used by Master Mechanics or Traveling Engineers, or by the Demonstrator in the Lodge Room. 145 Illustrations. 300 pages. 12mo. cloth. \$2.00.

**JOHN WILEY & SONS.**

**East 10th St.**

**New York.**

**Agents wanted.**



STATE OF OHIO, CITY OF TOLEDO, } ss.  
LUCAS COUNTY, }

## NEW AND COMPLETE.

**FULLY - UP - WITH - THE - TIMES.**

## Diagrams and Illustrations Galore.

**PRICE, \$2.00.**

## Address Orders to

**DEBS PUBLISHING CO.,**

## TERRE HAUTE, INDIANA.

"WORTH A GUINEA A BOX."

## BEECHAM'S PILLS

The Favourite of

### All Railroad Men.

A Standard Remedy the World over  
FOR ALL

## BILIOUS AND NERVOUS DISORDERS,

Such as Sick Headache,  
Weak Stomach,  
Impaired Digestion,  
Liver Complaint,  
**Constipation,**  
and all Similar Ailments.

Covered with a Tasteless and Soluble Coating.  
Of all druggists. Price, 25 cents a box.

New York Depot, B. F. Allen Co.,  
365 Canal St.

Send postal for our valuable book, "Constipation."

## A COOL SKIN,

FREE from Rash, Eczema, Irritation, Scalds, Burns or Cutaneous Troubles, will ensure sleep to the

### TIRED RAILROAD MAN.

He will find a comforter and healer in a cleansing and refreshing wash with

## Glenn's Sulphur Soap.

It is not a fancy toilet soap—but a plain, every-day remedy for the mechanic, the busy housewife and the children. No household should be without it. Ask your druggist—he keeps it.

N. B.—Beware of vile imitations. Ask for and obtain

GLENN'S SULPHUR SOAP

MODEL

## To all Union Men: - -

Greeting:--

We, the members of Local Union No. 18, United Garment Workers of America, employes of Sweet, Orr & Co., of Newburgh, N. Y., hereby certify that all garments in this Factory are made under strictly Union regulations; a fact which we shall be very glad to have Union men remember when they have occasion to buy an Overall.

MARY F. CAHILL, Rec. Sec.  
L. O. BEDFORD, Treas.

GEORGE GASKING, Pres.  
EVELINE MCGUIRE, Fin. Sec.

N. B.--EVERY GARMENT WARRANTED.

Pants from \$1.00 to \$4.00.

Ask your dealer for a pair of yellow ticket pants, price \$1.50

Newburgh, N. Y.  
Chicago, Ill.  
New York City.

## Sweet, Orr & Co.



# MECHANICS



DIPLOMAS AWARDED.

Courses in other trades, all including thorough instruction in Mathematics and Physics. Send for FREE circular, stating subject you wish to study to **THE CORRESPONDENCE SCHOOL OF MECHANICS**, Scranton, Pa.

## OF INTEREST TO R. R. MEN AND THEIR FAMILIES.

U. S. CENSUS, 1880, REPORTS

**35,000 DEATHS FROM CANCER**

### The IOLA SANITARIUM

is an institution thoroughly equipped for the treatment of Cancer, Tumors and all malignant growth without the use of the knife, and effects a permanent cure where the circumstances are at all favorable for treatment. References on application.  
Address **DR. GEO. DALE**, Iola, Wisconsin.

**COOK REMEDY CO.**

**Blood Poison!**

Primary, Second, or Tertiary permanently cured in 15 to 35 days. We eliminate all poison from the system, so that there can never be a return of the disease in any form. Parties can be treated at home as well as here, (for the same price and under the same guarantee,) but with those who prefer to come here, we will contract to cure them or refund all money and pay entire expense of coming, railroad fare and hotel bills.

**Our Magic Remedy** Eight Years in Use and Never Failed to cure the most obstinate cases. We challenge the world for a case we can not cure. Since the history of medicine a true specific for **BLOOD POISON** has been sought for but never found until our Magic Cyphillene was discovered. We solicit the most obstinate cases and challenge the world for a case we cannot cure. This disease has always baffled the skill of most eminent physicians.

**\$500,000 CAPITAL** behind our unconditional guarantee. Absolute proofs sent sealed on application. Address,  
**COOK REMEDY CO.,**  
Room 207 Masonic Temple, Chicago, Ill.

**COOK REMEDY CO.**



UP TO DATE ..

Pocket Primer  
OF ...

**AIR BRAKE  
INSTRUCTION.**

Simple and Easy. All Meat and no Mysteries. Sent by Mail on receipt of

Price, 50 Cents.

Address

**W. S. ROGERS, T. E.,**  
Buffalo, N. Y.



**FREE** A fine 14k gold plated watch to every reader of this paper. Cut this out and send it to us with your full name and address, and we will send you one of these elegant, richly jeweled, gold finished watches by express for examination, and if you think it is equal in appearance to any \$25.00 gold watch pay our sample price, \$3.50, and it is yours. We send with the watch our guarantee that you can return it at any time within one year if not satisfactory, and if you sell or cause the sale of six we will give you One Free. Write at once, as we shall send out samples for 60 days only. Address **THE NATIONAL JEWELRY & IMPORTING CO.,** 334 Dearborn St., Chicago, Ill.

STATE OF OHIO, CITY OF TOLEDO, } ss.  
LUCAS COUNTY.

FRANK J. CHENEY makes oath that he is the senior partner of the firm of F. J. CHENEY & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATARRH CURE.

Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.

SEAL

A. W. GLEASON,  
Notary Public.

Hall's Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Send for testimonials, free.

F. J. CHENEY & CO., Toledo, O.  
Sold by Druggists, 75c.

**MRS. WINSLOW'S SOOTHING SYRUP**  
- FOR CHILDREN TEETHING -  
For sale by all Druggists. 25 Cents a bottle.

## "Simple Lessons in Drawing for the Shop."

By **ORVILLE H. REYNOLDS.**

(Chief Draftsman Northern Pacific Ry.)

**PRICE, 50 CENTS.**

ADDRESS

**DEBS PUBLISHING Co.**

**TERRE HAUTE, IND.**

"WORTH A GUINEA A BOX."

## BEECHAM'S PILLS

The Favourite of  
**All Railroad Men.**

*A Standard Remedy the World over  
FOR ALL*

## BILIOUS AND NERVOUS DISORDERS,

Such as Sick Headache,  
Weak Stomach,  
Impaired Digestion,  
Liver Complaint,  
**Constipation,**

and all Similar Ailments.

Covered with a Tasteless and Soluble Coating.  
Of all druggists. Price, 25 cents a box.

New York Depot, B. F. Allen Co.,  
365 Canal St.

Send postal for our valuable book, "Constipation."

## A COOL SKIN,

FREE from Rash, Eczema, Irritation, Scalds, Burns or Cutaneous Troubles, will ensure sleep to the

## TIRED RAILROAD MAN.

He will find a comforter and healer in a cleansing and refreshing wash with

## Glenn's Sulphur Soap.

It is not a fancy toilet soap—but a plain, every-day remedy for the mechanic, the busy housewife and the children. No household should be without it. Ask your druggist—he keeps it.

N. B.—Beware of vile imitations. Ask for and obtain

**GLENN'S SULPHUR SOAP**

**MODEL**

**IMPORTANT**

# To all Union Men: - -

Greeting:--

We, the members of Local Union No. 18, United Garment Workers of America, employees of Sweet, Orr & Co., of Newburgh, N. Y., hereby certify that all garments in this Factory are made under strictly Union regulations; a fact which we shall be very glad to have Union men remember when they have occasion to buy an Overall.

MARY F. CAHILL, Rec. Sec.  
L. O. BEDFORD, Treas.

GEORGE GASKING, Pres.  
EVELINE MCGUIRE, Fin. Sec.

**N. B.—EVERY GARMENT WARRANTED**

**Pants from \$1.00 to \$4.00.**

*Ask your dealer for a pair of yellow ticket pants, price*

Newburgh, N. Y.  
Chicago, Ill.  
New York City.

## Sweet, Orr &

When addressing our advertisers mention this Magazine

# MECHANICS

DIPLOMAS AWARDED.

Courses in other trades, all including thorough instruction in Mathematics and Physics. Send for FREE circular, stating subject you wish to study to THE CORRESPONDENCE SCHOOL OF MECHANICS, Scranton, Pa.



## INTEREST TO R. R. MEN AND THEIR FAMILIES.

U. S. CENSUS, 1880, REPORTS

**5,000 DEATHS**  
**CANCER**

**the IOLA SANITARIUM**  
Institution thoroughly equipped for the treatment of Cancer, Tumors and all malignant growths. The use of the knife, and effects a permanent cure. The circumstances are all favorable. References on application. Address DR. GEO. DALE, Iola, Wisconsin.

## BOOK REMEDY CO.

### Blood Poison!

Primary, Secondary or Tertiary permanently cured in 15 to 35 days. We eliminate all poison from the system, so that there can never be a return of the disease in any form. Parties can be treated at home as well as here, (for the same price and under the same guarantee,) but with those who prefer to come here, we will contract to cure them or refund all money and pay entire expense of coming, railroad fare and hotel bills. Our Magic Remedy Eight Years in Use and Never Failed to cure the most obstinate cases. We challenge the world for a case we can not cure. Since the history of medicine a true specific for BLOOD POISON has been sought for but never found until the Magic Cyphillene was discovered. We challenge the world for a case we cannot cure. It has always been the case of most empires. \$500,000 behind our unc... Absolute application.

Z O I S O N



UP TO DATE ..  
Pocket Primer  
OF ...  
AIR BRAKE  
INSTRUCTION.

Simple and Easy. All Meat and no Mysteries. Sent by Mail on receipt of

Price, 50 Cents.

Address  
W. S. ROGERS, T. E.,  
Buffalo, N. Y.



**FREE** A fine 14k gold plated watch to every reader of this paper. Cut this out and send it to us with your full name and address, and we will send you one of these elegant, richly jeweled, gold finished watches by express for examination, and if you think it is equal in appearance to any \$15.00 gold watch pay our stamp price, \$3.50, and it is yours. We send with the watch our guarantee that you can return it at any time within one year if not satisfactory, and if you sell or cause the sale of six we will give you One Free. Write at once, as we shall send out samples for 60 days only. Address THE NATIONAL MFG & IMPORTING CO., 334 Dearborn St., Chicago, Ill.

STATE OF OHIO, CITY OF TOLEDO, Lucas County, ss.

FRANK J. CHENEY makes oath that he is the senior partner of the firm of F. J. CHENEY & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATARRH CURE.

Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.

SEAL A. W. GLEASON, Notary Public.

Hall's Catarrh Cure is taken internally and acts directly on the blood and mucous surfaces of the system. Send for testimonials, free.

F. J. CHENEY & CO., Toledo, O.  
Sold by Druggists, Etc.

**MRS. WINSLOW'S SOOTHING SYRUP**  
FOR CHILDREN TEETHING  
For sale by all Druggists. 25 Cents a bottle.

"Simple Lessons in  
Drawing for the Shop."

VILLE H. REYNOLDS.  
(Man Northern Pacific Ry.)  
E, 50 CENTS.

PUBLISHING Co.  
RE HAUTE, IND.

Digitized by Google  
this Magazine.

Removed April 1st to  
DOVER, N. J.--  
Lock Box 68.



## Don't forget that the Brotherhood Overalls

are NOT MADE by Chinamen,  
are NOT MADE in "Sweat Shops,"  
but ARE MADE by the  
**BEST PAID WHITE LABOR**  
In the business.

They are made by a Brotherhood man, and were officially endorsed by the B. of L. F. Convention at Cincinnati, September, 1892. If no dealer keeps them in your town, insist upon getting them. The dealers anywhere will handle them if the Brothers will insist. Won't YOU insist on the Brotherhood Overalls, made by  
**H. S. PETERS,**  
{ Lodge No. 3, B. of L. F. } Lock Box 68, Dover, N. J.  
{ Div. 419, B. of L. E. }



## FREE TO SUFFERERS.

Why waste time, money and health with "doctors," wonderful "cure-alls," specifics, etc., when **I will send FREE** the prescription of a new and positive remedy for a **prompt lasting cure**. Lack of strength, vigor and manhood quickly restored in young or old man. I send this prescription **FREE of charge**, and there is no humbug or advertising catch about it. Any good druggist or physician can put it up for you, as every thing is plain and simple. I can not afford to advertise and give away this splendid remedy unless you do me the favor of buying a small quantity from me direct or advise your friends to do so. But you may do as you please about this. You will never regret having written me, as this remedy cured me after everything else had failed. Correspondence strictly confidential, and all letters sent in plain sealed envelope. Enclose stamp if convenient. Address  
**E. H. HUNGERFORD, Box A 314, Albion, Mich.**



### 14 KARAT GOLD PLATE

CUT THIS OUT and send it to us with your name and address and we will send you this watch by express for examination. A Guarantee For 6 Years and chain and charm sent with it. You examine it and if you think it a bargain pay our sample price, \$2.50, and it is yours. It is beautifully engraved and warranted the best time-keeper in the World for the money and equal in appearance to a genuine Solid Gold Watch. Write to-day, this offer will not appear again.

**THE NATIONAL MFG. & IMPORTING CO.,**  
334 DEARBORN STREET,  
CHICAGO, ILL.

**\$12 to \$35  
Per Week**

Can be made working for us. Parties preferred who can give their whole time to the business. Spare hours, though may be profitably employed. This announcement is of special interest to stirring men who wish to rise in the world. Good openings for town and city work as well as country districts.

**B. F. JOHNSON & CO.,**  
No. 3 So. 11th St., Richmond, Va.



**Artificial LIMBS**  
—BEST LEG—  
Wood or Rubber Foot \$50  
Elastic Stockings,  
**TRUSSES, Crutches, etc.**  
Catalogue Free. State particulars.  
**GEO. R. FULLER,**  
U. S. Government Mfr. Dept.  
No. 44 ROCHESTER, N. Y.



**MY WIFE CANNOT SEE HOW YOU DO IT AND PAY FREIGHT.**  
**\$14** Buys our 3 drawer walnut or oak improved High Arm Singer sewing machine. Newly finished, nickel plated, adapted to light and heavy work; guaranteed for 10 Years; with Automatic Bobbin Winder, Self-Threading Cylinder Shuttle, Self-Setting Needle and a complete set of Steel Attachments; shipped any where on 30 Day's Trial. No money required in advance. 75,000 now in use. World's Fair Medal awarded machine and attachments. Buy from factory and save dealer's and agent's profits.  
**FREE** Cut This Out and send to-day for machine or large free catalogue, testimonials and glimpses of the World's Fair.  
**OXFORD MFG. CO. 342 Wabash Ave. CHICAGO, ILL.**

## NATIONAL HOTEL.

**J. H. BREWER, Proprietor.**

(B. of L. E. Div. 182.)

**102 Park Avenue, opp. Avenue Hotel.  
HOT SPRINGS, ARK.**

(Correspondence solicited. Letters of Inquiry promptly answered.)



**MY HUSBAND** (Can see how you do it.)  
\$60 Kenwood Machine for - \$22.00  
\$50 Arlington Machine for - \$19.50  
Standard Singers - \$8.00, \$11.00  
\$15.00, and 27 other styles. All attachments **FREE**. We pay freight ship anywhere on 30 days free trial, in any case without asking one cent in advance. Buy from factory. Save agents large profits. Over 100,000 in use. Catalogue and testimonials **Free**. Write at once address (in full), **CASH BUYERS' UNION,** 158-164 West Van Buren St., B 14, Chicago, Ill.



### AT FOLKS REDUCED

from 15 to 25 lbs. per month by a **HARMLESS TREATMENT**. Not starving; leaves no wrinkles; THOUSANDS CURED. 18 Years' Successful Practice. **TREATMENT BY MAIL**. For particulars call on, or address with 6 cents in stamps, **O. W. F. SNYDER, M. D.,** Chicago, Ill. 246 McVicker's Theater Bldg.

# Marks' Patent Artificial Limbs

## WITH RUBBER HANDS and FEET

NATURAL IN ACTION, NOISELESS IN MOTION AND THE MOST DURABLE IN CONSTRUCTION.

Over 15,000 in use, scattered in all parts of the world. Eminent surgeons and competent men commend the Rubber Foot and Hand for their many advantages. At every industrial exhibition where exhibited they have received the highest awards. They are made and purchased by the U. S. and foreign governments. A treatise, containing 430 pages, with 300 illustrations, sent FREE; also a plan for taking measurements, by which they can be made and sent to all parts of the world with fit guaranteed.



To A. A. MARKS:

DEAR SIR: I was a professional tight rope walker and aeronaut before I lost my leg, and I do not allow the loss of a leg to compel me to seek another occupation. With your patent artificial leg I can walk a tight rope nearly as well as I ever could. The rubber foot enables me to balance with safety. The absence of an ankle joint removes the risk of falling to a large degree.

While walking on the ground I never feel the necessity of looking for uneven or bad places. I feel safe and sure on my rubber foot, no matter where I place it. I consider your invention of the rubber foot the most valuable and important to persons who have lost their natural limbs than any invention that has been made.

If any person doubts my ability to walk on a tight rope with an artificial leg applied, I will wager \$100.00 with them that I can perform for 30 minutes on a one and one-half inch rope elevated fifty feet above the ground.

Respy yours, PROF. F. E. JACOBY,  
157 Bank St., Waterbury, Conn.

RECEIVED THE HIGHEST AWARD AT  
WORLD'S COLUMBIAN EXPOSITION.

ADDRESS

A. A. MARKS,  
701 Broadway, N. Y. City.

## RAILWAY OFFICIALS & EMPLOYEES

### ACCIDENT ASSOCIATION INDIANAPOLIS, IND.

WE PAY AGENTS TO REPRESENT US AND NOT TALK  
AGAINST OTHER COMPANIES.

WM. K. BELLIS, SECRETARY.

Some of the  
Claims Paid  
to Firemen:

## Death Claims--Firemen.

Whitzig, Wis. C. Ry.	\$1,500	E. Skillman, Ill. C. Ry.	\$1,000
Strub, N. P. Ry.	1,500	S. McInnes, Big Four Ry.	1,000
Ryan, Ill. C. Ry.	1,000	Geo. E. Wells, C. R. I. & P. Ry.	2,000
Boynton, Ill. C. Ry.	1,500	E. B. Good, C. B. & N. Ry.	1,500
Gilmer, St. L. & S. F.	1,500	Ira L. Owens, C. P. Ry.	1,500
Moore, C. P. Ry.	1,000	P. F. Leyha, Ft. W. & D. C.	1,000
Doane, C. B. & N. Ry.	2,000	James Bowen, L. N. A. & C.	1,000
Hunter, Ill. C. Ry.	1,500	Frank Nichols, St. L. S. W. Ry.	1,000
Jones, St. L. N. & N. W.	1,000	Orlia Fowler, M. L. S. & W. Ry.	1,000
Hauncey, E. T. V. & G. Ry.	2,000	John Werkhoff, L. N. A. & C. Ry.	1,000
Shriner, B. & M. Ry.	1,000	Samuel Horne, L. N. O. & T. Ry.	2,000
McGee, Ill. C. Ry.	2,000	O. W. Bean, B. & M. R. Ry.	1,000
Arthur, R. & D. Ry.	1,500	Jno. McJohnsou, St. L. & S. F. Ry.	2,000
Clements, C. & O. Ry.	2,000	C. D. Hasemier, B. & M. R. Ry.	1,000
Wheeler, St. L. S. W. Ry.	1,500	C. H. Crosby, Soo Line	2,000
Wiley, U. P. Ry.	2,000	J. T. Stewart, N. N. & M. V. Ry.	2,000
Vallace, M. P. Ry.	3,000	A. P. Baer, D. & R. G. Ry.	2,000
Knuckles, E. T. V. & G. Ry.	2,000	Andrew Conn, D. & R. G. Ry.	1,500
Needham, N. P. Ry.	1,000	Chas. L. Myers, M. P. Ry.	2,000
A. King, St. L. I. M. & S.	1,000		

## Disability Claims--Firemen.

Lanckcock, C. B. & Q. R. hand	\$750	Elmer E. Barbee, C. & O. Ry., arm	\$1,000
Tison, C. B. & Q. Ry., arm	1,000	W. C. King, C. B. & N. Ry., arm	1,000
Smith, St. L. & S. F. Ry., hand	750	Charles Brown, C. U. Ry., arm	1,000
ennedy, Big Four Ry., foot	500	John Long, C. & O. Ry., arm	500

ADDRESS W. K. BELLIS, Secretary and General Manager, Lock Box 93, Indianapolis, Ind.

**S. N. CLARKSON****The Railroad Jeweler**

The **Clarkson Perfection Electric Alarm Clock**  
rings until stopped. Price, \$4.50.

**PRICES OF LEADING AMERICAN MOVEMENTS.**

Howard No. 7.....	58 00
Howard No. 5.....	42 00
Clarkson's Special Railroader, 17 Jewel.....	31 00
Clarkson's Railroader.....	27 00
Clarkson's Railroad Queen.....	22 00
Raymond Nickel.....	17 00
Raymond Gilt.....	15 00
Hampden's Special Railway, 17 Jewel.....	35 00
Hampden's New Railway, 17 Jewel.....	28 00
Hampden's Nameless Railway, 17 Jewel.....	18 00
John D. Dueber, 17 Jewel.....	14 00

**WALTHAM MOVEMENTS.**

Crescent Street, Nickel.....	\$23 00
Appleton Tracy, Nickel.....	18 00
Appleton Tracy, Gilt.....	16 00

The above movements will stand inspection on any of the roads in the United States.

Goods of any description sent C. O. D. on approval.

Agents wanted. Our illustrated catalogue sent free to any address in the United States.

ESTABLISHED  
1884.

**ARTIFICIAL LEGS AND ARMS.**

**For Railroad Service a Specialty.**

**Unparalleled List of Awards.**

**Free Illustrated Catalogue.**



HON. WADE HAMPTON (Ex-Senator from Virginia), writes: "Wore leg 6 years. I commend your workmanship cordially."

FRANCIS FESSENDEN, Brig. and Bvt. Maj. Gen'l U. S. Army. "I wore your leg with entire satisfaction, and have lately procured a third."

JOHN CONNERY, Conductor B. N. F. & W. Ry. "For the past year have run a passenger train. Best have ever seen."

J. W. HAIGHT, Conductor N. Y., L. E. & W. Ry. "I would not part with artificial limb for five times its cost."

Send description of your case.

**C. A. FREES,**

**781 Broadway, New York,**

Branch Office, 106 Fifth Ave., cor. Washington St., Chicago, Ill.

Established 26 Years.



**FIRE UP!**

**FIREMEN!**



You have a furnace in front, cool drafts about you, and mishaps all the time.

**ST. JACOBS OIL**

**CURES BURNS, SPRAINS, BRUISES, CUTS, WOUNDS, SORENESS,  
STIFFNESS, SWELLINGS, BACKACHE, NEURALGIA,  
SCIATICA AND RHEUMATISM.**

**"PULL YOUR LEG"**

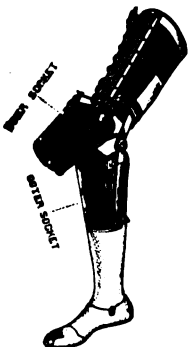
Is less to fear with Railroad men than to Lose Your Leg. In the latter case you surely want to replace it with a **Patent Adjustable Slip Socket**. *Warranted not to chafe the stump.* Received the Gold Medal and the Diploma at the World's Fair. Also Gold Medal, Bronze Medal and Diploma at the California Mid-Winter International Exposition.

**LARGEST FIRM IN THE UNITED STATES.**

The Inner Socket, seen outside the limb in cut, is made over a plaster cast of the stump, giving an exact fit, being held permanently upon the stump by elastic fastened to lacer above, and in act of walking moves up and down in the **outer socket**, bringing all the friction between the two sockets instead of between the stump and the socket as in the case of all wooden socket limbs. With our **SLIP SOCKET** the most tender, sensitive stump can be fitted and limb worn with perfect ease and comfort. Endorsed and purchased by the United States Government. Send for our new catalogue with illustrations.

**THE WINKLEY ARTIFICIAL LIMB CO.,**  
323 Nicollet Ave. MINNEAPOLIS, MINN.

BRANCH OFFICES: 84 Adams St., Dexter Building, Chicago; 116 Jones St., San Francisco.



—ELY'S CREAM BALM—Cleanses the Nasal Passages, Allays Pain and Inflammation, Heals the Sores, Restores Taste and Smell, and Cures

# CATARRH

Gives Relief at once for Cold in Head.  
Apply into the Nostrils. —It is Quickly Absorbed.  
50c. Druggists or by mail. ELY BROS., 66 Warren St., N. Y.



**FREE Examination**  
FOR 60  
DAYS.

**WATCH AND BOX OF 50 CIGARS C.O.D. \$2.75**

AN EXTRAORDINARY OFFER! NO MONEY REQUIRED IN ADVANCE.  
BOX OF 50 CIGARS AND WATCH FOR \$2.75. 100,000 TESTIMONIALS RECEIVED.  
CUT THIS OUT and send it to us with your name and address, (no money required in advance) and we will send to you by express, same day we receive your order, one box containing 50 of Our Celebrated 5c. Cigars, and in the same package a genuine Solid Nickel Plated Watch, stem winder and setter, enamel dial, oil tempered, unbreakable mainspring, finely finished train, jeweled balance, dust proof, finely polished case, a splendid timekeeper. A written guarantee for 5 Years sent with every watch. You examine the goods at the express office and if satisfactory, pay the express agent \$2.75 and express charges, and the box of 50 Cigars, Watch, Chain and Charm are yours. As this offer is made solely to introduce our famous 5c. Cigars, to protect ourselves against dealers and speculators ordering in large quantities, we will not sell more than 3 boxes and watches to any one person. Write to-day. **THE CHICAGO WATCH CO., 281 Wabash Ave., Chicago, Ill.**

ALL GENUINE  
INGOTS & MANUFACTURES  
BEAR OUR  
REG. TRADE MARKS.



"Phosphor-Bronze"

## PHOSPHOR-BRONZE

INGOTS, CASTINGS, WIRE, SHEET &C.  
THE PHOSPHOR BRONZE SMELTING CO. LIMITED  
2200 WASHINGTON AVE. PHILADELPHIA, PA.  
ORIGINAL MANUFACTURERS OF PHOSPHOR-BRONZE IN THE UNITED STATES AND SOLE  
MAKERS OF "ELEPHANT BRAND" PHOSPHOR-BRONZE.

**FIREMEN! HAVE YOU TRIED IT?**

The Marvelous Metal Polish

## BURNISHINE

HOT OR COLD METAL—NO MATTER WHICH.

The only Polish adopted and used in the Transportation Building at the World's Fair.

Note these SPECIAL PRICES to Firemen:  
One pound boxes, \$2.00 per dozen; one-half pound, \$1.25 per dozen; five pound pails, \$7.50 per dozen.

Cash with order. Money refunded if anything is wrong with the polish. Samples free on application. Send 10c for quarter-pound box, prepaid.

J. C. PAUL & CO.,  
121 Lake Street,  
Chicago, Ill.

H. B. LEONARD & CO.,  
Sole Eastern Agents  
Somerset, Mass.



## "THE DETROIT"

Lubricators No. 2 and 3 for Cylinders and Air Pumps of Locomotives are THE BEST.

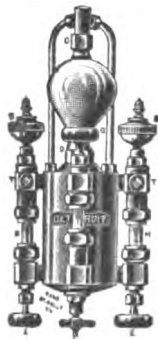
No Variation of Feed; Oil Cannot Syphon Out.

Sight Feed Glasses not WORN AWAY by STEAM or WATER.

Always Sure and Reliable. Buy the "DETROIT."

ADDRESS

**DETROIT LUBRICATOR CO.,**  
DETROIT, MICHIGAN.



No. 2 Improved Cylinder Lubricator.



**CASTNER & CURRAN,**

General Tide Water  
**COAL AGENTS.**

---

CELEBRATED

**POCAHONTAS**  
**Semi-Bituminous Coal.**

---

1 Broadway, New York. 308 Walnut St., Philadelphia  
70 Kilby St., Boston. 38 Main St., Norfolk, Va.  
1 Fenchurch Ave., London, England.

---

The Pocahontas Coal is acknowledged by all railroads that have used it to be the best American coal for Locomotive use. It generates steam with great rapidity, and at the same time holds the fire an unusually long time. The merits of the coal are shown by the unprecedented growth of the mines, which were not opened until 1883. Since that time the out-puts have increased over 1,200 per cent. beyond all precedent, amounting during 1892 to 3,000,000 tons. During the present year it will be at least 2,000,000 tons. We are therefore prepared to fill all orders with prompt dispatch.

---

**BERWIND-WHITE**  
**COAL MINING CO.**

Miners and Shippers of the  
**EUREKA**  
**BITUMINOUS COAL.**

---

55 Broadway, New York.  
Ballitt Building, 139 South Fourth St., Philadelphia.  
19 Congress St., Boston, Mass.

---

**An Unexcelled Fuel for Locomotives and Steam Ships.**

---

Shipments Last Year, 3,500,000 Tons.

---

SHIPPING WHARVES:  
PHILADELPHIA, Greenwich Point.  
NEW YORK, Eureka Pier, Harsimus (foot Sixth St.)  
Jersey City, N. J.  
BALTIMORE, Canton Piers.

**CAST STEEL WORKS**

—OF—

**FRIED. KRUPP,**  
**ESSEN, GERMANY.**

---

American office, 15 Gold St., New York  
Represented by THOMAS PROSSER & SON,  
P. O. Box 2678.

---

**Locomotive Tires,**  
**Crank Pins,**  
**Piston Rods,**  
**Spring Steel,**  
**Steel Tired Wheels.**

---

After a test of over twenty-five years the "KRUPP TIRE" has proved itself the best in the market.

If a reliable article is wanted which will give satisfaction, get KRUPP'S.

---

**Important to**  
**Railroad Managers and**  
**Master Mechanics.**

**Sibley's**  
**Perfection**  
**Valve Oil.**

More perfect lubrication insured, and guaranteed entire freedom from corrosion, honey-combing of cylinders and destruction of joints of steam chest by fatty acids.

In exclusive use upon eighty-two railroads.

References furnished upon application.

Make exclusive specialty of Valve and Signal Oil for railroad use. BEWARE OF IMITATIONS.

**SIGNAL OIL WORKS,**  
**LIMITED.**

**J. C. SIBLEY, President.**

- - - **FRANKLIN, PA.**





HIGHEST AWARD AND MEDAL, WORLD'S COLUMBIAN EXPOSITION

## THE OLD RELIABLE STANDARD METAL POLISH FOR ENGINE WORK

Firemen Should be Careful and Avoid Imitations. PRICES REDUCED FOR 1894.

For this year prices to firemen (as agents) will be: One pound boxes, per dozen, \$2. Three pound pails, per doz. \$5. Five pound pails, \$7.50 per dozen.

Cash must always come with orders to avoid delay.

Bed Rock prices are here given to firemen as agents and they cannot and must not expect to buy from dealers at these prices. Samples sent free on application. Address,

### THE MATCHLESS METAL POLISH CO.,

69 Frankfort St. New York.

88 Market St. Chicago.

### THEY SAY ABOUT OUR

ST. LA., Dec. 18, 1893.  
SRS.—Please send me  
ur seats for locomotive  
nd that they are the  
for engine use that I  
n yet. I want it 24  
ng and 20 inches wide.  
70 pounds. Send it C.

ars respectfully.

W. T. Browns,  
icer C. R. I. & P. R. R.

r by permission to the  
users: D. J. Crowley,  
S. F. & W. Ry., 16 Jones  
neph, Ga.; Jno. Horton,  
Grand Junction, Colo.;  
loch, Engineer G. T.  
ville, Ont.

## ALL STEEL CAB SEAT.



**ROUGH RIDING MADE EASY.** Just put this seat in the box and lay your cushion on it. Made only of finest tempered steel spiral springs, heavy band steel bottom frame, and tempered woven wire fabric. Any size or shape desired. Usual size, 18x24. Price for seat not over 24 inches long, \$2.00. Terms, C. O. D. or cash with order. Please give your weight.

MANUFACTURED ONLY BY

### HAGGARD & MARCUSSEN,

409 and 411 S. Canal St.,

CHICAGO, ILL.



CHAS. MILLER, President

## Galena Oil Works, Limited. FRANKLIN, PA.

### SAFETY, SPEED, ECONOMY

ults of the use of Galena Oils. Scientific and practical tests of the past twenty years have demon-  
fact that Galena Oils are superior to any other oils in the market.

ils in winter stand a cold test of from ten to fifteen degrees below zero, and will not freeze in the  
ther.

riority of Galena Oil is demonstrated by their exclusive use upon a large majority of the railways  
ntry. They are in use upon three continuous lines of railways from Boston and New York to the  
t and on one to the City of Mexico, thus demonstrating their adaptability to all climates and  
tures.

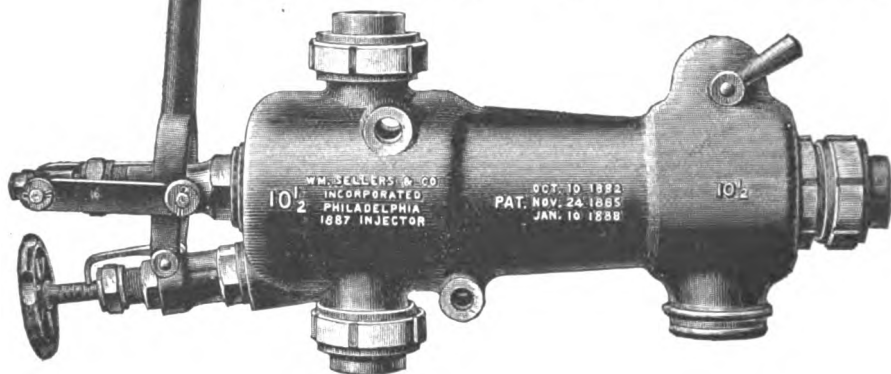
upply our patrons with Sibley's Perfection Valve Oil, which is in exclusive use upon a large ma  
e leading railroads of the country.

Digitized by Google

WILLIAM SELLERS & CO., Incorp., Philadelphia, Pa.

Sole Patentees and Makers of

## Self-Acting Injector of 1887.



**NOTE**—There are many injectors which will work well when the conditions are favorable. This injector is designed to work well under all conditions and is, therefore the most reliable.

**IT WILL RE-START ITSELF.**

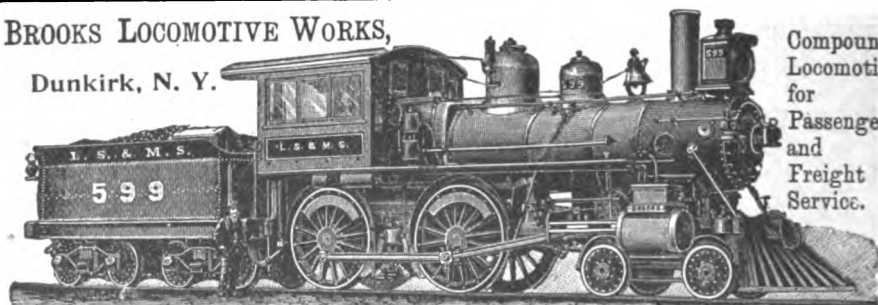
**IT WILL ADJUST ITSELF.**

**IT WILL LIFT HOT OR COLD WATER.**

Its range of capacity is over 60 per cent. and it can be regulated, therefore, to work continuously for light or heavy trains. It is operated by a simple lever motion which readily starts and stops its action.

### BROOKS LOCOMOTIVE WORKS,

Dunkirk, N. Y.



Compound Locomotives for Passenger and Freight Service.

Builders of Locomotive Engines for any required service from our own designs or those of purchasers. Perfect interchangeability and all work fully guaranteed.

M. L. HINMAN, Pres't and Treas.

R. J. GROSS, Vice Pres't.

D. RUSSELL, Superintendent.

F. H. STEVENS, Ass't to the President.

T. M. HEQUEMBOURG, Sec'y.

H. TANDY, Ass't Supt.

New York Office,  
45 Broadway.

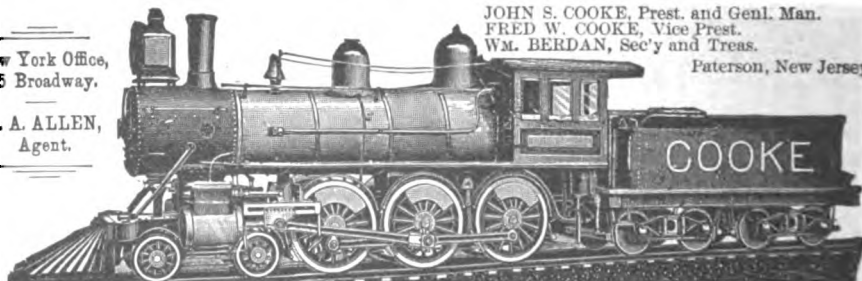
E. A. ALLEN,  
Agent.

JOHN S. COOKE, Pres't and Gen'l. Man.

FRED W. COOKE, Vice Pres't.

WM. BERDAN, Sec'y and Treas.

Paterson, New Jersey.



**COOKE LOCOMOTIVE AND MACHINE CO.** (Formerly Danforth Locomotive and Machine Co.)

**PATERSON, NEW JERSEY.**

When addressing our advertisers mention this Magazine.

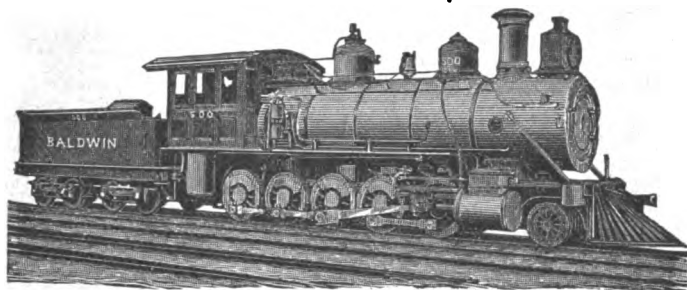
---

**ESTABLISHED 1831**


---

# Baldwin Locomotive Works.

ANNUAL CAPACITY, 1,000.



## *Locomotive Engines*

Adapted to every variety of service, and built accurately to standard gauges and templates. Like all parts of different engines of same class, perfectly interchangeable. Broad and Narrow Gauge Locomotives; Mine Locomotives by Steam or Compressed Air; Plantation Locomotives; Noiseless Motors for Street Railways, Furnaces, etc. **Compound Locomotives.**

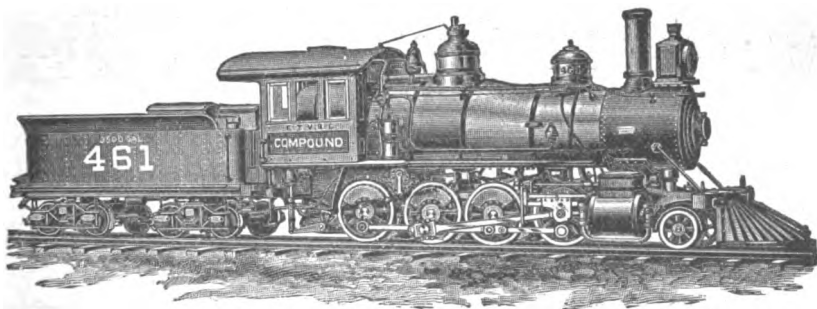
**Burnham, Williams & Co., Proprietors,**  
Philadelphia, Pa.

**EDWARD ELLIS, President.**  
**WM. D. ELLIS, Vice-President and Treasurer.**

**A. J. PITKIN, Superintendent.**  
**A. P. STRONG, Secretary.**

## Schenectady - Locomotive - Works,

SCHENECTADY, NEW YORK.



Locomotives of Standard Design for all Classes of Service, or from  
Designs Furnished by Railroad Companies.

## **COMPOUND - LOCOMOTIVES,**

Showing an Economy of 15 to 25 Per Cent. in Fuel and Water.

---

**ANNUAL CAPACITY, 400**

---



No. 2. Black Rubber Holder. \$1.20 each.  
 No. 3. Mottled Rubber Holder. \$1.35 each.  
 No. 4. Mottled Rubber Holder. \$1.35 each.  
 No. 5. Black Rubber Holder, with Gold Bands. \$1.50 each.

Nos. 3, 4, and 5 are same Length as No. 2 and have same style tips.

Sent by mail, postpaid, for 2 cents each in addition to prices quoted.

### 30 DAYS TRIAL FREE

We absolutely guarantee every "Windsor" Fountain Pen to be in perfect working order, and will refund the money paid for any pen which after 30 days' trial does not give entire satisfaction. What more can be done to demonstrate that the "Windsor" is the best Fountain Pen ever made?

No. 2. Black Rubber Holder. 90 cents each.

The "Windsor" is made from the best hard rubber, well finished, and has guaranteed 16K solid gold pen. Each pen is put in a neat paper box, with filler and directions.

Send all orders to

**Moore & Evans,**  
**WHOLESALE JEWELERS,**  
**MASONIC TEMPLE, CHICAGO.**

## MONTANA DIAMONDS

Are **REAL GEMS** of fine blue white color, without flaws, very brilliant, and as perfectly cut as the very best stones ever turned out by the diamond cutters. They so nearly resemble the genuine diamond that even experts cannot always tell the difference. Thousands are being worn today by people in the west—many of them have been worn for years and their brilliancy has never dimmed. We have heretofore only sold these goods in large lots and to the regular dealers, but we have recently determined to place them directly in the hands of the people. In order to introduce our goods we make the following proposition: **To Everyone** who will agree to display the stone to their friends, mentioning our name and address, and who will send us the names of eight persons likely to purchase such goods to whom we can send our large illustrated catalogue (soon to be issued) and 25 cents to pay expenses, we will send

**A FINE ONE KARAT STONE FREE,** the regular price of which is \$2.00 per karat. If after receiving and examining the gem, you are not satisfied, it can be immediately returned to us and we will refund the amount sent.

**Montana Diamond Mining Company,**  
**303, 59 STATE ST., CHICAGO.**

## HISTORIA

A 68-PAGE  
 MONTHLY MAGAZINE

For the Home and for the Youth of both sexes. Four complete and two continued stories founded on historical facts in each issue.

Historia's mission is to furnish good reading to young people. It presents clearly and in entertaining style interesting accounts of brave and patriotic deeds taken from history, thus gratifying the desire of the young for thrilling adventure and romance, fostering a taste for profitable reading, informing them regarding events with which everyone should be familiar and giving an insight into the delights of history.

**Subscription Price, \$1.00 per year.**

## Special Offer . .

**Historia for 3 months and Premium 30 cts.**

We want new subscribers and to secure them we will send to everyone sending us a 3 months trial subscription to Historia at 30 cents any one of the following premiums: Fine Rolled Gold Ring, Scarf Pin, Cuff Buttons, Breast Pin or Brooch, Watch Charm or a fine Pocket Knife for either boy or girl.

Address

**THE HISTORIA COMPANY,**  
**CHICAGO, ILL.**



to pay postage, etc.

**FREE** A Solid Rolled Gold Ring will be sent **Free** to everyone sending me the names and addresses of ten people over fifteen years of age likely to purchase jewelry or watches. Send size of finger and 8 cents in stamps Large catalogue free.

**E. J. BANNISTER,**

**142 MADISON STREET, CHICAGO, ILL.**

# LOCOMOTIVE

# FIREMEN'S MAGAZINE.

NOVEMBER, 1894.

## PUBLIC OPINION.

BY WILFRED P. BORLAND.

What is this thing we call "public opinion?" It is one of the many idols at whose shrine poor humanity bows down in superstitious and craven worship; one of the numerous devices for securing the plasticity of the multitude, that it may be moulded to the will of a few scheming individuals, and thus be made the instrument for its own enslavement; one of the almost numberless artifices for suppressing the ego in man and compelling the individual to lose sight of his personality, to sink his individuality in the wild chaos of the unreasoning mob.

Public opinion! It is one of the greatest frauds and humbugs of this age—this age which is pre-eminently an age of frauds and humbugs. Providing only that it is conventional, any sort of a sentiment, any custom, usage or law, though it may be as revolting as hell to the individuals' moral sense and utterly inconsistent with the beliefs and aspirations of nine persons out of ten, straightway receives the approval of public opinion, becomes stamped with the conventional brand, and men bow down and worship it, submit their actions and their words to be measured by this rule on pain of ostracism, contempt, and perhaps persecution if they do not.

Society—that is, the few who control and direct the social and industrial activities of the multitude—imagines itself burdened with the supreme duty of protecting and preserving itself, with all its rottenness and injustice unabated, and public opinion is one of the instruments, not the least powerful, which it has manufactured for accomplishing its purpose. This society is like a furnace which must be kept at a white heat in order to accomplish its work; human souls and human bodies constitute the material which feeds it, and public opinion furnishes the fuel. A so-called *savant*, a

reputed wise man, who is in the service of and supported by this society, utters a sentiment; peurile it may be, and as false as the tales of Munchausen, but straightway it is taken up, stamped with the proper brand, toggled out in the proper finery, set on high, called public opinion, and received and worshiped as the calm and deliberate judgment of millions of people! Public opinion is manufactured to order. Whenever society is in need of more fuel for its furnace, whenever it wishes to perpetrate a fresh crime against the multitude, sink a few more individuals in the maelstrom of its iniquities, it sets its agents to work to manufacture public opinion in favor of its schemes, and on the high tide of that manufactured sentiment it rides safely into the desired haven, casts anchor, and straightway the chains of slavery are riveted upon another contingent of human individuals, another quota of human souls and bodies are captured and sacrificed to keep up the white heat of society's furnace of hell.

And it is to the ebbing and flowing of this manufactured sentiment that we are told our reforms must be subordinated. We are told that no measure, however much its effect may be to benefit the people at large, can hope to succeed against the dictates of public opinion; no reform can be carried out when public opinion is against it. There would be some ground for having patience with those who prate so learnedly about the power of public opinion if it could be shown that it is really public opinion they are talking about; if it was not known that what they denominate public opinion is really nothing more than the private opinion, or, rather, a subtle expression of private preferences or will of a few individuals who seek to mould the actions of the multitude so as to confer supposed benefits and advantages upon themselves.

Mankind is like a flock of sheep who follow the bell-wether wherever he may chance to lead. The bell-wether may be

presumed to know where he is going and what he is going for; but the balance of the flock know nothing; it simply follows blindly wherever it is lead, although it may possibly be to certain destruction, and when it has come to a stop there is not one of the flock who could give any reason for being where they are other than that the bell-wether led them, and chances to be there also. This is sheep nature. It seems to be, also, human nature; it is taken advantage of for the manufacture of public opinion, and the fiction lies in regarding each and every one of the human flock as a bell-wether and assuming that he is where he is by his own volition. To say, as we do, that this country is ruled and our institutions supported by public opinion, that is, after the manner of the real wishes and the deliberate judgment and preference of a majority of our people, is one of the baldest fictions that can be imagined. The real public opinion of this country is against special privileges; against class laws of all description; against the using of the power of the government for the purpose of conferring benefits and advantages on any person or set of persons which are not enjoyed by all persons alike. There are none who have the temerity to defend special privilege considered by itself; even those who profit by privileges granted by the government dare not come out boldly and defend their privileges on their merits; whatever defense they have to make whenever their fictitious advantages are assailed is made on utilitarian grounds, and never on the ground that they are justly entitled to them; the abolition of privilege is the campaign stock in trade of political orators of all parties, and it is stock that sells well in any kind of a crowd. Yet never was there a more privilege-cursed country on the face of the earth than is the United States, and our whole fabric of law is erected to sustain and perpetuate privilege.

How does it come that this public opinion against the rightfulness of privilege does not receive adequate expression in our laws? How does it come that this public opinion which we are told all things must bow down to, and which so many persons pretend to worship, which we are told is the political and social barometer of the country, is so powerless to get rid of privileged classes in our republic? It comes about because our talk about the power of public opinion is mere nonsense. It comes about because it is not public, but private opinion that controls our legislation and receives expression in our laws. Not one person in a hundred, ay, not one in a thousand has any power of independent thought; the 99 or the 999 merely follow the bell-wethers wherever they may chance to lead, and it is only necessary to hang the bells

on the proper sort of wethers and there you have your public opinion, there you have your mob going any way you wish them to go. It is a very pleasant fiction to say that they are following public opinion.

One of these bell-wethers who got his bell from the privileged classes, and who, therefore, is one of the shining apostles of freedom, Mr. Edward Atkinson is the first two letters of his name, has lately been telling the British Association something about public opinion in America concerning the money question. Atkinson talks well. That is to say, he talks fluently and easily—which is not to be wondered at, seeing that he hasn't much to do except talk—and he is the recognized American authority on codfish, soup-bones, beans, and—liberty. Atkinson fairly dotes on liberty; the twenty-four hour day is too short in which for him to tell all of his overmastering love for freedom and for humanity at large; he loves his fellowmen, but his love is tempered by the thought expressed in that line of Pope's:

"What dust we dote on, when 'tis man we love!"

and he is not particularly in love with dust. However, Atkinson recently read a paper before the British Association, illustrated by diagrams, on "The evil effect of raising prices by depreciating the standard of value." Considerable of a tale might be told about "The evil effect of lowering prices by appreciating the standard of value," and it wouldn't have needed any diagrams to illustrate it, either, but that is not in Atkinson's line of business. But, after telling the British Association what a wonderful nation this is; how we are "smothered in the abundance of our own products;" "burdened with an excess of all the necessities of life;" and that in spite of all this we have the paradox in our midst that "want exists in the midst of plenty," and then that other fact, which cannot be considered as exactly paradoxical, that "incapacity rules the halls of congress;" after telling them that "the safety of the country has rested for the time being upon the courage of the executive officers of the nation, who have justified the confidence which has so fully been reposed in them," he ventured the assertion that "Public opinion is becoming enlightened, so that the end of this purely political and non-commercial crisis can be foreseen at an early day."

That the present crisis is a "purely political and non-commercial" one will be news to many who have thought otherwise; but it must be understood that this is the dictum of those who manufacture public opinion, and that is the way it will be set down. However, Atkinson stated a bit of real news, which even manufactured public opinion will find it hard work to

propagate and nurse into a semblance of reality, when he told the British Association that "being now the only machine-using nation of the world that is or might be absolutely self-sustaining—producing an excess of food, of fuel, of phosphates and of iron and copper far beyond our wants—we are now the creditor nation, especially of Europe, in our annual commerce."

With nearly forty billions of debt resting on the shoulders of this people, a sum which can never be paid while the sun shines, under the present industrial and financial system, it is highly interesting to know that we are to be regarded henceforth as a "creditor nation," and there is, indeed, some reason to believe that the members of the British Association quietly laughed at Mr. Atkinson when he advanced that idea, and set him down as a consummate ass. But it will be supported by the factitious public opinion which alone has weight to dictate our forms of governmental policy, because it was advanced to sustain the conclusions: "It is, therefore, very certain that we shall maintain the surest and safest monetary unit." By which is meant the gold standard.

"With few exceptions," says Atkinson, "we concur in the definition of good money—namely, quoting from memory—"that only is good money which is worth as much after it is melted as it purports to be worth in coin." I fancy the few exceptions who fail to concur in receiving this definition of good money will far outnumber those who may be included in Mr. Atkinson's rule, but it is the opinion of the smaller number that has thus far been taken as the authoritative index of the wishes of the whole; this it is which has been deferred to by our legislators in shaping financial legislation; this it is that has been denominated public opinion.

Mr. Atkinson further told the British Association that "the cheap money craze has about spent itself." "We have," said he, "over 4,500,000 freehold farmers, by far the greater part of whom have no incumbrance on their lands. They are now conscious that they hold the true political power, and are slowly but surely preparing to exert it. As they are the great creditor class of a great creditor nation, it is not probable that they will much longer tolerate uncertainty and confusion in our financial legislation, and to them, at least, duality in a unit of value is unthinkable!" It will no doubt be encouraging to those 4,500,000 freehold farmers to learn that they are "the great creditor class of a great creditor nation." It may also be something of a surprise to them, but as they constitute less than one-half the total number of farm families in the country, and as during the decade from 1880 to

1890 the farm mortgage debt increased 65 per cent., while the number of tenant farmers increased 64 per cent., and all the while we were getting rid of that "duality in our unit of value" which Atkinson thinks is the cause of "confusion and uncertainty," they may not be able to derive as much satisfaction from their position as creditors as will the creditors composing the British Association. These farmers to whom "duality in a unit of value is unthinkable" are the very ones who are credited with starting this "cheap money craze," and the craze has by no means spent itself—the platforms of all political parties in at least nine-tenths of the states and congressional districts of the country are made up with the view of pandering to this "cheap money craze," and catching the votes of those to whom "duality in a unit of value" is not "unthinkable," that is to say, they declare in favor of silver as a money metal, and against the exclusive gold standard, although sometimes in equivocal terms, which is the "duality" that Atkinson says is "unthinkable"—and should the real public opinion of the country receive adequate expression in the coming elections I imagine the British Association may come to the conclusion that Mr. Edward Atkinson has been telling them a pack of lies.

When we contemplate the fact that there was a 236 per cent. increase in the urban mortgage indebtedness, and a 212 per cent. increase in the number of urban tenant families during the period covered by the eleventh census, we may certainly say that it is not a good showing for the gold basis for which Atkinson so confidently tells the British association American public opinion is favorable. I imagine that American public opinion is far from approving conditions of that sort, or from defending any of the institutions that have had any influence in bringing the conditions upon us. But it is the private opinion of the few bankers and capitalists that is called public opinion, and in obedience to tradition, accepting the fiction as fact, our legislators proceed to enact this private opinion into law and then justify their iniquities, their crimes committed against the American people, by the plea that they were carrying out the wishes of the people as expressed by the general public opinion. It is one of the greatest of the many great farces which are continually being enacted for the delectation of the American wealth producers whilst their pockets are being picked under the forms of law.

As an instance of the way in which public opinion is manufactured, look at the agitation for the repeal of the Sherman silver law. That law did no harm, but much good, by furnishing to the people a few

millions of money which they would not have been able to obtain otherwise; it increased the volume of our circulating medium by the addition of \$148,000,000 of legal tender money during a period when all authorities agreed that we needed more money; the treasury notes issued under authority of the law were absolutely required to aid in transacting the business of the country, and that fact was really all that was accomplished by the law. But the law was inimical to the interests of the English bondholders who hold a mortgage on this country, this "great creditor nation," and their American agents, the bankers; it interfered somewhat with their plans of spoliation, and, therefore, the edict went forth that it must be repealed.

But how should that be done in the presence of that "increasing sentiment in favor of government legal tender notes and silver coinage," mentioned in the panic bulletin issued by the bankers' association in March, 1893? Simply by manufacturing an opposing sentiment for the time being. The plan was outlined in the circular referred to, as follows: "Be careful to make a money stringency felt among your patrons, especially among influential business men. Advocate an extra session of congress for the repeal of the purchase clause of the Sherman law, and act with the other banks of your city in securing a large petition to congress for its unconditional repeal, per accompanying form. Use personal influence with congressmen, and particularly let your wishes be known to your senators." This plan was carried out; the Sherman law was denounced as vicious. It was charged by the bankers and the press of London and New York that the financial condition of the United States was precarious; that the money issued by the government was a depreciated currency, and that there was danger of a collapse. This cry was taken up and echoed and re-echoed by the press in every commercial city in the country until the people really began to believe it. People feared, they knew not what—this was the lack of confidence the banks had been working for—and under the influence of the clamor of the press people who had never even heard of the Sherman law, or if they had heard of it had never given it a moment's thought, and who couldn't tell the difference between it and the differential calculus, began to talk learnedly of the evil effects of the Sherman law, and joined in the clamor for its repeal. They were merely following the bell-wethers.

It was said, and repeated, and reiterated to tire-someness, that all the country was suffering from was lack of confidence, and that the one thing needed to restore confidence was the repeal of the Sherman law; therefore, the Sherman law must be

repealed at once. Boards of trade and business men's associations throughout the country passed resolutions denunciatory of the law and calling for its repeal; men who had never before known what an awful monster the law was began to discuss its terrible effect upon the industries of the country. Ignorance, with the seriousness and owlish gravity that ignorance always assumes when dressed in the garb of knowledge, was ready with its opinions; opinions stolen from the bell-wethers of the human flock, but which ignorance calmly retailed as its own personal property; and when the agitation had brought the people to the proper point that they were willing to submit to anything which promised relief, an extra session of congress was called, and in spite of the stubborn fight made by the few clear heads and honest hearts in our national legislature the law was repealed, and the wishes of the bankers and bondholders accomplished under the name of public opinion.

The repeal was to restore confidence and put an end to the hard times; the farmers were assured that they would get better prices for their wheat; it was confidently asserted that wheat would never rise in price until the law was got out of the way. Although we may be thankful that confidence was restored, we have the hard times with us still, which is nothing to be thankful for, and the price of the farmer's wheat dropped three cents a bushel within three days after the repeal of the law, and it has been dropping steadily ever since. During the discussion of this measure in the senate, Senator Stewart, after presenting a resolution from a Knights of Labor Assembly in Columbus, Ohio, in favor of silver coinage and the government issue of money, said: "Now, when the gold people are talking about public sentiment I defy them to present a petition from any labor organization in the United States. They have not been heard from through these papers. But one class has been heard from, that is the money class and its dependents." And it is the wishes of this class that passes for public opinion and to which our legislators defer.

Instances might be multiplied to show the manner in which public opinion is manufactured for the purpose of using it so as to enslave workingmen, to create sanctions for measures which involve the robbery of the masses and the violation of the rights of the wealthproducers, but it is needless to do so, as we all are able to call them to mind. Why, then, should workingmen longer submit to square their actions to the rule of this manufactured sentiment? Why trim their sails so as to catch the favoring breezes of this small class-sentiment, and submit to the dictum that their reforms can



be no otherwise brought about? Why longer endorse the lie that measures for their benefit must wait for the approval of public opinion before they can hope to succeed? Why not, rather, face the fact in all its reality, learn to know the fact as it exists, that any measure in the interests of workmen, of the wealth producing masses, any measure in the interests of human liberty, will always be opposed by public opinion, and if it hopes to succeed it must be pushed squarely against that opinion and backed up and sustained by the united power of the workmen until it overrides it and breaks it down? If workmen hope to gain any advantages through the power of public opinion they will find their hope always blasted, never arriving at fruition. They will find public opinion always against them, because the machinery for its manufacture is all in the hands of their enemies. Then let them ignore public opinion. Let them so use their power as to put men in congress who will surely do something in opposition to so-called public opinion, and see if it will not surely do them some good. If they are bound by the limitations of human nature to follow bell-wethers, let them select their wethers from out of their own flock; and for the good of humanity let them pitch public opinion to—Hell.

### THE JUDICIARY IN GOVERNMENTAL FUNCTIONS.

BY JOSÉ GROS.

Can anybody give us any good reason, based on historical facts, for government to be a machine with three wheels—the legislative, the executive and the judiciary—and not simply with two by dropping the last one? Our conservative friends, with that admirable complacency of theirs, for the creations of their own fancies, will point to our wonderful development as a nation, and to that great prosperity of ours, transcending the dreams of poetry and prose from time immemorial. We have certainly prospered in figures representing population and wealth. But what of that? Shall we forever be fascinated with prosperity without equity, without mental peace? Palaces here, fine and grand, with wretched tenement districts over large sections in all our cities; respectable people in choice spots, vice and squalor in vaster and more extensive portions of the same centers of population! Even among the relatively pretty streets of cities, towns and villages over the land, those fine people that are constantly singing that prosperity song of ours, even there they can find trouble enough, hardly anything else but anxieties for the to-morrow or the day after. And this happens, not only now and then, under the distress of our occasional com-

mercial and industrial paroxysms, but all along, even if less pronounced, among eighty-five per cent. of the population at least. The writer has seen such a condition even with the relatively at ease, all along, for over thirty-five years, in the most flourishing sections of this nation. We doubt if, below the three per cent. on top, you can ever find absence of anxieties from fears of poverty. And still a few maniacs are always ready to howl about our prosperity!

Even Huxley, the English scientist, fatalistic as he is, and unwilling to expect that humanity can ever be better than we have made it so far, even he declares that for ninety per cent. of the people in the richest nations life is but a question of slow starvation. He could have called it ninety-five per cent. without any great exaggeration on the subject. He has added that if he had to choose between the lowest life of the lowest savage, as he has seen it in his travels, and other travelers have stated, and the life that civilization imposes upon many, he would prefer the former, that of the savage.

The superb self conceit with which we are apt to now and then imagine that we have solved pretty nearly all national problems, simply because we have managed to go through 110 years of national existence without going to pieces, when other nations have kept themselves alive, and very much so, through twenty or thirty centuries, although less advantageously situated than ourselves.

Have we not developed and intensified in about a single century all the evils of humanity in forty centuries? We may have modified the form of some of the old evils, but the essence remains. And here we are, on the brim of a military despotism besides that of a judiciary, which seems to be hungry and thirsty after the annihilation of the few natural rights we thought we had acquired never to be lost.

Many of those who attack and deplore the evils of to-day are apt to imagine that they are the product of the blunders of our own generation. We don't believe in sanctifying any of the old generations any more than our own. There is no logic in that. It has been one of the greatest mistakes of humanity the worshipping of our own ancestors. With the old Greeks, their ancestors were the gods of Olympus. Some feeling of the kind has always prevailed even on this side of the Atlantic, and has been fatal to us.

Suppose that we try to be frank with ourselves, and boldly trace our present evils to what we may call our five capital national sins. They are as follows:

Taxation in the most unjust forms possible.

Monetary systems vile in the extreme.

Banking methods adapted to gambling hells.

Class legislation of the most criminal kind.

Land monopoly, land robbery, carried to the most gigantic degree imaginable.

By the last sin alone we have, in a solitary century, given to 200,000 families the patrimony that God meant for one billion of people and their unborn generations.

We are willing to saddle our own generation with the responsibility of having considerably intensified our above five capital sins. Yet, we challenge anybody to disprove that their essence has not always been among us, or that they have not constituted the germs out of which we have developed all our national diseases. And how can we suppress any of our present evils unless we see the causes to which they are due, far back, directly or indirectly sanctioned by the very laws forever at the root of our social structure?

Look now at the naked fact that behind that set of laws of our own, to which we must necessarily owe our own national troubles, we have a magnificent judiciary, virtually clothed with omnipotent power. Is it wise to have a lot of fine judges who can play the pope without living in the vatican, that palace in the eternal city, that Rome, the capitol of Italy? Who can give us a plain answer to that plain question? Can you tell us what becomes of popular government and real freedom when five or six men, ten or fifty, are allowed to read our own laws the way they like? Is not that an emphatic assertion that the people cannot be trusted to do their own thinking, and cannot cancel any law they may find unsatisfactory, to be replaced by another one? Or is human language incapable of formulating plain thoughts, appealing to the plain sense of the average man? If so, why have any public or private schools where men may learn how to reason correctly on the fundamentals of human existence, in the life they have to live? Is not language a divine gift to men, for them to understand each other in all that may be conducive to their welfare and manhood on the face of the earth?

Don't you see that we really relegate most men, and even God himself into the limbo of fools, when we give to a few judges the power to say: the laws you made don't read the way you want them to read; or they don't mean what you wanted them to mean. Why should any number of judges know what we mean by this or that law; by this or that constitution, fixing certain limits to certain laws, when it is we, the people, who suffer when laws or constitutions are wrong, and have the greatest interest in changing them?

The above questions may invite the squealing of a pack of old uncles saying: But don't you see that the laws are not made by the people, but by the legislators that the people elect for that object? Yes, we know all about it. The people elect over 3,000 men to make our state laws, and over 300 men to make our national laws. We don't really see how that improves the situation. The situation means that the people have not even brains enough to elect men that can be trusted to do what the people may need or what the people may wish them to do. The situation means that a majority of five or six men, in a bench of judges, shall say what a majority of 50 or 100 or more in legislative bodies meant or should mean in the laws they passed for the real or apparent purpose of fulfilling their engagements toward the men who elected them to make their own laws. That kills all responsibility on the part of the men we elect. That converts popular freedom into a clean farce, and our representatives into puppets.

Whether truth and men come from a conscious power called God, or from unconscious nature, in either case they must be intimately interlinked, men and the truth by which they are to live or perish, enjoy or suffer. If so, language must be able to express truth in forms easily apprehended by most men, and the latter should then be able to formulate laws that could have but one plain, simple meaning. A judiciary for the purpose of interpreting laws or constitutions is nothing but an emphatic repudiation of a logical creator, or that of a humanity with plain common sense. That judiciary of ours virtually asserts that men were never born to be free, never born to understand truth, outside of a few judges, in favor of whom we abdicate all discriminating powers between truth and error, between right and wrong in the life of our own nation.

That millions of supposed free men should need to place a few judges, nothing but lawyers after all, on the very top of states and nation, for a number of years or for life, with fat salaries, compared with the mean earnings of most honest workers; to be clothed with a fanciful infallibility about human laws, when the few men in question are just as fallible as every one of us, even if they have been in college, and perhaps more fallible on that account! Is not that just as childish and idiotic, just as illogical and unnatural as possible?

We can only see a reasonable explanation for the existence of a judiciary in governmental functions. It is that eternal fear that the wise men of all periods have had lest they are swept off the face of the earth by the excesses of the ignorant. The latter, with the ballot in their hands, may

become extremely dangerous, they may even force wrong laws through the delegated legislative bodies they can influence. Hence the need of a few men, back of those legislative bodies, to whom we, the wise fellows, may resort, when necessary, to have such and such laws declared unconstitutional, or to have them read so and so; just what we, the wise chaps, consider it best for the preservation of these laws of monopoly without which everybody would eventually possess as much wealth and knowledge as every one of us; when none of us could lord it over the rest! And how dreadful that would be!

In spite of all the above, the people should respect (?) and obey their own creations, and hence the judiciary in question, no matter how inconvenient that may turn out to be. Grant that what we call the creations of the people are but indirectly so, the result of the few forever cheating the many into making them believe that white is black and black is white. All the same, we, the people, must always give good example to the wise, as long as we have any process at all through which to peacefully and orderly improve civilization.

Our previous analysis has but one object, that of letting the people trace effects to causes. That alone can teach them how to permanently suppress the evils with which all nations have forever been afflicted. A single, solitary word embodies all those evils. That word is—monopoly. Our judiciary is nothing but the incarnation of intellectual monopoly, a few minds declaring the truth about this or that law. That most necessarily prove fatal to all real freedom. That negatives the manhood of the millions who are forced to live under the laws in question. We can make another set, but what is the use? Our judiciary may see fit to read them in the way we never meant they should read. We are nothing, then, but a pack of serfs.

We emphatically assert that the judiciary in governmental functions must be swept out of existence by the sovereign people, through the ballot, if we want to ever be a nation of free men, with capacity to read our own laws, and hence with the spirit of self government.

We shall be glad to recede from our position if our analysis can be proved incorrect, and our conclusions incompatible with a much better civilization than any so far.

## KINDERGARTEN ECONOMICS.

BY W. H. STUART.

When "Progress and Poverty" appeared, some fourteen years ago, it was eagerly read by thousands who had previously never given social or economic problems a thought. The study of political economy was, at that time, confined to a few professors of that

science scattered in various colleges and universities throughout the country. Those professors were, and are yet, the paid apologists of a system that enables the few sharp, cunning, able and unscrupulous members of society to live luxuriously on the ignorance and credulity of the great mass of the producers. This system of exploitation is made possible by the division of society into two classes, viz.: those who own and control the means of production—land and capital—and those who, being divorced from the means whereby an independent living could be made, were compelled to sell their labor power under competition with their fellows to the capitalists, the monopolizers of the "means of production."

"Progress and Poverty" was written to prove that the private ownership of land was the sufficient cause for the great and unequal distribution of wealth. All poverty was traced to that cause. It was argued with great plausibility that the concentration and increase of population merely served to add to the value of the land where such increase and concentration occurred; that the enormous increase in productive power of labor by co operation in production, and by the aid of labor-saving machinery, merely added to the value of land; that those who owned and controlled the land were enabled to absorb in the increase in its value, the "unearned increment," or in increased "rent" for its use, all the advantages of modern productive processes. It was therefore proposed as a "sovereign remedy," that would abolish poverty, that society should confiscate for public purposes the rental value of the land, irrespective and exclusive of improvements. The theory being that when all had equal access to land upon equal terms that an equilibrium of opportunities would be effected, and labor would receive the entire return it was entitled to as its share in production. It must be here noted that the Georgian theory of economics assumes three factors in production, viz.: land, labor and capital. The first factor, land, being a gift of nature and indispensable for human existence, should not be monopolized by a few to the exclusion of the great majority who had equal rights to its use, but should be the common property of society. But as the value of land greatly varied, either through superior fertility or site value, the users of such land should be forced to pay to the community the value of such superior advantage, in the shape of a tax that would equalize all natural opportunities and place all upon an equal footing. Capital is, according to Henry George, another factor in production, and is entitled to a "return" in the shape of "interest." In this regard he is in entire agreement with the current

and orthodox schools of economics. He does not, however, base his plea for the "wages of capital" on the "abstinence" theory of N. W. Senior, on the contrary he discredits "abstinence" as a factor in production. He justifies "interest" on a novel and somewhat original ground, viz.: that capital invested in certain things, as say sheep, cattle, swine, etc., increase in value as a result of the "element of time" and of the "reproductive forces of nature" that are quite separable and distinct from labor, and he contends that capital invested in other ways in which the element of time and the reproductive forces of nature are not factors, should, by the law of equalization, share in this increase. I have in a former number of this MAGAZINE exposed this fallacy of this justification for interest, and I shall not now discuss the subject. I merely now point out that the theory that capital is entitled to a "return" for its "aid in production" is the basis on which the present robbery of labor is everywhere justified and defended.

This brings us to the other factor in production, viz.: Labor. Labor is entitled, according to the Georgian theory, to all it can make on land at the "margin of production" with the individual tools that can be used by the laborer. All above what can be made on land at the margin of production, i. e., on land of no rental value, will be confiscated by the state in the shape of the single tax, and all the advantage of "capital" as an "aid in production" by the use of the modern tools of production would be confiscated by capitalists in the shape of "interest" for their contribution toward the processes of production.

I have challenged single taxers to dispute this proposition. True, Mr. W. E. Brokaw, editor of the national organ of the single taxers, denied the proposition in his "irruption" into the columns of the June MAGAZINE and challenged me to prove it. I accepted the challenge and asked him to open the columns of his paper, the *Single Tax Courier*, to a discussion, but I have heard nothing further from the valliant Brokaw. While single taxers are everywhere prompt to occupy and use space in the columns of labor papers and magazines for the propogation of their kindergarten ideas of economics, their national organs, neither the *Standard* or *Courier* would or will allow a free discussion in their columns. That is to say, no serious argument against their theory will be discussed. Such trifling objections against their theory as, that the landlord will be able to shift his increased taxes onto the tenant are answered over and over again in one and two column articles *ad nauseum*. By the way, this reminds me that in the same July article Mr. Brokaw charged that I had willfully or ig-

norantly asserted, that in an editorial in the *Standard* Mr. George had defended "Old Hutch" in his famous "corners" on wheat in Chicago a few years ago, that such men were public benefactors, and the promoting of "corners" a legitimate use for capital. The reader will perhaps recollect that I challenged Mr. Brokaw to reproduce the editorial referred to in the columns of the *Courier*; offering, if my statement was not substantially correct to pay for the insertion of the editorial at the usual advertising rates, money to be deposited in advance.

The reader will be surprised and pained to learn that the editorial has not been reproduced in the *Courier* nor have I been called upon for a deposit for that purpose. Comment is unnecessary.

But to return to the single tax theory. With the confiscation of economic rent, and the national or municipal ownership of certain public utilities, which single taxers term "national monopolies," which they are forced to admit could not be left in the hands of private owners to be regulated by free competition.

Then *laissez faire* was to be lord of all, and free competition have undisputed sway.

Here is where the socialist critic shows the utter shallowness of the single tax theory. He points out that the revolution in the form of the modern tools of production, from the small hand tools owned and controlled by the individual and isolated worker, has had the effect of completely divorcing the laborer from his tools as an independent owner.

The socialist shows that the evolution in the form and nature of the tools of production makes it impossible for the isolated and independent worker to any longer control or own them. He points out that while private ownership in the means of production is allowed that they must, by the nature of the case, become the property of a small minority of society, who are enabled to use these tools as a means of oppression, to absorb from labor all above the amount necessary in the form of "wages" to maintain the actual producer according to the standard of living then prevailing. The problem presented by the socialists, why a few should be permitted to monopolize all the advantages obtained by the use of labor saving machinery and by the aid of concentrated capital, is a problem that the single tax intellect appears incapable of grasping.

There are no exceptions, from Henry George down to José Gros, and even Mr. Borland, who has really made a creditable effort to understand the socialist argument, has failed, for, with the usual single tax inability to master the problem, he informs us that he "feels confident that with free

access to land it would be impossible to monopolize machinery." This kind of an answer is repeated over and over again by single tax speakers and writers. The writers in the *Single Tax Courier* continually assert that with the freeing of opportunities by the adoption of the single tax, that wealth could be produced abundantly. Under such conditions, we are assured by W. E. Brokaw, "even savages could produce wealth abundantly." It appears impossible for the single tax intellect to grasp the problem, the result, probably, of an insufficiency of grey matter in the brain or of an extra convolution to bring it up to the standard. When pressed and asked how, with free access to land, men without capital will be able to compete in production with the capitalists, they will ask, as Mr. Borland does, "why they can not produce for themselves instead of for the capitalists?" It is evident that the problem again eludes them.

Let me state the problem in a manner so simple that perhaps the single tax intellect may be able to grasp it. Let us suppose that when this government was formed we had adopted the theory of common ownership of the land under the system proposed by the single tax theory, but that in everything else we demanded private ownership and free competition. Under such conditions of land tenure, with a population of three millions and territory sufficient to support one thousand millions, with private monopolization of unused lands impossible, it is evident that economic rent would be a very trifling tax totally inadequate for public revenue.

At that time every craftsman and workman owned the tools of his trade. They were his individual property by the use of which he made an independent living without being in any way dependent on a "capitalist." The weaver, let us say, owned his own hand loom operated by himself and family and perhaps an apprentice or two. After a while the spinning jenny is invented, followed soon after by the power loom, propelled by steam. Now, one man attending the new machinery can weave as much cloth or cotton in one day as one hundred formerly could. The small hand loom operated by the isolated worker and his family was replaced by the huge factory with the tens of thousands of spindles propelled by a mighty Corliss engine. This factory produces cloth or cotton so cheap that if the old isolated worker was presented with the raw material free he could not sell the product in competition with the capitalist owner of the factory. A thousand isolated hand looms distributed over a large section of country are now concentrated under one roof working for a capitalist who now controls and owns the machinery that employs the thousand men. The old independence

of the laborer is gone; he no longer controls the tools of his trade; if he thinks of abandoning weaving and choosing some other occupation, he finds the same state of things affecting the condition of other workers.

If he tries agriculture or horticulture he finds that small production is impossible as against the capitalistic system, by the aid of immense capital and the use of costly labor-saving machinery. Everywhere he turns he finds that his efforts to compete are futile; free land is all around him in plenty, but the capitalist farmer produces at one-third the cost that he does.

Here single taxers like Mr. B. C. Stickney ask, why if the employment of machinery is so profitable do not all engage in that enterprise and thus grow rich. The answer is simple: Only a certain amount of machinery is necessary to carry on productive purposes, to make more than is necessary would be both waste of labor and of capital. Suppose it requires 100 factories with 500 owners, giving employment to 50,000 laborers, to supply the wants for a certain commodity for our population of 65,000,000. The 500 owners and the 100 factories can supply the market and make a profit, but the addition of 100 more factories would be a useless waste of capital, the mere addition to the number of factories would not increase the output of the particular commodity, nor would it give employment to more laborers, nor in the slightest degree raise wages. The competition of the last hundred factories might drive the first hundred out of business, but the proportion of employers to employees would still remain as five to five hundred. If the two hundred factories consolidated, the rate of employers to employed would raise to 10 as against 500, but the effect of the consolidation would be to decrease the number of workmen required. But as a matter of fact the continual tendency, the result of consolidation and concentration of capital is to diminish the number of employers and also the number of employees, for the weaker capitalists are continually driven to the wall in competition with their stronger and shrewder competitors, while the economy in labor affected by consolidation, and the use of costly and improved labor displacing machinery is continually decreasing the number of workmen required by the capitalists to carry on production. This is what socialists mean when they talk of the "monopoly of machinery," and to say that such monopolization would be impossible under a system that made free access to land possible, exhibits a kindergarten conception of the problem as singular as it is discreditable. By the very nature of the case, the tools of production, under a competitive system, must continue to be owned and operated by a continually diminishing

number of capitalists, while the improved methods of production possible by such concentration and consolidation require also a continually diminishing number of employes.

Another reply made by the kindergarten economists when closely pressed is, that when natural opportunities are free to all that men can go to work for themselves instead of for the capitalist. Certainly they can and produce wealth in abundance. If, for instance, every capitalist in the land should fly off to our neighbor Mars taking all his wealth with him, leaving us simply the land, we could in less than a quarter of a century reproduce every form of wealth now existing. But mark you, if we commenced with common ownership of the land, but retained private ownership of the tools of production we would not only reproduce the wealth, we would also reproduce the present unequal distribution of it. For the ownership of the modern tools of production carries with it the ownership of the wage slaves who are compelled by an economic necessity—their absolute divorce from the tools of production—to sell their labor at the bare cost of maintenance and the reproduction of others to take their places when worn out and discarded by their capitalist masters. So, while it is now possible for a body of men to start life for themselves on free land, yet, unless the machinery of production was also owned in common, they would simply, on a small scale, reproduce the present unequal distribution of wealth.

The very *raison d'être* of socialism is to restore to the worker the tools of his trade. But as the tools of production have, by an economic evolution, entirely changed their form and shape, as it is no longer possible for them to be owned and operated by the isolated worker, socialism declares that the only possible or conceivable solution of the problem is that the workman must own those tools in common. The thousand weavers with their thousand hand looms can no longer compete with the capitalist owner of the factory employing a thousand workmen, who are thereby forced to accept subsistence wages or starve, but the thousand weavers can again gain possession of the tools of their trade by owning the new tools of production contained in the factory in common and be free men. Then instead of producing wealth for an idle capitalist class, who give them back of the product in the shape of "wages" sufficient to maintain a miserable and precarious existence, they will produce wealth for themselves abundantly. Every improvement in productive processes, either by improved machinery or discoveries in science, will enable the workers to increase both the aggregate and individual amount of wealth, or will

enable them to reduce the daily hours of labor, thus giving leisure for cultivating the social, intellectual, moral, and physical qualities and virtues. Every worker who acquires an intelligent grasp of this question is at once a socialist, for he sees at once that through socialism only is the economic emancipation of labor possible or conceivable.

We expect the professors of political economy to defend the present system of exploitation of labor through rent, interest and profits. They are the paid apologists of their capitalist masters, who mainly support and endow the institutions that give them a living, but why should supposed intelligent workers, the victims of this iniquitous system of exploitation and robbery, defend the means by which it is made possible? Why, for instance, should a worker of the supposed intelligence of James Middleton defend "interest" when "the result of a bargain between equals." He supposes the case of a farmer who needs seed corn, potatoes and wheat, but who has not the money to buy with, so he borrows from a neighbor agreeing to return the seed with an added amount as "interest," or the farmer borrows the money for which he pays interest to the lender and pays for his seed with cash. The answer to this proposition is simple and should not be above the comprehension of even a kindergarten economist. It is this: The interest or increase is not a matter that concerns exclusively the principal parties to the contract. As far as they are concerned it may be equally advantageous; it certainly is to the lender, for he receives for the use of his capital "an income without risk and personal exertion," and so far as he does so is a robber of labor. For mark you, all interest, rent and profits come out of the product of labor, and are added and forms part and are constituents in the price of every commodity, for both interest and rent are paid for in the price of every commodity. Therefore, the farmer who pays interest or rent adds it to the price of the commodities he has for sale, and it is paid for by the ultimate consumer of his products, providing that consumer is a producer; if he is not a producer he merely shifts the entire cost, both labor, rent and interest onto the real producer.

Take another illustration: A merchant is engaged in business; he pays \$5,000 per annum in salaries, a like sum as rent, and a similar sum as "interest" for "accommodations" at his local bank. His bargain with the bank is certainly "between equals." He is, in the shape of a profit monger, an active exploiter of labor. In order to exploit labor efficiently he requires a certain amount of capital, and not having sufficient of his own, he agrees

with the passive owner of capital—the banker, to let him share in the “swag” in the shape of “interest.” It is entirely a “bargain between equals.” But the \$15,000 paid out by the merchant as salaries, rent, and interest are added to the cost of the commodities which he sells, and are paid for by the consumer, they form a tax that like all other taxes are paid for directly by the actual producer and consumer, and only indirectly by the merchant.

Mr. Middleton's further defence of interest as based on “natural law” flowing out of the action of the “reproductive forces of nature” and the “element of time,” is a shallow and superficial fallacy which I have exposed in a previous number of this MAGAZINE, and which was also excellently answered by Mr. Geo. C. Ward in the September MAGAZINE.

Here I would like to say a word of caution to those who like Mr. Ward anticipate the great advantage to labor that would ensue by the reduction of interest to say two per cent. I am heartily in favor of the nationalization of money and of banking. It must be remembered, however, that interest on money, or “contract interest,” as economists term it, is a secondary and derivative form of interest and not “interest proper” at all. Interest proper must first be extracted from labor before a dollar of “loan interest” or “rent” can be paid. The difference between the labor cost of commodities, i. e., “wages,” and the ultimate cost of the commodity to the consumer constitutes the fund out of which is paid all interest, rent, profits and taxes, and all the cost of supporting a useless class of middlemen and parasites. If the original exploiters, who, by the way, are not always the chief beneficiaries, are relieved from a part of the tribute they are now compelled to pay the land owner or the passive owner of capital, it by no means follows that the wages of labor would be raised and labor being abundant, the lessened cost of commodities would lessen the cost of subsistence, and under the pressure of free competition, and the “iron law” of wages, “wages” would decrease to correspond to the decrease in the cost of commodities, as the same standard of living could be maintained on the decreased wages. So that it must be understood that temporary palliatives, while they may be defended as steps toward an economic ideal, can of themselves work no permanent benefit to labor while private ownership of the tools of production, and the competitive system are retained.

A word, in conclusion, with Mr. Stickney, who speaks of a “capitalist” as distinguished from a monopolist. This is “kindergarten economics” *par excellence*. He says a capitalist is merely the possessor of

wealth that has been produced by human exertion. If he had added “of others,” the definition would have been exact. This defines a monopolist as a man who by virtue of his control over something that others must use, is able to obtain their services, or their wealth, or both, without rendering a fair return, or, as in the case of a land owner, without rendering any return whatever.

I assure Mr. Stickney this is the exact definition of a “capitalist” who is merely the possessor of wealth produced by others. “A capitalist is (not) therefore broadly distinguished from a monopolist.” On the contrary, they are identical. A capitalist, as such, no more produces capital than a land owner produces land. They are both, equally, the exploiters of labor. Mr. Stickney diagnoses correctly the trend of economic conditions when he says that “when the time comes that nobody but a great capitalist can make a living, there will be no more capitalists of any sort.” Quite true, indeed. “Capitalists” implies the existence of wage slaves who support in idleness the capitalists. But in view of the fact that the national wealth is now owned and controlled by less than three per cent. of the population, does not Mr. Stickney think we are making rapid strides towards a condition of things where the great middle class, the small exploiters, profitmongers and useless middlemen will be wiped out and society divided into two classes, say five per cent. plutocrats and ninety-five per cent. proletarians, men without property, wage slaves. The *dernier ressort* of the single taxer when forced to acknowledge that even under a single tax regime industry can not be prosecuted successfully by a man without capital, is, that with equal access to natural resources, that labor can produce all it is really entitled to claim. If the kindergarten economists are pointed to the success of the bonanza farm in reducing the cost of production, it is replied that the small farmer outnumbers the bonanza farmers, and that under fair conditions the small farmers will always outnumber the bonanza farmers. This is, of course, kindergarten logic. At one time the hand looms outnumbered the power looms thousands to one. What is the proportion now? A few years ago it was possible to predict the failure of capitalist methods in agriculture. The *Standard* and kindergarten economists continually declared that large production in agriculture would never be profitable; that it was a form of industry that could never fall into the hands of the capitalists; that it was the one “haven of refuge” that the independent worker could always resort to when dissatisfied with the wages offered by his capitalist employer. But facts discredit single tax economics and logic. Capitalist methods are as successful in agri-

culture and horticulture as in other industries. The bonanza farm, like the power loom, is here to stay, and the capitalist system is as sure to dominate, in time (and a short time at that), one form of industry as fully as the other. "Kindergarten economics" and "economists" will never solve the problem. The future is in the hands of the socialists. We must substitute for private ownership of the means of production, for free competition and consequent wage slavery, and production for profit, production for use, under a system of fraternal co-operation and common ownership of the sources of wealth and culture—in a word, the co-operative commonwealth.

## THE FOURTEENTH CENTURY.

BY MARIE LOUISE.

In the 1900 years which constitute the existence of our civilization (so called christian), two centuries distinct and apart, are specially remarkable for the important social and political questions which they have grasped and moulded into shape. As one hour, or a minute for that matter, is pregnant with the minute or hour which immediately follows it, so a century is pregnant with the century next to it in the order of succession. The same is true of civilizations:—one is but the offspring of that preceding it and contains within itself the accumulated features and possibilities of its ancestry. Periods of time, therefore, are successive series of analytical terms operating towards the discovery of the great synthetic principle of eternal truth, a discovery which, to all appearance, lies buried in the mysterious bosom of a far reaching futurity.

Among the analytical and experimental processes which operate on the lengthy stretch of ages, some are productive of more important results (beneficial or otherwise) than others. Most remarkable in this category stand the fourteenth and the nineteenth centuries of our civilization. In this article, the great realization and promise of the fourteenth century will be the subject of my dissertation. For the sake of clearness, we will hastily glance over the material which, during 1300 years, gathered and piled up to bear the structure of the 14th century.

The first four centuries of our civilization are characterized by the final disintegration and fall of a gigantic political-military despotism and the upbuilding of a stupendous theocratic despotism. In the 5th century, the barbarians made a decisive attack on the tottering Roman Empire and shattered it. But when they turned towards the christian church which had just completed her solidification, they met a rock which defied the power of their arms.

They swarmed all over western, i.e., civilized Europe, being pushed on and onward by the continual influx of fresh invading hordes. During four centuries they roamed over the land plundering the natives and carrying vast numbers of these as slaves to serve them in their interminable peregrination. Thus the barbarians became the master and the natives became the slaves. The last throbb of civilization was made silent by the screw of chattel slavery. At last, in the beginning of the tenth century, the barbarians ceased roaming. The most powerful among them assumed the mastery over the rest. Each of these lords selected a spot sufficiently elevated to command a good strategic position and built on it a castle which served at once of stronghold and of residence. Round that castle, beneath, at its foot, clustered mud huts: they were the dwellings of the slaves whom the lord owned as chattels. And yet, those slaves were not negroes, did not belong to a race so-called inferior. They were the descent of kings, princes, lords, and well-to-do merchants who had fallen prisoners of war and of barbarian conquest; they were the vanishing shadow of the great Roman and Greek civilizations—a shadow which shall retrace its steps, by and by, and shall grow dense and denser until it mingles anew with its substance, and then—look to your castle, your escutcheons and your dames, oh mighty, haughty seigniors!

Thus was feudalism established. In a short time Europe became studded with formidable, grim-looking manor houses, whose barons held men and the land on which they lived in dependency. Germany, the west and north of Europe, including England, became strongly feudalized. In southern Europe and in the center of France, including Flanders, a few cities—dilapidated remnants of the Roman empire—strove to preserve their existence amid the chaotic overturning of the barbarian invasion, the devastating wars of Charlemagne, and, later on, against the rapacious greed of the feudal lords of whom they had become vassals. These cities were commercial and industrial centers. Their inhabitants had preserved a few sparks of the spirit of liberty which, under Roman rule, municipal rights had elicited. In the eleventh century the sparks kindled into a flame and there was inaugurated a struggle known in history as the "Insurrection of the Cities," or commons, which lasted one hundred years and culminated in the victory of the commons over their seigniors. Charters were granted to the cities or communes (also called in Latin *gildonice*) and their autonomic liberties were guaranteed. The first freed communes in France were Beauvais, Laon and St. Quentin. These, strange



say, were vassals of bishops, and were led by their lords in their efforts to win their freedom. It is a popular belief that the Christian church in the middle age, and earlier, upheld chattel slavery and the bondage of cities. This, however, is erroneous. Reliable historians prove the converse to be true. In Greene's "History of the English People," date 1013, A. D., we read: "Slavery was gradually disappearing before the efforts of the church. Theodore had denied Christian burial to the kidnapper, and prohibited the sale of children by their parents after the age of seven. Egbert of York punished every sale of child or kinsfolk with excommunication. The murder of a slave by lord or mistress, though no crime in the eyes of the state, became a sin for which penance was due the church."

Althelstan gave the slave a new rank in the realm by extending to it the same principle of mutual responsibility for crime which was the basis of order among the free. The church was far from contenting herself with this gradual elevation; Wilfrid led the way in the work of emancipation by freeing 250 serfs whom he found attached to his estate at Selsey. Manumission became frequent in wills, as the clergy taught that such a gift was a boon to the soul of the dead. At the synod of Chelsea the bishops bound themselves to free at their decease all serfs on their estates who had been reduced to serfdom by want or crime."

In the history of France similar testimonies are given by Guizot and Jules Michelet, both reliable and unbiased historians. In thus siding with the harsh lot of the slave the church was doubtless actuated by a sense of morality and justice, but there was also a political reason which made it imperative for her to curtail the power of the barons, who were the great slave holders and even dealers, according to Greene's history, which states: "The wealth of English nobles was said sometimes to spring from breedingslaves for the market." Date 1113.

The church and feudalism stood for two powerful principles which repelled one another. The former was a pure expression of centralized authority, the latter that of decentralized and autonomic authority. Thus the church, true to the laws of her own being, hampered and harrassed feudalism. In the middle ages we find her allied with the king of a country against his vassal barons and other nobles whose might was a menace to the kingship. Rugged feudalism, then, had to contend against the three elements which, besides itself, constituted the nation, viz.: the king, the church and the common people. It was to the handicapping of feudalism by the crown and the church that the communes owed

their freedom and their vested rights.

Right on the steps of the final emancipation of the communes the spirit of liberty, long subjugated, began to rise and flutter about the minds of men. Abelard, in France, and his disciple, Arnold de Brescia, in Italy, discoursed on philosophy and reduced religion to it. Their teachings created an immense sensation and stirred the world. They threw about the sparks of free thought which, in the fifteenth century, were to set Europe ablazing.

The intellectual awakening of the twelfth century was partly due to the influence which the wars of the crusades brought upon the European nations. In these wars nobles and commons and slaves moved and mingled together and shared the emotions of danger, hope and glory. In the face of danger all sham distinctions vanish, nothing but the man is left and there he shines gloriously. The beneficial effect of the crusades went still further. Christians, Greeks and Mussulmen were brought face to face, the superstitious hatred they bore one another melted away when their close contact revealed their true nature, and, according to Guizot's "History of European Civilization," they mixed together in all kinds of social relations and formed ties of friendship. The crusades, I maintain, was the first serious blow given to religious superstition in our own era.

The primitive organizations in England which corresponded to the French cities or communes, were called merchants' guilds; those of Holland were called *Vroedschapen*; those of Schleswig *Heralagh* and those of Germany had several appellations.

The same characteristic, however, was common to all these fraternities. They were the merchants and small traders of the free corporate cities, organized for mutual protection and self-government. Guizot gives a clear definition of these communes:

"Let us enter one of these free cities," he says, "and see what is going on within. We find ourselves in a fortified town defended by armed burghesses. These burghesses fix their own taxes, elect their own magistrates, have their own courts of judicature, their own public assemblies for deliberating upon public measures from which none are excluded. They make war at their own expenses, even against their suzerain, maintain their own militia, in short, they govern themselves, they are sovereigns."—[History of Civilization in Europe, p. 153.]

Mechanics and persons employed in menial work were excluded from the communes and merchants' guilds. Manual labor was regarded as degrading. "One passage in a Brussels ordinance," says Mr. H. W. Cherouny in his work on the labor question, "dated 1229, speaks of the workingman as one without a hearth, without

honor, who lives by manual labor. It was legal for a guild member to box a laborer's ears on the street if he thought himself offended by words or gestures."

"There soon became formed a burghess aristocracy," Mr. Guizot informs us. "The notions of that day, coupled with certain social relations, led to the establishment of trading companies legally constituted. A system of privileges became introduced in the interior of the cities and, in the end, a great inequality."

History is the best text book for the political economist and the philosopher. Breadth of mind and soundness of judgment cannot be the share of the individual who neglects the study of human history. The efforts of man in the past and the results of these efforts are the molecules that constitute the Rock of Ages, the indestructible, because it is the material evidence of eternal truth.

The burghesses of the twelfth century, they whose fathers had shed their blood and offered up their lives to free themselves and posterity from the despotism of the feudal lords, were no sooner emancipated than they became in their turn outrageously tyrannical over the toilers whom they used for producing their wealth. Human rights is a truth to the oppressed, but to the ear of the oppressor it sounds like cant.

Was the tyranny of the burghesses as detestable as that of the baron? Oh! it was far more detestable, far more inhuman. To the burghess, the toiler was a thing, an instrument wherewith to realize profit, a tool to be used for all it is worth. In the relation of the baron to this slave sentiment held a place, were it ever so little; a kind of feeling analogous to that of a man for his horse, which he bought and which he feeds in order to preserve its existence. But in the relation of the burghess to his journeyman sentiment held no place. The burghess purchases not his laborer and had no interest in his preservation. The labor market is always well stocked, too well stocked sometimes, for the burghess is now and then very distressed by the mutinous tendencies of the human working machine. The religion of wealth dehumanizes man, the offerings to that insatiable deity are the flesh and bones of the toiler ground into bits of gold!

To the arbitrary conduct of the burghesses of the cities of the middle ages the laboring element often replied by riot and even insurrections. The merchants' guilds in England and Germany had now taken the title of Patricians and all mechanics were excluded from the fraternity, participating only in the burdensome taxation for the maintenance of the guild. Masters of crafts, some of them well to do, commenced organizing guilds of their own which com-

prised themselves, their workmen and apprentices. The patricians brought against those guilds (called *mechanics*) all the weight of their mighty power. Royal edicts interdicted all associations of mechanics. In Zurich it was ordained that "nobody should enlist to form a guild of mechanics under a fine of banishment for five years, payment of fifty marks and destruction of his house." At Magdeburg, in 1301, ten craftsmen's guild-masters were burnt in the market place; the weavers of Cologne lost a battle against the merchants' guilds, and on November 21, 1371, thirty-three craftsmen were decapitated, eighteen hundred banished and their guild hall was burned.

The London weavers, being a powerful organization, took the lead in petitioning the government for recognition. They and the Oxford weavers obtained their charters under Henry I. During the reign of Henry II. the Weavers' Guild of Nottingham, Huntingdon, Lincoln and Winchester were incorporated. The final victory of the mechanics' guilds occurred under Edward III and the name of "Great Livery Companies" was given them. These guilds were similar to our present trades unions with the exception that they embraced the manufacturers as well as the workmen. Each guild catered to the interests of its own trade in all the departments of production and distribution; they were free, self governing industrial centers. That they became wealthy and powerful need not be stated. Kings, princes and nobles sought the honor of membership. King Edward III. was enrolled member of the armourer's guild; the grocer's guild had sixteen aldermen among them. On reaching the summit of power they also reached the paroxysm of tyranny and corruption. The masters had become merchant princes, and the laborers had become their slaves. Enormous fees were demanded for apprenticeship and for the privilege of a journeyman to become master. The rigidity of restrictions consigned a large class of the people to idleness and pauperism.

The apogee of the mechanics' guild rounded another cycle of the workings of authority. The communes, oppressed by the seigniors, had revolted and won their liberty. Become merchants' guilds they set to oppressing the poorest among their fraternity—the craftsmen. These in their turn rebel, win their rights to form themselves into guilds and become powerful. Immediately they set to oppressing the poorest among them, the journeymen and apprentices. It is the same phenomenon eternally repeating itself under various conditions; it is a vicious circle; we can not get out of it. The words of P. J. Proudhon. "Invested with authority, all men are

alike," stand proven in all data of human history. It is not the man that is bad, it is the condition that forces him into haughtiness and cruelty. Oh, when will the working class learn that no one can do them justice, that they must perform that act themselves; they must do it or remain enslaved.

With the ascendancy of the mechanics' guild to local government and industrial supremacy in the 13th century, the class called in history the third estate had perfected its organism. From the ruined cities of barbaric times, the third estate has kept in constant process of formation. It silently, cautiously, and laboriously plodded along, gathering to itself all the good on its road, interfering with none of the rights of the barons or of the crown, but simply struggling to preserve its own existence and develop its vital functions. Year by year it grew in numbers and strength, absorbing the most intelligent and ingenious of the working class in the midst of which it moved like a centre of gravitation. At the end of the 13th century it had secured all the avenues of industry and monopolized all means of production. Then it turned round and put up a fence between itself and the working class which stepped on its heels. Thus was created the fourth class, the proletariat. With that proud and rigid upstart, the third estate, soon to be the bourgeoisie, we arrive at the threshold of the 14th century.

The church, as I have stated before, maintained during the middle ages an attitude of antagonism toward the barons and tacitly formed an alliance with the crown. The common people who instinctively hated the barons loved the church for her apparent equity and for the spiritual benefits she conferred on them. "The church," says Michelet, "was the real domicile of the people. A man's house, the wretched masonry to which he returned in the evening, was only a temporary shelter. To speak truly, there was but one house, the house of God. Not in vain had the church her right of asylum, she was now the universal asylum." \* \* \* Men prayed there, there the commune held its deliberations. The bell was the voice of the city; it summoned to the labors of the field, to civil affairs, sometimes to the battles of liberty. In Italy, it was in the churches that the sovereign people assembled. It was at St. Mark's that the deputies of Europe sought from the Venitians a fleet for the 4th crusade. Trade was carried on around the church, the places of pilgrimage were fairs. The articles of merchandise received the priestly blessing." \* \* \*

Patient, full of ambition and greed for wealth, the Christain church ingeniously brought within her grasp the land and the

riches of Europe. "In 1245," says Cassell's History of England, "the church's preferences alone held by the Italians in England, independent of other exactions, amounted to 60,000 marks per annum, a greater sum than the revenues of the crown." \* \* \* In 1279 she owned the three-fourths of the property of the whole kingdom and threatened to swallow up all its lands."

The barons were furious. They sent orders to the wardens of the sea-ports to seize all persons bringing bulls and mandates from Rome.

The pope, instead of relaxing his grasp as prudence suggested, sent an order demanding for himself the half of all the revenues of the non-resident clergy and a third of those of the resident ones. This last stroke broke the camel's back. It roused the English clergy and embittered the king. The bishop of Lincoln, Grotestate, tore up the bull and sent a caustic reply to the pope. The holy father was both astonished and indignant. "What!" he exclaimed, "is not England our possession, and its king our vassal, or rather, our slave?"

Henceforward the conflict between the church and the crown ran fierce. Edward I enacted statutes detrimental to the holding of mortmain property. That struck the church on her backbone. "In 1297 the king outlawed the clergy and ordered the sheriffs of England to seize all the lay fees of the clergy, as well secular as regular, with all their goods and chattels and retain them until further orders. He gave orders to all the judges to do every man justice against the clergy, but to do them justice against no man."—[Cassell's History of England, pages 455-6.]

These energetic measures on the part of Edward I were forced upon him by the absolute impossibility of raising taxes on his people whom the church had drained dry. The king was in great need of money to carry out his war against the Scots, but none could be levied. The treasures of the nation, the accumulated wealth of centuries, were stored up in churches, monasteries, and in the vatican at Rome. The king, it is said, was so distressed and perplexed that, in one of his parliaments, he was seen to weep.

Towards the end of the 13th century, monarchy, sustained as it had been in the past by the common people and burghesses, had shaken the foundation of feudalism and become solidified. It was fast approaching absolutism. The governmental machinery had undergone gradual and important transformation, had become huge and complex. The bankers and the legists now clustered round the throne and chased away the clerical element which hitherto had monopolized the secular power.

[TO BE CONTINUED.]

# MECHANICAL.

## TO CONTRIBUTORS.

Forward copy so as to reach editor not later than the 15th of each month. Write on one side of paper only. Sign name and nom-de-plume, the latter for publication.

## OPINIONS VS. FACTS.

It is frequently much easier to give an opinion than to state a fact, opinions are plenty in the market, everybody has them, and can humor them, but when it comes to facts, right down hard facts, from actual observation it sometimes takes a good many days, weeks, or months, to dig a fact out of a mass of opinions. And the writer has often when comparing some statements with the facts, been reminded of his boyhood days, when sent out to look up the cows, and get them home for milking, accompanied as all boys are, by a good dog. Now and then on the way home the dog would find a wood chuck. The cows would find their way home alone, and after pulling down a rod or so of stone wall, more or less, the dog would get a grip on the wood chuck; and sometimes long after supper and after milking the boy, the dog, and the wood-chuck would find their way home, a good deal belated, though of little consequence, and sometimes the boy would get tanned with "oil of birch" but the *fact* was, the wood chuck was too much of a temptation.

So it is with a great many opinions, without stopping to consider all the resultant effects people attach a great deal of value to somebody's opinion, without looking carefully into the real facts. And while I don't propose to make war on anybody's opinions, the argument is intended simply to show that it is much better to pay careful attention to the facts, even if we don't pat ourselves on the back so much as to our opinions.

The discussion in the FIREMEN'S MAGAZINE of late, some of which I am sorry to see has taken a slightly sarcastic turn with reference to the clearance in a steam engine cylinder, as one of the subjects in which opinions on one side and facts on the other have been stated, with various references as to authority. Clearance has perhaps been one of the writer's hobbies for the last 25 or 28 years; men have frequently made war on clearance, and clearance remains to day, just as much as back pressure, it is one of the things we have to get on with. We know it is a nuisance, we are sure it is expensive, and it is a fact that it is rarely stated correctly, except by some man that pulls the thing to pieces and measures it, and finally ascertains the fact that it is much or little larger than was stated. Clearance properly is every particle of room be-

tween the face of the valve as it sits on the seat, and the piston head. It is not alone the clear space between the end of the piston and the end of the cylinder; it is the space between the piston head and the cylinder end together with the space connecting the valve port, whether in the middle or end of the cylinder, and the space connecting the port with the cylinder up to the piston head, when the crank is on either dead center.

The clearances on some of the steamships which have piston valves and where the cylinders are large, involves from one to three hundred cubic feet, and the percentage varies anywhere from two and a half on the most modern construction of the Corliss valve engine, up to thirty-six or thirty-eight on some of the high speed electric light engines which the writer has indicated. The locomotive engines where the valve ports are in the middle of the steam chest have clearances varying from seven to fifteen per cent., according to the steam valves and the way in which the motion is adopted. Four years ago the writer indicated for the builders some large freight engines with piston valves, and a very peculiar movement, in which the clearance was practically from fifteen to eighteen per cent.; in this particular engine the steam was more efficient than in the slide valve Richardson type, although the clearance with the piston valve was from five to six per cent. more than with the Richardson valve; and this assertion is borne out by the fact that very few piston valves were made, for while they were advantageous in one way, they made a good deal of trouble for the man who had to stay on and run them.

Here then an opinion is not borne out by the fact, while both are correct as far as they go.

The question of the effect of clearance on the economy of steam is one that has been very much discussed there being among its advocates men who claim, that so long as the clearance space is filled by compression that no more steam is consumed by the engine; on the other hand, we have the well known fact that clearance reduces the ratio of expansion, and while it increases the mean pressure to a certain extent it does it in such a way that it does not increase the economy of the engine, this may vary more or less, on a locomotive, according to the load, grade, curves, the pressure and the point at which the lever is set. While various opinions exist on clearance the facts are simply, that the less clearance it is possible to use in any engine with safety, all things considered, the greater the economy. And in some of the modern pumping engines, the builders have been to a very great expense by making the

valve ports and the valve seat of the Corlies engine in the heads, so as to get up nearer to the piston, and reduce the clearance. In a pumping engine examined by the writer only a few weeks since built by the Allis works, at Milwaukee, Wisconsin, probably the cost to the builders of that engine was more than \$1,000 simply to reduce the clearance one or two percent. Ordinarily it may be laid down that the greater the clearance, the greater the consumption of steam per indicated horse power, and on the other hand it is equally just to lay down the fact that conditions exist where economy is not so essential as first cost, or room, so that these engines which appear to be very lacking in economy are still demanded and must be used.

Conditions exist in all engineering where we cannot use the machinery valve gear, or the apparatus which we would like to. And it is the economy of different engines under different conditions, and we must consider all these things when making any statement with reference to them it is more or less trouble to get at the actual clearance of any engine but it can be done by turning the engine over, and by use of the water pail, rubber hose, thermometer, and a pair of scales.

The weight of water and its temperature being known it is easy to convert a certain number of pounds into exact cubic inches it occupies when the temperature is known. This is some trouble, takes time, but when this is known, the abstract fact is known and the percentage that the clearance bears to the whole cylinder volume can be very easily computed.

If an indicator diagram is taken and the clearance is added in proportion of its ratio to the whole cylinder volume it lengthens the lines of admission, or makes the cut-off later, and either one of these points which are practically one and the same, increase the terminal pressure, so that increase of terminal pressure increases the mean pressure, and increases the consumption of steam, but does not increase the power in proportion, for anything that reduces the ratio of expansion reduces the gain in economy of steam. The question is, does clearance cost something? And it comes down to the old question of getting something for nothing, most men have decided that it is impossible to get something for nothing, and have ceased to make efforts in that direction. This could be shown much better by an engraving, and it may come to that if the editor approves.

A curious statement has lately been made with reference to the "pre admission" of steam, the writer was always old fashioned enough to call "pre-admission" by its real name, which is *steam lead*; if the valve opens

before the crank gets to the dead center, it was steam lead twenty or thirty years ago, and the writer did not know the newfangled term; the same dudish expression has been referred to release, compression, etc., all this can be shown on one or two diagrams better than in a good many words.

What is a railroad any way? This question regarding it in a practical sense is nothing more or less than a combination of teams for carting to any point merchandise, or people, from one point to another, and the fact of its management settles the fact of its paying something back to the people who own it, speaking from a strictly commercial standpoint (certainly not where the receivers mismanage and others steal everything but the right of way and a streak of rust) and in place of the old four or six horse teams that used to travel over the country with a single wagon, a locomotive takes from five to twenty five variously loaded and cart them for from one-eighth to one tenth of what the price was thirty or forty years ago, having reduced largely the cost of transportation, and if the fact is to be stated, have still to reduce the cost by various economies, so that to make the thing practical or applicable we must study to do more with the same amount of fuel, and to use less fuel for the same amount of work or in some other way to accomplish more with the same outlay of money, whatever it may be.

The discussion of this topic by the readers of the MAGAZINE will be of far greater advantage to them individually, and to their employers than the wasting of pages on a question without coming to any actual facts, this kind of a discussion is also elevating to every one that participates, opinions are as good from one as from the other, if based upon fact, but it is frequently more trouble to get at an actual fact in a case than it is to simply express an opinion and let it go at that. The MAGAZINE is really for the benefit of those who read it, and through which they certainly do much to help each other, if only they will do so, and it would seem that much good might be done the advocates of both sides of the question, and such is the sincere hope of the writer, rather than to be considered as criticising in reference to the facts and opinions of others.

For firemen that will pay attention to the facts in his work, or his business, there is plenty of room. Men are wanted every day of the year who can do something better than the other fellow has done it. This is an old saying to be sure, but is just as true as when Daniel Webster said to his inquiring young friend, "there is plenty of room up-stairs."

Thos. Pray, Jr.,

## INSTRUCTION.

Mr. Weiler is as ready to learn as any of the rest of us and is ever on the lookout for new facts and theories, and the first fact noticed in the October MAGAZINE is that our friend Parshall should be thunderstruck. Up here it is the lightning which strikes, and if a man wishes to be so precise as our friend he should not start out with assertion so contrary to all natural laws. Again I have not been a student of Milton to any great extent, and it is therefore hardly possible that I have stolen any of his grandeur of language; indeed if correctly informed I believe Milton lived and wrote before the age of mul—(oh! I nearly forgot that I "almost bewildered" our friend by writing of a number of cylinders as multiplied, yet I can hardly call them by any other name; so at the risk of "almost bewildering" him again I must say it), before the age of multiplied cylinders and expansions. If our one cylinder be increased to two we have certainly multiplied by two, and if we have four as in the quadruple engine it certainly indicates another multiplication. I wish indeed that we were Titans so as to be able to reach the very skies of mechanics and be able to bring them to mortal view, but whenever we plume our wings for an aerial flight some critic makes it hot enough to soften our wax wings and lets us down. May our fall ever be into a soft spot as that of Icarus, who while flying with his father Dædalus out of Crete into Sicily, soared so high as to melt the wax in his wings and fall into the sea. Dædalus is said to have been a most ingenious artist and mechanic of Athens, who formed the Cretan labyrinth, and invented the auger, axe, glue, plumb-line, saw, and masts and sails for ships, and why Icarus should be brought to grief in the performance of his filial duty remains a mystery, just as great as the fact that friend Parshall should seek among ancient mythology for suitable words or illustrations to embellish a modern mechanical discussion. Let us leave these old gods and demi gods and come down to the present time when we have things fully as wondrous, and many of them far in advance of even the most vivid dreams and legends of the ancients.

Getting down to the point under discussion cleared from all verbiage it was simply this: was Bro. Daraghty right when he said that "Clearance is the space allowed for the piston to clear the cylinder head when engine is on the center" and nothing else. There was nothing in my article about the economy or wastefulness of clearance, but Parshall jumps at such a conclusion without any reason for it, and bases his arguments on that assumption. After 18 years of experience with all kinds of engines from locomotives (lowest?) up to

the compound condensing, he ought to go slow and not to forget some of the actions of steam and the most common laws of nature. One of the first laws we stumble upon is that in all nature there is no vacuum, and that it is very hard to produce a vacuum even with the best appliances for the purpose, and yet Mr. Parshall says that "every time the exhaust port opens, the clearance space is cleared of all the steam to the valve face, and that the space from the piston to the valve face is filled each stroke with steam that is thrown away." This of course does not settle the question of what is clearance, but it does settle the point whether Mr. Parshall is a safe authority to quote after, and in order to illustrate let us take an ordinary diagram of valve motion such, for instance, as may be seen in "Forney's Catechism," fig. 266, page 294, where we have motion curves laid out. Taking the mid-gear curve we find the port is open the amount of lead at the beginning of the stroke, that it never opens full width and closes at about  $15\frac{1}{2}$  inches. The exhaust port is open nearly full width at the beginning of the stroke, opens wider than commences to close at  $12\frac{1}{2}$  inches, but does not close till about  $21\frac{1}{2}$  inches of the stroke, thus leaving  $2\frac{1}{2}$  inches of travel to the piston out of a supposed 24 inches. The exhaust does not create a vacuum in the cylinder when it leaves it, and no indicator diagram ever made has shown that to be the case, hence we have if not more at least the usual atmospheric pressure in the end of the cylinder. If the clearance between the cylinder head and the piston was one quarter of an inch, and  $2\frac{1}{2}$  inches of atmosphere had to be compressed into it, we would obtain 126 lbs. of compression; of course not considering the steam-ways or passages. We would thus have not an empty space but a space filled with compressed steam of nearly boiler pressure, and even almost the same heat, and this is what is taking place with well designed locomotives on our roads every day. A caution was thought necessary by one of the best designers of locomotives, lest the compression be allowed to become too great and lift the valve from its seat against its face. So if this counts for anything it must certainly be safe to say that there is no vacuum in the end of the cylinder, but that there can be power enough created there to form a valuable aid to the further movements of the locomotive.

Now as a compromise I would propose that Mr. Parshall accept the term clearance as laid down by "Forney" to mean "the space between the head and the piston" and we will agree with him and "Forney" in calling it "clearance space up to the valves."

Wm. Weiler.

## NOTES.

In examining a fireman for promotion, "how much knowledge of the air-brake is it necessary for him to have to be considered fully competent to take a train out on the road?" is a question that formed the subject of a committee report, and created considerable discussion at the recent convention of the Traveling Engineer's Association. Firemen may read the following report concerning what the Traveling Engineers consider it is necessary for them to know, and then begin to study up, as it is possible that many will find themselves lacking in knowledge upon a few of these points, at least: "He should be able to follow the air from the time it enters the air-pump until it returns to the atmosphere at retainers or exhaust ports on triple, and know its different names and purposes. He should have a sufficient knowledge of the air pump to make an intelligent report of troubles, or work to be done, or repairs to be made. He should know when the pump has stopped because he is not giving it oil. He should know that if the pump stops on account of the governor shutting it off, that it is all right, for I saw a report on a work-book of a prominent road, not long ago, that there was something wrong with air-pump; he could not get over 70 pounds on either hand on gauge; that the pump would stop and then start up again. Now this man fired a passenger engine six months before he was promoted, and did not know anything about governor or brake-valve action. He should know the effect of main reservoir being full of water, the causes of pump heating, and tell which one is causing the trouble, so that he will not burn the pump up by poor piston packing or too much oil. He should understand the different positions of brake valve and the importance of excess pressure with long trains, and the why. He should know the damage he can do with rough handling, with both wholly or partially equipped air-brake trains, and the effect slack has on the trains. He should know that he should not draw less than 5 pounds from the train pipe, or rather gauge, for the first reduction, and why. That after the first reduction he should draw a little air at a time in making a stop, so as to make the stop with one application with a freight train, and make it stop a short distance from the point, we will say it is a water tank. Then if level release his brakes, and pull up and stop with reverse lever; if he has done it right, he should have only 40 or 50 feet at farthest to pull up. If he releases before he stops, not to open the throttle at the same time. The effect of overcharging train pipe if he wishes to apply brakes again before auxiliaries and train pipe have time to equalize. He should know that with a

train that has parted there is no necessity to bleed the air out of the auxiliaries on rear portion; if he handles his brake-valve right he can release them when he is sure the brakeman has opened angle cock again; if air has been let out he would not know it until he wanted to stop, and perhaps have a wreck because all cars were not working. He should know if hands on gauge stood ten pounds apart when valve is in full release the gauge is out; if together in running position the brake-valve is defective. He should know that the black hand on gauge is not connected to the train pipe, neither does it read that on gauge, it reads train line, which includes train pipe auxiliaries, equalizing reservoir, and when brake is fully applied he can tell very closely what pressure is in brake cylinders, by measuring piston travel. In handling trains wholly equipped with air he does not have as much shock as he does with partially equipped trains; then he will want to use all brakes, and not a few on head end of train, as some men now want to do. In plain words he will soon find out he can handle 50 as well as 10. As soon as he does this he will do better work for himself and the company employing him." One of the engineers, during the discussion on this report, said that the company he worked for did not undertake to put brains in men, or words to that effect, evidently intending to convey the idea that it required more brains than some firemen possessed to master thoroughly the points covered by the report. There would appear to be some good ground for this idea when it is considered that the report makes mention of a man who knew nothing about the action of the pump governor, although he had fired a passenger engine for a period of six months previous to his promotion. Although such ignorance as that might not be taken as absolute proof of want of brains, it certainly shows a sad lack of the power of common observation, the presence of carelessness, laziness, or something like those qualities which are exceedingly bad for engineers or firemen to carry around with them; and, in these days of active general discussion of air-brake matters in railroad circles, such ignorance certainly does furnish strong presumptive evidence of extreme weakness in the upper story. It would not be sufficient evidence to warrant commitment to a retreat for feeble minded persons, but it might be good enough on which to base a will contest after the individual's decease. Still, I have no doubt that there are many firemen who are in the same position with this individual spoken of, (although they must be among the callow ones) and there are many more who, although able to understand the functions of the pump gov

error, will yet need to do a power of hard studying in order to bring themselves up to the standard of knowledge required by the Traveling Engineers, to be possessed by candidates for promotion. The air brake is becoming every day a more complicated mechanism; one who was well versed in knowledge of the air-brakes ten or fifteen years ago would be completely at sea in attempting to successfully handle the apparatus of the present day, providing he had not kept himself fully posted in the meantime; and firemen need to keep themselves fully up with the times, by devoting plenty of study to this branch of their business.

\* \* \*

Isn't the air-brake becoming altogether too complicated a mechanism? Couldn't the same work, or equally as good and equally as safe work, be performed by a machine containing about half the number of parts composing the present apparatus? There are so many thing-um-a-bobs and rig-a-ma-jigs about the present apparatus that its very appearance is confusing to most persons, and it is not much to be wondered at that there are many whose business it is to handle it, day in and day out, who know considerably less about the air-brake than they ought to. Why, if this tendency towards complication and addition of parts is carried much further, one will need to take a thorough course of training in some technical school or other in order to be able to understand thoroughly the mechanism of the brake and give a clear description of the functions of its various parts. According to the evolution philosophy, as expounded by Herbert Spencer, progress consists in an advance from the homogeneous to the heterogeneous; the evolution of the air-brake has certainly proceeded in harmony with this condition of the law of progress. But there is another condition of the law of progress which says that progress is also a movement from the indefinite to the definite. As well as being a movement from the simple to the complex, progress is also a movement from the indefinite to the definite. That the evolution of the air brake has been such as to satisfy this latter condition of the law of progress is open to question; there are some mighty indefinite points about it.

\* \* \*

I was looking at the cut of a new quick-action triple valve a short time ago, the invention of Mr. Herbert M. Lofton, of Savannah, Ga., and it struck me as being a great improvement in triple valves. It seems to me that this triple is capable of doing all the work of the standard Westinghouse triple, although it is so simple that a child could understand it, and it has so few parts that one wonders what in the world is the necessity for all the parts of the Wes-

tinghouse triple when he examines this one. The principal claims made for this new valve are—quoting from the circular advertising it—"its simplicity, the absence of delicate parts liable to get out of order, the small number of working parts, and the ease with which they are accessible for cleaning and repair." Some such a triple as this one is needed badly; the tendency to complexity has been carried too far; the simple foundation principle of the air brake does not require so vast an amount of complex and indefinite machinery for the purpose of putting it in successful operation. But it is not at all likely that any device which represents a very radical departure from the Westinghouse apparatus stands any reasonable show of obtaining recognition to correspond with its merits. That is one of the beauties of the monopolistic régime we are living under. It is stated on good authority that there are many improvements in telegraphy—some of them of vital importance to the public—that the Western Union has bought up, or repressed in some way or other, so as to hold the field with their old instruments and shield itself from the competition of the new. It is some such condition as this, I imagine, that surrounds the air brake situation. The Westinghouse people are in practical control of the field, and by buying up or repressing improvements which promise to compete with their own instruments they may continue their apparatus in use until such time as it appears profitable to them to make a change. This, in spite of any benefits which might accrue to the railroad, and to the public at large, by reason of the introduction of such improvements. Outside of Westinghouse circles the inventor of air brake machinery stands a mighty poor show of getting any benefit out of his inventions. Thus the world must wait for progress until the millionaires are ready for the curtain to go up. *W. P. Burland.*

#### MONEY FOR THE EXTRA MEN.

If all governments who own the railways follow the practice of Brazil in purchasing big engines woe betide the poor fire boy—unless, like Brazil, they furnish two boys to the engine. The Brooks locomotive works are now constructing a class of engines which *Locomotive Engineering* aptly dubs mastodons. This publication gives the following information regarding these engines: "The cylinders of the engines are 21x26. The steam ports are 18½ in. long, 1½ in. wide and the exhaust port 3½ in. wide. Richardson balanced valves are used with ½ in. lap and 1½ in. lead. Driving wheels are 54 in. in diameter, with 9 in. axles. The boiler is 28 feet 7½ in. long, the smallest ring being 68 inches." The total weight is 170 000 pounds and is a mass of brass bands and casings. Wonder if the oldest man will kick for her."



## POETICAL MECHANICS.

THE CONFESSIONS OF "SHANDY MAGUIRE."

(Daily Telegraph, Harrisburg, Pa.)

TO WILLIAM E. LOCKWOOD.

Friend Lockwood, while the night is young,  
I have a ditty yet unsung.  
Just give me your attentive ear,  
Un il its music you will hear.  
I've often scrimmaged through my head,  
In search of rhymes ere going to bed,  
To dress up subjects rude and rough,  
Which I considered pretty tough;  
But, dear old friend, just now I find  
A nut to crack of hard st kind;  
To frankly tell you what I think,  
In language smeared with printer's ink.  
About that "Quest" you harp on so,  
Your everlasting hammer-blow.

I've often watched the wheels revolve, and sat  
With doubtful fancies 'neath my hat,  
As round and round they'd spin amain  
Before a swiftly moving train;  
I've often thought I felt the crack  
Parading up my aching back,  
Around my shoulders, ribs and sides,  
On ne'er-to-be-forgotten rides;  
I'd hear a thump above the din  
Of rolling wheels as on I'd spin,  
And from a heart o'ercharged with woe  
I'd say, "That's Lockwood's hammer-blow."

When joints were rough in early spring  
I'd feel some jarring round me ring;  
And when I'd too many cars,  
The thumping almost reached the stars.  
A deadhead often in the cab  
Would fire at me his fluent gab  
About the rods at every throw,  
Till told of Lockwood's hammer-blow.  
The engine foreman once got on,  
I almost felt my job was gone.  
He sat uneasy on the seat,  
And seemed affected with the heat—  
At least I thought so—till he said:  
"Instead of snoring in the bed,  
Key up your rods, your wedges set,  
Or on the carpet you will sweat."  
"Why, you're mistaken," I replied,  
"That jar you feel when open wide  
Is not from rods unkeyed, I'm sure,  
Besides the wedges are secure:  
Just watch the crank on downward throw,  
You'll find it's Lockwood's hammer-blow."  
Old friend, I took your name in vain;  
That chap he jumped the moving train.  
And muttered as he struck the ground:  
"How some men let their engines pound."

To legislative halls you go  
Expounding on the hammer-blow  
With railway presidents you're free  
To call at will, and make them see  
The strain on bridges, and on rails!  
When hammered by revolving flails;  
In institutes of science, too,  
Tough problems they receive from you:  
You've got a flowery gift of gab  
To win the heroes of the cab—  
And may you live for many years  
The sterling friend of engineers—  
And I shall pray that, ere you die,  
You'll look me squarely in the eye,  
Conviction flowing from your lips,  
Devoid of any verbal tips,  
And showing me, beyond a doubt,  
That you have solved the problem out,  
Just where to find and how to go  
To catch your famous hammer-blow.

Shandy Maguire.

September, 1894.

MR. EDITOR:—Bro. Fennell (Shandy Maguire) makes a loud call upon me to show him

"Just where to find and how to go  
To catch your famous hammer-blow."

Bro. Debs said or wrote to me, "the boys" are getting a little tired of the hammer-blow question, suppose you give them a dissertation on valve motion. My reply was: "So long as locomotives are counter-balanced in the present ignorant manner, I propose to keep up "protestation," "agitation," "demonstration," and time will bring about "revolution" in locomotive mechanics." Recent investigation goes far to convince me that the "Centrifugal Lift and Tangential" throw of the counter balance in a locomotive driving wheel may be worse in some regards than the hammer-blow. I begin with the intention of complying with "Shandy's request, "and showing me, beyond a doubt, that you (I, and others) have solved the problem out." The Purdue University at Lafayette, Ind., has done a grand work in the solution of this problem, by what are known as "shop tests." Just as these were bearing rich fruit misfortune came and fire destroyed the labor of years. Phoenix-like, she has risen from the ashes and is again restored and "ready for business at the old stand." Before this destruction, however, some tests were made which determined, with a 85,000 lb. Schenectady locomotive, on the locomotive testing machine, that the hammer-blow of the counter balance hammered a three sixty-fourth ( $\frac{3}{64}$ ) inch steel wire as flat as a piece of paper, while the lift of the same left the wire a circle, showing the driver left the rail by this action. If these shall lead to further tests in accordance with the recommendations of the committees of the Franklin Institute and American Railway Master Mechanics' Association, I believe these will prove my predictions more than fulfilled. The public and railway men owe a great debt of gratitude to Purdue University, and also to Professor William F. M. Goss, Director Engineering Laboratory, under whose charge the tests were conducted, and will be continued. Professor Goss has just sent me a recent pamphlet issued by the institute, entitled "Locomotive Testing at Purdue University, Lafayette, Indiana, 1894," with three photographic views of the locomotive "Schenectady" resting on the testing machine. 1st. A head view. 2d. A side view, with the wire passing under the front driving wheel. 3d. A photograph of the locomotive in the ruins after the fire. There are six other plates relating to the plans and details of these tests, besides eleven pages of printed matter.

The confessions of "Shandy Maguire," dedicated to myself, are those of a locomotive engineer in good standing with the Delaware, Lackawanna & Western R. R. residing at Oswego, New York, and last but

not least he is the acknowledged poet laureate of all the railroad brotherhoods. The way he captured the audience at the Locomotive Firemen's convention at Harrisburg on September 10th he might claim that other title, "Poet Lariat," for he surely "noosed" them. After Shandy's poetic confessions he still wants to know "just where"

"To catch my famous hammer-blow."

Let him, or for that matter, any lodge of locomotive firemen, or division of locomotive engineers, send to Professor Goss for a copy of the data herein referred to, and keep this on file in the lodge and division rooms. And further let the 60,000 men in these two brotherhoods heartily aid and support Purdue University in this grand undertaking. First, with their influence. Second, with their means and votes if necessary. This subject seems to be coming to the front again, if I may believe the recent photographic conditions of track as shown in the *Railroad Gazette*, and the confessions of "Headlight" and "Bridge Engineer" therein and relating thereto. This subject ought to interest and instruct the American "International Association of Railway Superintendents of Bridges and Buildings," who hold their next annual convention at Omaha in October.

*William E. Lockwood.*

Loch Erie, Glen Loch, Pa.

#### An Air-Brake Test.

Brother G. A. McLean, of Salt Lake Div., 222, sends us the following account of an air-brake test, which will no doubt be of peculiar interest to many of our brothers who are continually facing the danger of a "run-away" on our mountainous roads:

Mr. John M. Hurst, master mechanic of the Salt Lake & Hot Springs Railway, has invented an improvement on the Westinghouse automatic air brake, which, in the opinion of a number of prominent railway men who recently witnessed a practical test of the device on the line of the Utah Central Railway, bids fair to create entirely new possibilities in railroading on heavy grades. The invention is nothing less than a device whereby a continuous pressure is maintained on the brakes, after the application at the engineer's valve has been made.

In the Westinghouse automatic air-brake systems, the application of the air partially exhaust the supply of air carried in the auxiliary reservoirs, and in order to recharge these auxiliary reservoirs it is necessary to release the brakes, all but a pressure of fifteen pounds, and it is during these periods when the process of recharging is going on and the brakes are not fully applied, that the momentum of the train in-

creases. That these frequent releases of the brakes is a strong element of danger in railroading in a mountainous country is witnessed by the frequent disasters that have been the result of trains running away on heavy grades. These disasters are not altogether results of faulty construction in the Westinghouse brakes, but are frequently caused by faulty manipulation on the part of the engineer.

With Mr. Hurst's device the chances of improper manipulation are eliminated. The only safeguards that the railways have against such occurrences is that of reducing the down hill load behind an engine to a given number of cars, the number varying according to the different grades that have been encountered. Mr. Hurst's device effectually eliminates this dangerous element, and it was to give railway men an opportunity of passing on its merits that General Manager McGregor recently ran a special train from Salt Lake to Park City over the Utah Central Railway, on which road the appliance has been in continuous use since last December. The party was composed of General Manager McGregor and General Superintendent Mackintosh, of the Utah Central; General Superintendent Bancroft, Master Mechanic Patterson and General Air-Brake Inspector Theo. A. Hedendahl, of the Union Pacific; General Manager Simon Bamberger and Master Mechanic Hurst (the inventor of the device), of the Salt Lake & Hot Springs Railway; Mr. I. M. Burgoon, a prominent Eastern railroad man; Mr. George Goss, formerly chief engineer of the Rio Grande Western Railway; several prominent Salt Lake business men, a number of ladies and the *Tribune* reporter. Invitations had been extended to General Superintendent Welby and Master Mechanic Lamplugh, of the Rio Grande Western, but neither of these gentlemen were present.

The train consisted of an ordinary coach and the general manager's private car, in the observation room of which two ordinary duplex air gauges were attached to the train pipes, so that the occupants of the car could at all times read the pressure carried in the main reservoir and could note the pressure in the train pipes when the brakes were applied. Engineer Arthur Edison was at the throttle, and it depended on his intelligent handling of the air whether the peculiar merits of Mr. Hurst's device should be displayed to the best advantage.

The trip up Parley's canyon was without incident, and it was not until the down grade on the other side of the divide was encountered that the air was applied, and the experts had a chance to make notes on the value of Mr. Hurst's patent. Down the long stretches of  $2\frac{1}{2}$  to 4 per cent.

grade, from the divide to Park City, the eyes of the railway men were fastened on the two air gauges in the car, and every application of the air and its result was noted. The hand indicating the pressure on the brakes would show an application of 20 or 25 pounds to the square inch, and would remain at that figure until it was the pleasure of the engineer to increase or decrease the pressure; whatever application was made, could be maintained indefinitely, and the brakes never be released for the recharging of the auxiliary reservoirs, as in the ordinary automatic brake.

The best test was given on the return trip, when the steep grades that are a feature of the Utah Central on the Salt Lake side of the divide, had to be descended. The maximum grade here is 7 per cent., and application of 40 pounds pressure were frequently necessary to keep the train under control. Whatever the application, however, the apparatus did not fail to maintain it at that figure until changed at the engineer's valve.

This performance fulfilled all the promises Mr. Hurst had made for his invention, and he was congratulated by the railway men on having so successfully surmounted the greatest obstacle of the ordinary automatic system, and one which had been attempted by intelligent air-brake specialists all over the United States.

The device does not in any way displace the Westinghouse automatic brake, as the pump, engineer's valve, triple valve, auxiliary reservoirs and brake cylinders are all Westinghouse. Its features are the addition to the regular air-brake equipment of the engine of a small cylinder and a double train pipe instead of a single, as in the ordinary brake. The addition to the cars is simply the double train pipe, and the disadvantage attached to two couplings for the double line has been overcome by a specially designed duplex coupling, by which both air hose are connected as easily as in case of the single pipe.

The purpose of the second line of pipe is to retain the air in the brake cylinder while the auxiliary reservoir is being constantly recharged from the main reservoir on the engine, without varying the brake power, unless desired by the engineer. The device also economizes in the running of the air pump, as no air is lost except when the brakes are released for the purpose of increasing the speed of the train on a descending grade.

Further, the cars equipped with the Hurst improvement can be coupled indiscriminately with cars carrying the ordinary brake, without interfering in any way with the automatic features of either.

While yesterday's trip was undertaken

for the purpose of exhibiting the practical workings to prominent railway men, it was for the more immediate purpose of obtaining an opinion from Mr. Theo. A. Hedendahl, the air-brake specialist of the Union Pacific, than whom there is probably no higher authority on air-brake matters in the United States. Mr. Hedendahl's opinion will, therefore, be accepted by most railroad men as that of a strictly impartial judge. He states that the end which Mr. Hurst's improvement accomplishes is one that has been eagerly looked for by all progressive railway men, and in his opinion there is no doubt left, since the test, but that the problem of a continuous application of the brakes by air has been solved. While he does not claim perfection for the device in all its details, he is unqualified in his opinions as to its efficiency.

Mr. Hurst has labored for years on this problem that is now so signally demonstrated, and is very naturally elated over the good opinions of the high authorities who witnessed the tests—*Locomotive Engineer's Journal*.

#### Inter-state Commerce Report on Government Ownership of Railroads.

In compliance with a resolution of the senate, introduced by Senator Pettigrew, the interstate commerce commission has compiled some data regarding the ownership of railroads by foreign governments. This is summarized as follows:

It appears that ten countries do not own or operate railways, viz.: Columbia, Great Britain and Ireland, Mexico, Paraguay, Peru, Spain, Switzerland, Turkey, the United States and Uruguay. The following governments own and operate some of the railways: Argentina, Australasia, Austria-Hungary, Belgium, Brazil, Canada, Cape of Good Hope, Chili, Denmark, France, Germany, Guatemala, India, Japan, Norway, Portugal, Russia and Sweden—18. The following governments own part of their railways, but do not operate any, leasing all the present mileage to private companies, viz.: Greece, Holland and Italy—three.

Though not inclined to be accurate, it is believed that the foregoing summary represents an approximately correct statement of the relation of the various government to the railways of the world.

#### RELATIVE CHARGES.

The relative rates charged for freight and passenger service on the government owned railroads and the other facts cited in connection with such roads are calculated to afford little encouragement to the advocates of government ownership. A comparison of passenger charges per mile shows an average in Great Britain of 4.42

cents for first-class, 3.20 for second class and 1.94 cents for third class. In France the average is 3.86 cents for first-class, 2.86 cents for second-class and 2.08 for third-class. In Germany the average is 3.10 for first-class, 2.32 cents for second-class and 1.54 cents for third class. In the United State the average charge is 2.12 cents.

The average charges per ton per mile are as follows:

	Cents.		Cents.
Great Britain . . . . .	2.80	Germany . . . . .	1.64
France . . . . .	2.20	United States . . . . .	1.00

The interest on capital invested in the several countries is as follows:

	Pr. ct.		Pr. ct.
United Kingdom . . . . .	4.1	Austria . . . . .	3.1
France . . . . .	3.8	Belgium . . . . .	4.6
Germany . . . . .	3.1	United States . . . . .	3.1
Russia . . . . .	3.3	The world . . . . .	3.2

#### SYSTEM OF OPERATION.

The system of operation of the railroads in different countries is indicated:

In Austria about 4 per cent. of the railway mileage is owned and about 73 per cent. is operated by the state. Upon the expiration of charters, not exceeding ninety years, the lands and buildings of the companies revert to the government, but the equipment remains the property of the private owners. Before a railway is opened it must be approved by the minister of commerce. The tariff of state roads are fixed by the government; those of the companies are subject to revision by the government every three years, and government has power to reduce rates if the earnings exceed 15 per cent. on capital.

In Canada about one-tenth of the mileage of about fifteen thousand miles is owned and controlled and operated by the government. For the year of 1892 the operation of the government lines resulted in a loss of over \$600,000.

At the present date by far the larger portion (about five-sixths) of the French railway system is operated by private companies, each company serving a definite territory and being comparatively free from the competition of other lines. But the railroad properties are ultimately to become the property of the government. This system is a mixed one of state and private ownership.

In Germany nearly 90 per cent. of the railway mileage is owned by the government. Under the law the government is required to manage the railways in the interest of general traffic on a single system. It may cause the construction and equipment of roads and enforce uniform traffic and police regulations.

#### IN GREAT BRITAIN.

In Great Britain and Ireland the government does not own the railways. There are stringent regulations provided by law

and administered by the railway commission and board of trade.

Italy has tried both state and private railroads, and has come to the conclusion that it is not advantageous to own and operate the railways. The result was a reorganization of the whole railway system. Under the present system private companies operate the state roads under contract with the government.

In Russia the government is stated to own and operate about 40 per cent. of the railway mileage. Nearly all of the railways owned by private companies have received subsidies from the government.

It is stated that in the United States several of the states have tried ownership in a limited way. Illinois constructed a road at a cost of \$1,000,000, but disposed of it for \$100,000; Indiana had a similar experience; Georgia owns a railroad, but found it expedient to lease it to a private company; Pennsylvania constructed a railroad from Philadelphia to Columbia, but subsequently sold it; Massachusetts, Michigan and several other states tried the experiment without success.

The inter-state commerce commission disclaims any original investigation of this subject, the report being compiled from existing sources of information.—*Roadmaster and Foreman.*

#### USES OF ALUMINUM.

Ten years ago the uses of aluminum was confined to a few articles, chiefly scientific instruments. Now the metal is employed in the manufacture of cooking utensils, dental plates, buttons, combs, brushes, boats, surgical instruments, army and navy equipments and a thousand and one fancy articles.

Germany's soldiers are to have aluminum buttons, says the *Army and Navy Gazette*. and the other metal portions of their uniforms are to be made hereafter principally of the new commercial metal.

In England a new dress fabric is to be made of peat fiber, and the Marquis of Lorne believes that the use of aluminum will also be extended to drapery goods. "since it can be drawn into wires finer than a hair and yet so flexible that they can be woven with silk." The metal is certainly remarkable for its lightness and tenacity.

Among the equipments of a polar expedition recently fitted out in England was an aluminum boat of 146 pounds, which afforded accommodations that could not have been supplied by a boat of less than 800 pounds if made of any other metal. The barometers, cups and many other articles taken on the journey were made of aluminum.

According to the *London Engineer*, experiments are to be made with a pontoon

bridge made of aluminum at the next German army maneuvers, and the *Court Journal* reports that France will soon launch a torpedo boat made of aluminum.

In France aluminum pencils are made that write on glass. A permanent tracing is made, or one which is practically permanent. It can be removed with hydrochloric acid.

In Austria a pyrotechnic mixture containing aluminum is used for obtaining a very strong light. Photographers use the mixture in photographing at night.

The price of aluminum has been going down steadily with the discovery of new processes of reducing the metal from the crude clay or ore. A quarter of a century ago the price per pound was over \$16, and as late as the early part of 1888 it sold in this country at \$8. That year the price fell to \$4 and it has been falling steadily ever since until now the metal can be bought as low as 50 cents a pound. This is quite a reduction from \$16, or even from \$8, the prevailing price less than seven years ago.

St. Louis is particularly interested in this new metal for several reasons. The largest plant in America for reducing or extracting aluminum from the ore is a St. Louis concern. Its capacity is more than ten times that of the next largest aluminum plant in the United States. We have here too, several manufacturing establishments that use aluminum in the articles they manufacture.

And, then, St. Louis promises to be one of the chief producers in this country of the ore from which the metal is extracted. Our fire clay yields from 30 to 50 per cent. of aluminum. Outside of Missouri the best deposits of the available aluminum ore are in Arkansas, Georgia and Alabama.

#### WHY WAGES ARE REDUCED.

On the heels of the official report, says the *American Machinist*, certifying to the stealings in connection with Northern Pacific dealings, comes the report of the institution of a suit to recover nearly twelve millions of dollars charged to have been "wrongfully appropriated" by means of manipulating Hocking Valley railroad bonds, and it is explained "how a syndicate made \$11,589,000 without putting up a dollar.

The same paper contains accounts of numerous business failures attributable to increasingly fierce competition, and suicides of honest and industrious men and women, discouraged at their inability to find work to do by which they could earn an honest living.

Recent events seem to be pointing to the necessity for more governmental supervision of a service which has become an ab-

solute necessity to our modern civilization, and in which there cannot in the nature of things be free competition. This governmental interference, supervision, or ownership (whatever form may finally develop) may be looked upon as a necessary evil, but it would be hard to show that the probable evil would be nearly so great as the present system of speculation, discrimination, corruption and robbery. More rascality has been uncovered within the past few years in connection with railroad management than has been connected with the postoffice department in its entire history, and there is evidence that the people are becoming thoroughly alive to the evil and determined to right it in some way.

#### RAILWAY STATISTICS.

Through the courtesy of Mr. Edward A. Mosely, secretary of the Inter State Commerce Commission, the *MAGAZINE* is in receipt of the sixth annual report of the statistics of railways in the United States for the year ending June 30, 1893.

From a summary of railway mileage, published by states, it appears that there was in operation on June 30, 1893, 176,461.07 miles of track in the United States. "This shows an increase during the year," says the report, "of 4,897.55 miles, being an increase of 2.80 per cent. The previous report showed an increase during the year ending June 30, 1892, of 3,160.78, being an increase of 1.88 per cent. over the mileage of the year 1891. The rate of increase from 1886 to 1887 was 9.08 per cent.; from 1887 to 1888, 6.05 per cent.; from 1888 to 1889, 3.22 per cent.; from 1889 to 1890, 4.78 per cent.; and from 1890 to 1891, 2.04 per cent. By a comparison of the rates of increase for the years named with the rate for the year covered by this report, it appears that railway construction during the twelve months ending June 30, 1893, stands below the average of construction for the six previous years. It is, however, in excess of the rate of increase for the accounting year immediately preceding, and probably indicates a turn in the curve of railway construction.

"The state of Washington leads in construction with 556.32 miles; Montana shows an increase of 409.66 miles; West Virginia of 365.01 miles, and Texas of 298.97 miles. The other states which show an increase in mileage in excess of 100 miles are California, Florida, Indiana, Michigan, Minnesota, Missouri, New York, Ohio, Pennsylvania, Wisconsin and Wyoming. The states of Kansas, Oregon, the territory of New Mexico, and the District of Columbia, show a slight decrease in mileage, due to remeasurement of main lines or abandonment of small, unimportant lines.

## WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER.

Letters for publication should be directed to Mrs. Ida A. Harper, Stanford University, California.

### THE MODERN WOMAN.

The daily newspaper is perhaps the best expression we can find in regard to social conditions. It does not pretend to offer a solution of the perplexing questions but it makes a record of them, and it portrays with accuracy the general progress of people and affairs. The constant reader cannot fail to be impressed with the change that has taken place in the newspaper with regard to women. In olden times women received no special recognition and, in fact, were scarcely referred to except when sold out for taxes or advertised by some vindictive husband as having "left his bed and board." Eventually the "Woman's Corner" or the "Woman's Column" was adopted by a few enterprising papers, which consisted of various recipes for cooking, a few hints on crocheting, and some masculine advice on the care of household and children. The evolution has been rapid. To-day the largest and most influential newspapers in the country devote an entire page to subjects exclusively pertaining to women and on almost every page is more or less reading matter in regard to questions directly concerning women. One of the large San Francisco dailies, a few Sundays ago, looked as if it might be a "woman's edition." There were pictures of women on nearly every page, and if the matter directly concerning men and directly concerning women had been placed side by side, I think the latter would have occupied the greater space. There is scarcely an edition of the prominent magazines that does not contain one or several articles on the various aspects of the "woman question."

The increase in quantity of such writing is no more noteworthy than the complete change in the character of it. We still find the cooking recipes, some of them very good and some very bad; in the dead of winter a column on canning and preserving fruits; in the middle of summer, on making mincemeat and plum pudding; directions for preparing an elegant dinner in twenty minutes, although some of the articles would need two hours for cooking; how to live luxuriously on fifteen cents a day, etc. And yet, on the contrary we have a great many scientific, practical and valuable articles on the preparation of food. The directions for fancy work still occupy considerable space, and although many rooms would be improved by the absence of most of these things, and although they

can be bought about as cheaply as made, yet they serve to occupy the time of women who would not use it in doing anything more useful. The fashion articles, while sometimes absurd, are in many instances of considerable benefit, especially to women who live away from cities and have no opportunity to see the shop windows and the walking fashion plates. Since these departments, for the most part, have been placed in the hands of women, most of their absurdities have disappeared. I remember in times past, that frequently the young men in the newspaper office would come into my editorial sanctum, where I was writing perhaps an article on "European Politics" or "The Present Campaign," and ask me to help them out of the dreadful muddle into which they had gotten their fashion column or their woman's department. And then I would have a quiet smile, all to myself, over the "small capacity of the female intellect."

The most significant change, however, is apparent in the different attitude toward the pursuits, the habits, the dress, and in fact all that goes to make up the life of the modern woman. Formerly but one type of woman was recognized, the purely domestic and effeminate. All women, no matter what their ability, taste, disposition or surroundings, were forced into this mold. But of late years there has been a complete revolution. We will not refer to the entrance of women into the industrial world or into the realms of the higher education. These subjects have been fully discussed in this department, but will illustrate the point we wish to make by several examples.

This is the age of the athletic woman. The clinging-vine type, who "swooned" and "burst into tears," and prided themselves on having the consistency of a jelly fish, have faded away and a new order of womankind has taken their places. The woman who is not athletic is not "up to date." All first-class girls' schools nowadays are supplied with a gymnasium and the girls have their tennis clubs, their boat clubs and their "basket ball," which is a modified foot ball game. I was never so much impressed as this summer with the popularity of the athletic girl. The one who could ride horseback, swim, bicycle and play tennis, was the one who was in constant demand. The wives who had most attention from their husbands and who seemed to have the best time were those who could enter into every pastime, and did not have to sit on the hotel veranda all day in a rocking chair while the husbands were off enjoying life. One of the happiest couples I met were some fashionable people from New York, who had travelled over the world and had come out to California on a hunting tour among the mountains.

had been sleeping in cabins and roughing it after the manner of hunters. She would follow the hounds all day and come into the hotel dining room in the evening arrayed like a princess. The newspapers are taking up and advocating hunting as a pastime for women. The *Chicago Herald*, which is, perhaps, as representative of progress as any paper in the country, has had several long articles lately on the subject, illustrated by pictures of women in handsome hunting costumes. In a recent article the *Herald* says:

If anyone had suggested to the grandmothers of long ago that a granddaughter of theirs would handle the rifle with as much ease and skill as that exhibited by her brother, he would have been mercilessly ridiculed. One change in the girl of to-day which makes her doubly attractive is the ability to enter into outdoor sports of any kind and still retain her love and delight in everything that is feminine.

After describing some excellent cases of marksmanship, especially among Western women, the article says:

Yet all these sports are entered into in a way that is delightfully feminine. The nicer sensibilities of the woman are in no way affected by the strength of nerve and physique acquired, but rather intensified. And that indescribable charm of womanhood, a mixture of independence and still dependence, without which she is a bore to the average man, is a noticeable attribute in the sportswoman of to-day.

It is hardly probable that hunting will become universally popular among women. There is a decided sentiment among many of them that it is cruel to hunt game merely for the sport of it. The *Herald* suggests that women should learn to use firearms as a protection against burglars and because they go about so much alone nowadays. Perhaps the woman of the future will not scream at the sound of a pistol or go into spasms at the sight of a mouse.

From a syndicate article used by many large papers, entitled "Some Smart Women Whips," we learn that "this is the era of the woman and the horse," and that "in the smart set the women who cannot drive one horse or two is the exception, while many can drive a tandem or four in-hand." Well, our great grandmothers drove an ox cart and our grandmothers could take Dobbin and go to church. From this, by evolution, comes the *fin de siècle* girl holding the ribbons over her four in hand, while the public applauds. The lady driving her carriage, the girl with her dog cart are an every day sight. This summer I boarded at the house with a beautiful young lady, a belle in Chicago society. She had come to California on a pleasure trip, become fascinated with it and bought a rancho. Every morning she jumped into her cart, picked up the reins and dashed off to her rancho, where she spent the day. She was building a house, setting out lemon and olive groves and making a beautiful place, without any assistance except what she paid for by the

day. This was unheard of twenty years ago, indeed, one might say ten years ago. It is one of the many straws showing the current toward the independence of women.

The bicycle is literally a "wheel of progress." All of us recollect distinctly the protest that was made when women first began to use it. A bishop in the Methodist church published a warning to women not to "unsex" themselves by riding a bicycle. It was too good a thing, however, to permit men to monopolize. The women concluded they would run the terrible risk of being "unsexed," and now there are thousands of women in this country and Europe who are enjoying the convenience and delight of this little machine. In a short time it was found that both were seriously interfered with by the inconvenience of the conventional woman's dress, and a few progressive women set to work to devise a safer and more convenient costume. Instantly the old fogies broke forth afresh. The newspapers joined in the clamor of ridicule and denunciation. Now the women were going to "unsex" themselves for sure. They must not discard the long skirt that made it awkward, dangerous and almost impossible to mount a wheel, because, well, because it would "unsex" them. The wagger may be safely made that if any man would put on a woman's dress skirt and try just once to mount a wheel, he would be forever afterwards a strong advocate of a short or divided skirt for bicycle riders. The better class of newspapers soon recognized this need and now they use columns in illustrating the different designs of bicycle dresses and advising their adoption.

I heard a number of gentlemen, this summer, approve of the "cavalier" style of riding horseback, for women. This, of course, would necessitate the divided skirt. This question has not attracted so much attention because comparatively few of our American women ride horseback, but it has everything to commend it. The uncomfortable and unhealthy position of a woman sitting sideways, the heavy and cumbersome riding habit, making her entirely helpless in case of an accident, should have been abolished long ago, indeed, should never have been adopted.

It was the intention to give a number of other illustrations of the changed sentiments, the exploded theories, in regard to women, but this article is so long that they will have to be deferred until next month. There are innumerable instances to show that the athletic girl is having her "inning" at the close of the nineteenth century; physical exercise means health and strength, bright eyes, clear complexion; it strengthens the nerves and cures "the blues"; by bracing up the system it gives broad and

cheerful views of life; it makes all kinds of burdens easier to be borne; it cures pessimism. In thinking of all the generations of women who have known only the exercise that is found in hard work, we can but exclaim, "O, the pity of it, the pity of it."

#### LIFE INSURANCE FOR WOMEN.

This subject is beginning to attract considerable attention and the insurance companies are making investigations as to the advisability of taking risks on women. At first the sentiment was strongly against it, and they are still refused by many companies. The railroad accident companies will insure women only against death and not against accident. That is, if a woman is killed the money will be paid to her heirs, but if she is injured, no indemnity will be allowed, even if it is shown that she is dependent upon her labor for her support or that others are dependent on her. Not many of the other accident insurance companies will insure her against anything but death. A few will allow weekly payments in case of accident, if she is engaged in some wage-earning occupation, but no value is placed on her services in her own household.

One objection to insuring women is that they have no "monetary insurable interest," that is their death would cause no financial loss to anybody. Now that we have probably 4,000,000 women in this country engaged in wage-earning occupations, outside of domestic service, this objection should begin to lose its weight. A second charge is the difficulty of securing thorough medical examinations and that women will not always tell the truth about their health. Perhaps they are like the man who being asked by the judge, "Guilty or not guilty?" replied, "Your honor must find out from the evidence." A man also would conceal his physical disabilities as far as possible from the medical examiner, (unless he were applying for a pension.) The life of financial dependence that has been forced upon women, the necessity of obtaining money by begging for it or by various kinds of deception, and the fact that, by having property placed in her name and by other tricks she is made to serve as a shield for man's dishonesty, make it not surprising, if, as one writer expresses it, "many women have the idea that the foundations of business are fraud and deceit, instead of honesty and integrity."

It was supposed, for a long time that the rate of mortality was greater among women, but this has been entirely disproved by statistics. Women live to a greater age than men and the death rate is smaller. Insurance statistics show the death rate per annum in each 1,000 to be 2.45 per cent. greater among men. The fraternal orders which have admitted women have found

them better risks than men. The Knights and Ladies of Honor, which contains the largest women membership, has this testimonial from its medical examiner. "The death rate each year, without exception, has been less among women than men, and, from a medical standpoint, I would urge the order to increase its ranks as far as possible from women." The perils of maternity have been considered a vital factor in increasing the death rate among women, but these have been largely overcome by the progress in medical science. The best authorities agree that "the dangers, exposures and various vicissitudes to which males are subjected, together with the evils of intemperance, more than counter-balance the risks of maternity."

An objection which underwriters recognize as important is that "husbands insure wives for the purpose of putting them out of the way to get the insurance." A prominent writer says:

It seems that the moral risk of insuring women is far greater than the physical; not that the woman herself is morally a risk, but that the avaricious tendencies of her husband make it a hazardous experiment. Permitting a husband to put a moneyed value on his wife is fraught with danger which has not been anticipated by loving, unsuspecting wives with their husband's welfare at heart. One large insurance company discovered a great increase in the mortality of their female risks, and upon investigation came to the conclusion that men are not to be trusted.

It is men, not women, who make this charge. The evolution of women from the position of a chattel to that of an independent individual has been in progress for centuries and is not yet accomplished.

#### EDITORIAL NOTES.

Since our last writing, the New York Constitutional Convention has gone on record as opposed to woman suffrage. The suffragists decided to rest the case simply on an amendment which should give the people an opportunity to vote on the question. This the convention refused by a vote of 97 to 60. It was not asked that women might be allowed to vote on the amendment but simply that it might go before the male voters for a decision. The action of the convention cannot be interpreted in any other way than that they were afraid the measure would carry. If there had been a chance of its being voted down, this would have been the easiest way of disposing of it for a number of years. The most despotic governments pay some regard to the right of petition but in this case a petition, signed by 625,000 persons over 21 years of age, received no consideration. So large and representative a petition was never before presented to a constitutional convention. The petition remonstrating against the suffrage was signed by 15,000 names. The action of the president of the convention, Joseph H. Choate, was



a great surprise. He was on record as in favor of women suffrage and its friends were rejoiced to have him in the chair. In the making up of committees and in every possible way he used his influence against the measure. He is a candidate for governor of New York, which possibly explains it. Of the 97 votes against it, 75 were cast by Republicans and 22 by Democrats, of the 60 in favor, 33 were Republican and 27 Democratic. It will be seen therefore, that the defeat was due to Republican votes. It is not probable that any further effort will be made to secure favorable action from the convention, but the forces will be centered on the next legislature. An amendment from this source will be just as effective. The campaign has been highly educational, the suffragists are well organized, there is a wide sentiment in favor of it, and there will be a strong attempt to elect men to the legislature who will vote for suffrage. Unfortunately women have only a negative influence, the men will do the voting, and it is the voting which counts.

According to the despatches both Governor Lewelling and Mrs. Lease, of Kansas, travel on railroad passes. One of two things might be expected, either that they would cease their attack upon the railroads or decline to accept favors from them. Mrs. Lease is quoted as saying:

All this talk that the women will improve the politics of the state is foolishness. We are no better and no worse than men. Women will call each other liars on the platform just like men. They will ride on passes just like men. You will find the worst set of cat-scratching cut throats among women that you can find anywhere.

Mrs. Lease should speak for herself alone. She is reported to have called Mrs. Diggs a liar on the platform. There is no other case on record in this country of such a thing being done by a woman on a public platform. The World's Fair Woman's Congress was the largest body of women ever assembled, but there was not a word spoken during its week's sessions that was not of the most dignified and harmonious nature. The Woman's Council, with hundreds of delegates, has met several times in Washington without one word on its platform that could be criticized by the most fastidious. The Woman's Christian Temperance Union has held mammoth conventions for twenty years without any "clawings" or calling of names. The suffragists have been holding large annual conventions since before the war without a single instance of undignified language or beligerent demonstration. The World's Fair Board of Lady Managers had some excited sessions but there was no calling of names or physical contests. The women of the country must emphatically decline to be designated by Mrs. Lease as "cat-scratching cut throats"

unless she can produce some examples besides herself to prove her charges.

We have had no more significant instance of the influence of women than in the defeat of Colonel Breckenridge for the Congressional nomination in Kentucky. It is true the combined influence of the clergy was against him, and that there was a certain amount of moral sentiment opposed to him among the other men of his district, but the general comment upon his defeat was, "The women did it." By every respectable method they worked against him. Never before did women take so prominent a part in a political campaign. They worked through the press, the pulpit, the public meeting, the clubs, the prayer meetings, the homes, and they accomplished their object. If they had had the ballot themselves, they could have done it with one-half the effort. If the women in all the districts in the United States, which are represented in congress by immoral men, should make a similar fight, there would be, to put it mildly, a general uprising from one end of the country to the other. In Colonel Breckenridge's case the sin of morality was intensified by his shameless effrontery and defiance. When women can express their sentiments by means of a vote, we shall have an entirely different class of candidates, and consequently a radical reform in legislation.

The committee on pensions has reported favorably Senator Peffer's bill to pay the pension to the wife where the husband is a habitual drunkard or neglects to support his family. This ought to be done, but the bill never will receive a majority vote.

The Republican state convention of Idaho adopted unanimously a woman suffrage plank. If the American sisters can secure enough of these planks they may be able to "get in out of the wet."

#### *For Baby's Sake.*

I do wish, for the mother's benefit, there was some way to keep baby's birth a secret. Or, better, I wish everybody had sense enough to stay away, and let baby and its mother alone. It isn't the first baby and it won't be the last unless Gabriel blows his horn as soon as the event is over. Previous observation has taught me that babies are usually either girls or boys, and weigh from five to fourteen pounds. They are generally bald headed and toothless. It won't die if you do not see it at once, but its mother may if you do. It really is none of your business whom it favors, nor what color its eyes are. No doubt it is awfully cute and ugly, all babies are. I think its mother would be very glad if you didn't

call until she was able to set up; although she may be too polite to tell you so. She needs rest and quiet and so does baby. Wait a week or ten days, then make your visit short. If baby is asleep do not disturb it, if it is awake look at its clothes so you can tell exactly how they are made and the probable cost. Of course you must see its cute little feet and its fat little legs, because it might be deformed if you did not. Of course it has got the hives and will die unless you prescribe some of the nas y tea that saved the lives of your own brood. But let me beg of you do not take baby up and kiss him; baby may not like the smell of your breath, and I know many wise mothers who do not like to have their babies kissed even by their friends. Babies have some rights which people ought to respect. They belong to their parents and are not public property, admire them to your heart's content, but, hands off, if you please. Babies are all very much alike, so don't worry over the next one in your neighborhood. If you do not see it for two weeks, the sun will rise in the east and set in the west, as usual. *Mrs. M. Orrell.*

MURPHYSBORO, ILL.

#### *The Rights Women Should Use.*

What great and grand rights the women have if they only would use them for the social purification of the world and quit that senseless clamoring for more, when they already possess enough rights to make a great change by banding together into one universal society. In union there is strength. The young men, for instance, may live a debauched, fast life, and many of them laughingly remark when remonstrated with for their evil ways, "Oh! don't you know the dear girls like us only the more the worse we are?" Think how we must be deteriorating in social ideas, if the girl of the period is thus spoken of. The young ladies of a certain Eastern town set a very laudable example worthy of following by all other places. They clubbed together and made resolutions to not speak or in any way notice the male portion of the population, until they gave up saloons and all vices. There was some ridicule and rebellion among the young men for quite a while. But upon seeing the girls were firm they became very tired of their enforced retirement from all social intercourse, gave in and reformed, which I think a great victory for the ladies and shows what rights for good or evil they possess. If they all would join in expurgation a vast improvement would be the result. With better men the consequence would be a better government, and there would be no need of further advocacy of woman's going to the polls.

*Mrs. S. Pattison.*

EL PASO, TEXAS.

#### **TO THE READERS OF THE MAGAZINE.**

Dear readers of the FIREMEN'S MAGAZINE.

It is very plainly to be seen  
That in your heart has crept the thought,  
That life for me is sorrow wrought:  
That I am sad the whole year 'round:  
The joys of earth I ne'er have found:  
And in the kindness of each soul,  
With tender words you oft console  
And sympathise with me, thus sad,  
That love of man has ne'er made glad:  
And when you read my sad, sad rhymes,  
Perchance you think my heart now pines,  
And grieves and sighs o'er blighted hopes,  
(For much I write would thus denote),  
Or that, mayhap, some faithless swain,  
Has torn and rent my heart in twain,  
And to relieve my feelings, I  
Have traced in verse so tenderly,  
The soul's keen pain o'er love's defeat,  
O'er which sad tears I oft must weep:  
This is the picture you now see  
In fancy's realm, or Mrs. B—.  
And now kind friends do you believe,  
If e'er in love I'd been deceived,  
That I would write in such a strain  
The world's cold sympathy to gain?  
I'd sooner shield the soul's keen pain,  
By writing in a mirthful vein.  
The sorrows of life fall to our lot,  
Though heart and lip betray it not,  
And I, perchance, have had my share,  
Yet no greater than others have to bear:  
So I write my verses whose sad refrain  
Is echoed and re-echoed again and again  
In the hearts of earth's toilers, where rests deep  
woe.

Whose burdens are heavy tho' we ne'er may know:

And now kind friends I'll bid you adieu,  
With the wish that no sorrows may come to you:  
Many thanks for your kind words written to me.  
And, for commiseration expressed  
For your friend, Mrs. B—.

*Mrs. Nellie Bloom.*

WEST OAKLAND, CAL.

#### *A Difficult Task.*

What shall we write about? This is a question which puzzles a great many of us. An essay of the school girl type is, so to speak "out of style" now, they are read in a careless, impatient manner by the majority, or still more often entirely ignored. Something startling or sensational is the only thing that will arrest the attention of the public in general. But those, who from year to year spend their lives in one place, performing the same monotonous routine of work, varied only by attending, occasionally, an entertainment or party except they are blest with an intellect above the average how can they write acceptably? Fresh fields and pastures new furnish material for the pen wielder. The tourist who is gifted with a good memory and can write entertainingly of his or her travels, is a favored person indeed. Nothing, I think, is more interesting, or enjoyable in the line of reading than a good descriptive account of some place or places made beautiful by nature, or the skillful hand of man. The articles we have been favored with from time to time by Mrs. Harper on subjects of this kind are invaluable. She has the faculty of making one almost believe that he has really been there also.

Mr. Debs' name is at the present time very prominent, not only among railroad circles but throughout the length and breadth of the land. That his motives are pure and free from selfishness and that he is earnestly striving to help uplift the down trodden will ever be the opinion of his friend and champion, *Mrs. C. S. Miller.*

WILLARD, MINN.

[It is a pleasure to hear from Mrs. Miller again. She writes that a short time ago she was called to give up a dear little nine days old baby. I am sure that all our readers will extend sincere sympathy.—*Ed.*]

*To the Readers of Woman's Department.*

The fourth biennial convention of the Brotherhood of Locomotive Firemen enacted a law which placed upon the Editor and Manager of the MAGAZINE the task of editing the Woman's Department. What will be the outcome remains with the ladies. It is to be hoped that beginning with the January number the readers of Woman's Department will contribute liberally to its columns. It will not be necessary that the names of correspondents be published, but of course the editor must know from whom the communication is received.

Write concerning the Ladies' Society of the Brotherhood; verses that contain merit will willingly be published, but never write very long letters; they are seldom read.

W. S. CARTER,  
*Editor and Manager.*

**THE FLIGHT OF THE FLYER.**

Near where the hill-girt Hudson lay,  
Down the steel track the engineer  
Checked his swift steed at close of day,  
As, leaping like a frightened deer,  
At each wild surge she seemed to say:  
Away! Away! Away! Away!

The slow team tolling up the hill,  
The light boat drifting with the breeze,  
The swiftest trains seemed standing still.  
Red vines were twining round the trees,  
Whose leaves made golden by the frost  
Gained more of lustre than they lost.

The trackman tamping up the rail,  
Felt the perfume of dying flowers;  
The shadows lengthened in the vale;  
And watchmen watched from out the towers  
The little cloud of dust behind,  
As we went whistling down the wind.

Night's curtain falls; and here and there  
The housewife lights the evening lamp;  
And where the fields are cold and bare  
His fire is kindled by the tramp.  
Down through the midnight, dark and deep,  
The world goes by us, fast asleep.

Up through the morning, on and on!  
The red sun rising from the sea,  
As we go quivering through the dawn,  
Lights up the earth, reveals to me  
In the first ruddy flush of morn,  
The golden pumpkins in the corn.

From west to east, from shore to shore,  
The black steed tramples through the night.  
And with a mighty rush and roar  
Breaks through the dawn; and in their flight,  
Wild birds, bewildered by the train,  
Dash dead against the window pane.

"Be swift," I cried, "Oh, matchless steed,  
The world is watching, do your best!"  
With quick and ever quickening speed,  
The hot fire burning in her breast,  
With flowing mane and proud neck bent,  
She laughed across the continent.

—*Cy Warman, in N. Y. Sun.*

**THE FALLING LEAVES.**

The leaves are falling, the beautiful leaves,  
The russet, the golden, the red;  
So bright in their way, yet how short was their stay,  
It is sad but 'tis true they are dead.

The leaves are falling, the beautiful leaves,  
In a silent way speaking to all,  
In beauty to-day, to-morrow decay,  
So prepare! for like me you must fall.

The leaves are falling, the beautiful leaves,  
From their heights they come silently down  
To the mother earth that gave them their birth,  
The red and the gold and the brown.

The leaves are falling, the beautiful leaves,  
They but brighten a desolate day;  
They speak to the heart and a lesson impart.  
All are silently passing away.

G. M. S.

# THE MAGAZINE.

Published by the Brotherhood of Locomotive Firemen on the First Day of each Month, at Terre Haute, Indiana.

**Manuscripts, Exchanges, Remittances, Subscriptions, Changes of Addresses, and all correspondence relating to the MAGAZINE, should be directed to the Editor and Manager.**

**Advertising.** Correspondence relating to advertising should be directed to Wm. N. Gates, Agent, 29 Euclid Ave., Cleveland, Ohio.

W. S. CARTER . . . . . Editor and Manager.  
W. N. GATES . . . . . Advertising Agent.



NOVEMBER, 1894.

THIRTY-FIVE THOUSAND readers will probably expect from the new editor a salutatory overflowing with gems of rhetoric, replete with promises and rosy-hued visions of the future. Thirty-five thousand readers are doomed to disappointment, sad, dispiriting disappointment. The new editor makes no great and glowing promises, paints no soul-entrancing pictures of the future.

Of course it will be his desire that the MAGAZINE shall fulfill all requirements, meet all expectations of friends; in fact, he has instituted great changes for the coming year, which, it is hoped, will redound to the benefit of the brotherhood, but prefers to let the MAGAZINE speak for itself.

## THE JENKINS CASE.

Judge Jenkins has been turned down once more. After resolutions of impeachment and investigations by congressional committees poor Jenkins is now humiliated by the decision of Justice Harlan, but, inasmuch as Judge Jenkins has a lifetime job, is beyond the reach of the American voter, he will continue to draw a princely salary and grind out injunctions as of yore. Regardless of what the law may be or that his injunctions fall flat when appealed to the United States Court of Appeals, he can, of course, do again what he did in the Northern Pacific case, be used in an emergency.

Some may say that this is all that was ever expected of him, and that this injunction which restrained the employes of the Northern Pacific from striking was never intended to be the law, but simply a process by which Henry Villard could make a

few more millions. Be that as it may the fact remains that a strike is legal. This fact was decided by the United States Court of Appeals sitting in the city of Chicago on Monday, the 1st day of October, Justice Harlan, of the United States Supreme Court, presiding. The opinion in the case was delivered by the Justice. A review of the case will lay the facts before the readers of the MAGAZINE, and show them what members of labor organizations may and may not lawfully and legally do.

In 1890 an act was passed known as the Sherman act, or anti-conspiracy act. This act and the inter-state commerce act, which was intended to restrain corporations, has been invoked by corporations to oppress laboring men, especially those engaged upon railways, and it was held: In *Re Higgins*, in the 27th Federal Reporter 44, by Judge Pardee that "the employes of the Receiver, although *pro hac vice* officers of the court, may quit their employment as can employes of private parties or corporations provided they do not thereby intentionally disable the property, but they must quit peaceably and decently. Where they combine and conspire to quit with or without notice, with the object or intent of crippling the property or its operation, I have no doubt that they thereby commit a contempt, and all those who combine and conspire with the employes to thus quit, or as officers of labor organizations issue private orders to quit or to strike, with the intent to embarrass the court in the administering of property, render themselves liable for contempt of court."

Cogley on Strikes, a recent work issued in Washington, has said "that the ingenuity of man could not conceive of a lawful strike."

In the case of *Waterhouse vs. Comer* Judge Spear, the District Judge of Georgia, said, in referring to the inter-state commerce acts and the Sherman act, that "In the presence of these statutes, which we have recited, and in view of the intimate interchange of commodities between people of several states of the Union, it will be practically impossible hereafter for a body of men to combine to hinder and delay the work of the transportation company without

becoming amenable to the provisions of these statutes."

This case was followed by what is known as the "Ricks case," and the decision of Judge Taft in the Lake Shore case. Step by step the Federal Judges encroached upon the rights of the laboring men by virtue of these statutes.

On December 19th, 1893, a petition was filed to restrain the employees of the Northern Pacific railroad company from striking. On the 22nd day of December a supplemental bill was filed in the said case restraining the employees from striking and from doing various other acts, such as destroying locomotives, injuring cars, destroying telegraph lines and committing various acts of violence. It also restrained the officers of the various labor organizations from advising with the men belonging to their organizations, from quitting the service of the railway company or communicating with them in any manner whatsoever. The men were enjoined from quitting the employment of the railroad company on the 1st day of January, 1894, or at any other time, without the consent of the court. The various labor organizations met and determined to resist this injunction so issued by the court at Milwaukee, and while they did not desire to strike out all the matters of injunction, such as that restraining the men from destroying locomotives and committing various acts of violence, yet they moved the court to modify the injunction in the following particulars, to-wit, "and to strike therefrom the words:

"From combining and conspiring to quit, with or without notice, the service of the said receivers with the object and intent of crippling the property in their custody or embarrassing the operations of the said railroad.

"From so quitting the service of the said receivers, with or without notice, as to cripple the property or to prevent or hinder the operation of the said railroad.

"From combining or conspiring together or with others, jointly or severally, or as committees or as officers of any so-called labor organizations, with the design or purpose of causing a strike upon the

lines of railroad operated by the said receivers.

"From ordering, recommending, approving or advising others to quit the service of the receivers at any time.

"From ordering, recommending, advising or approving by communication or instruction or otherwise, the employees of said receivers or any of them, to join in said strike at any time.

"From ordering, recommending or advising any committee or committees or class or classes of employees to strike or join in a strike at any time."

It was directly alleged in the bill praying for an injunction that the railroad company had no contract with its employees. Such being the case the railway labor organizations insisted that the men had the right to quit at any time that they might see proper. The court below (Judge Jenkins) refused to modify the injunction and continued the same in force for all purposes, and an appeal was taken from the decision of Judge Jenkins to the United States Court of Appeals. In the meantime several other courts had decided the various questions involved. Some decided in favor of laboring men and others deciding otherwise.

Railway labor organizations insisted that the law as laid down in Pomeroy's Equity Jurisprudence, section 1343, applied to this case. He says:

"It is, however, a familiar doctrine that courts of Equity will not exercise its jurisdiction to grant the remedy of an affirmative specific performance, however inadequate may be the remedy of damages whenever the contract is of such a nature that the decree for its specific performance can not be enforced and its obedience compelled by the ordinary processes of the Court. A specific performance in such cases is said to be impossible; and contracts stipulating for personal acts have been regarded as the most familiar illustration of this doctrine, since the court can not in any direct manner compel an actor to act, a singer to sing, or an artist to paint."

Labor organizations also claimed that the men could not be compelled to work for a railroad company, having no contract with

it, for any definite period of time and that any attempt to compel them to labor against their own inclination and wishes was contrary to the 13th amendment of the Constitution of the United States, which provides as follows: "Neither slavery nor involuntary servitude, except as a punishment for crime, whereof the party shall have been duly convicted, shall exist within the United States or any place subject to their jurisdiction."

In the decision of the case by the United States Court of Appeals the court held that Judge Jenkins had exceeded his powers, and sustained the motion of the various organizations to modify the decree. The court cited the doctrine as laid down in *Pomeroy*, and reversed the entire decision of Judge Jenkins, excepting that part of it which provides and enjoins the men "from combining and conspiring to quit, with or without notice, the service of the said receivers with the object and intent of crippling the property in their custody or embarrassing the operations of the said railroad." The court sustained that part of the injunction upon the ground that if a man should quit the service of the company for the sole purpose of injuring the property of the company then in the hands of the receiver that they would be liable. If they should quit, not for the sole purpose of injuring the property but for the purpose of bettering their own conditions, then they would not be liable. The court held that they would have a right to quit under such circumstances. They have a right to combine if combining was not for the sole purpose of injuring the company, but to better their own condition, and the fact that they did so quit and did so injure the company was not the object of their quitting.

In this case, the *MAGAZINE* is informed, there is no appeal. The Supreme Court of the United States might order the case certified up to that court if they should see proper but we are informed that this is not at all probable and therefore this case settles once and for all the rights of the laboring men belonging to the railroad organizations in this country to at any time cease their employment and quit the service when he deems it proper.

### CONSOMME ARBITRATION.

The Union League Club of Chicago held high carnival a few nights since in *memoriam* of Mrs. O'Leary's cow, which bovine of the gentle sex in a moment of rudeness kicked over the lamp that set fire to Chicago away back in '71. The club's "Committee on Political Action" selected for discussion on this enjoyable occasion the subject of arbitration as being of paramount interest to the three hundred members of the Union League Club and fifty invited guests who were present. Many prominent speakers voiced opinions upon the question, whether or not the time had come when the strong arm of the law should be invoked to prevent those great social upheavals commonly known as strikes, whether or not compulsory arbitration was a panacea for those little differences that continually bob up between capital and labor. The Union League Club, the fifty invited guests, and many prominent speakers with surprising unanimity arrived at the conclusion that compulsory arbitration was not exactly what the doctor ordered.

That this elite body of social economists were actuated in their conclusions solely by unselfish motives, actuated by a love of humanity, is evidenced by the arguments and menu introduced. Of the arguments only cursory extracts can be produced, but of the menu the gentle reader shall not be deprived. While philanthropic sentiment reigned supreme, while the love of the poor and lowly hovered o'er that festal board, there was also a smell of machine oil and a suggestion of overclothes in the following:

#### MENU.

Oak Island in Half Shells.	Stuffed Olives.
Celery.	Consomme Rachel.
	Troncon of Salmon a la Joinville.
	Hollandaise Potatoes.
	Sliced Cucumbers.
Haunch of Venison a la Londonderry.	Browned Sweet Potatoes.
	Champaign Punch.
	Quail Farcie au Cresson.
	Chicory Salad.
Brie and Gorgonzola Cheese and Crackers.	Cafe Noir.

What a beautiful, typical picture of enlightened civilization! A parable of edibles! Here we see that great commoner,

the oyster, given the precedence, the place of honor, indicative of the humble makeup of the assembly. The poor man's sweet potato was given preference over the millionaire's champagne punch. The Union League Club, while invigorated with sliced cucumber, sweet potatoes and champagne punch, voted on an amendment which "opens the doors of the Union League Club to army officers located at Fort Sheridan and to officers of the navy and army happening to be assigned to duty for a time in or near Chicago." And who does not know of the undying love that army officers located at Fort Sheridan have for striking workmen?

Innocent laymen of schools of economy have, perhaps, in their innocence welcomed the idea of compulsory arbitration, taking into consideration only the effective settlement of labor disturbances. The leading speaker at this banquet quickly opened the eyes of these innocents by stating at the outset:

The settlement of labor controversies by arbitration involves many considerations outside of the settlement of the difficulty pending. Some of these considerations reach the vital questions of private property, its management, its uses and its control. The sacredness of private property even is involved in this question of industrial arbitration.

That's where the shoe pinches. A sacred right of property has been the right to collect a bounty from the consumers, form trusts by which profits are increased, reduce wages, hire Huns and Dagoes and send for the militia. Compulsory arbitration might invade upon these sacred rights.

"The first question," continued the speaker, "which will be asked is, 'shall a man carry on his own business in his own way?' This is not a new question. Some of you may remember that many centuries ago—more than twenty at least—there was a proprietor of some great vineyard who hired a lot of men one morning to work, and they worked all day. At the eleventh hour there were some men employed to work in the same vineyard, and at night, when the men came to the master for their pay, they all received wages alike: those who came in the eleventh hour being paid precisely the same as those who had borne the sweat and the toil all day. They struck, these men who had been working all day. They said: 'It is not fair that the man who has come in here and worked only one hour, the last hour of the day, should be paid the same as we who have worked all day. And the knock down argument which was made at that time was this: 'Is it not lawful for me to do what I will with mine own?'"

[Applause.] Nothing more was said at the time, as I remember the story. It seemed to be a convincing argument to the men themselves that the proprietor of the vineyard had a perfect right to spend his money in his own way, and if he chose to pay men for one hour's labor the same rate that he paid men for twelve hours, there was no fault to be found with it—at least the argument ceased then and there. But the question has been asked ever since, and in recent times it has been answered in another way than it was answered in the story I have related. [Applause.]

The audacity! The unreasonable gall of working people to ask that those who "had borne the sweat and the burden of the toil all day" should receive the same rate of pay that the lad who stood in with the boss did. If compulsory arbitration will establish standard wages in any branch of industry, take from employer the right, the sacred right, to pay who and what he pleases, what is to become of these scriptural manners and customs? It is not surprising that the Union League Club of Chicago decided against compulsory arbitration.

The first part of the speaker's address was intended, no doubt, to jolly the champagne punch and *quail farcie au cresson* part of his audience, the latter portion of the address was of an entirely different nature. The speaker said:

"Arbitration cannot settle strikes, cannot avoid them entirely, but arbitration in the true spirit is the greatest thing on earth, which is love; arbitration in that spirit can do much toward reducing the number and the severity of industrial controversies. Under the principle of arbitration—compulsory arbitration—the workman becomes a slave. We have abolished slavery in this country. Every man shall have the right and liberty to work. Every man shall have the liberty to make his own contracts. I am sorry to say that the idea of freedom of contract is too much of a fiction. If you make a contract subject to the compulsory forces of a court you have gone to a great depth of damage. It sounds well to say that there is a freedom of contract, but it does not exist. Every man must take such conditions as society law forces upon him. The laborer who works with his hands is obliged to take the wage his kind gets. If he goes into compulsory arbitration he has lost whatever there is left of the freedom of contract, because he has allowed a court of law to fix the price at which he will sell his labor. He must sell it at the price the law directs or not sell it at all. So on either hand, looking at the interest of the workman and of the employer and of the community itself, compulsory arbitration means death to industry and the enslavement of workingmen generally." [Applause]

The speaker, who was no other than Mr. Carrol D. Wright, is in hearty accord with

the idea of optional arbitration but draws the line at compulsory arbitration. Mr. Wright is a broad guaged man and has always taken a liberal view of the labor movement, but when his remarks before an audience like the Union League Club have been flavored with *Troncon* of *Salmon a la Joinville* they sound somewhat fishy.

#### THE BRAYING OF A LION.

Perhaps an enterprising showman of the Barnum type could successfully palm off on an unsuspecting public an ass disguised in a lion's skin as a genuine specimen of the *genus felis Africanus*, but there is one thing that would probably cause this experiment to result disastrously; in fact, would inevitably bring the showman to grief—the lion would bray. In the city of St. Louis there is a great daily publication that, just at present, is having paroxysms of grief because of the number of idle men in the country. This great newspaper goes into editorial spasms because the noble working-man has suffered terribly during the past depression in business. That this commiseration for the poor of the land is not affected might have passed as being real, but like the ass in the lion's skin, it could not forego the exquisite pleasure of braying. The *Globe-Democrat* gleefully recites the fact that in the city of Philadelphia there is a judge of the Jenkins calibre—a judge who has smiles for representatives of capital and frowns for representatives of labor.

Under the glaring caption of "The Walking Delegate," the *Globe-Democrat* proceeds to dissect that opprobrious gentleman as follows:

That peculiar and more or less pestiferous character, the walking delegate, has received a backset which ought to materially modify his offensive arrogance and self-importance. It was in the Circuit Court of the United States at Philadelphia, Judge Dallas presiding, where this interesting event occurred. Grand Master Wilkinson, of the Brotherhood of Railroad Trainmen, petitioned the court to enjoin the Reading railroad from discharging employees alleged to be members of said labor organization. As soon as the fact appeared that Mr. Wilkinson was not himself in the employ of the Reading railroad, Judge Dallas informed him that he had no standing in the court, and could not be allowed to interrupt the regular order of its proceedings. In other words, he was told that the court could not recognize him in his capacity as a walking delegate, assuming to represent members of the order over which he presided. The petition

was dismissed without any decision upon the issue that it involved because it was presented by a man exercising official authority unknown to the laws of the country and not entitled to the notice of the courts. And so Mr. Wilkinson went away, judicially snubbed, and admonished to mind his own business.

If Grand Master Wilkinson had been the representative of capital, had been the grand master of some commercial organization instead of an organization of workingmen, his "offensive arrogance" would not have been so painful to the *Globe-Democrat* and Judge Dallas. If a representative of the Reading railroad had "petitioned the court to enjoin" their employees from "quitting or combining to quit" the services of that company, a special train would probably have conveyed Judge Dallas to his "chambers," and an injunction would have been granted that would make the *Globe-Democrat* shed tears of joy.

In its ecstasies of delight at this Jenkinsonian action on the part of Judge Dallas, the *Globe-Democrat* gives its editorial scalpel another whet and proceeds thus:

This action on the part of Judge Dallas serves to emphasize the fact, generally overlooked by men like Mr. Wilkinson, that the labor organizations have no legal existence, and so can not claim any rights or privileges as such in the courts. They are simply voluntary associations of men engaged in given pursuits, and the officers chosen to conduct their affairs have no powers or functions that judicial tribunals are bound in any sense to respect. The walking delegate is irresponsible, like the organization that he represents. His authority is not such as justifies him in asserting himself in a case at law. He does not stand for anything that can be reached by judicial process, and so the courts can have nothing to do with him as an intermediary agent between the employer and the employe, and a specially commissioned adjuster of labor controversies. This fact should be carefully studied by those whom it particularly concerns—the members of labor organizations who habitually surrender their right of independent thought and action to the walking delegate, and fancy that they must obey him because of his official consequence. The truth is that he does not possess any legal authority, and when he goes into court for any purpose pertaining to the office that he holds, his importance quickly becomes a fiction and an absurdity.

So "labor organizations have no legal existence and cannot claim any rights or privileges as such in court." If the *Globe-Democrat* was as anxious to champion the poor man's cause as its campaign taffy would indicate, it would not have forgotten that Judge Caldwell said: "A corporation is organized capital consisting of money and



property. Organized labor is organized capital consisting of brains and muscle. What is lawful for one to do is lawful for the other to do." The *Globe-Democrat* overlooks the fact that it was labor organizations that knocked out Judge Jenkins; that upon an appeal by labor organizations Judge Harlan set aside the famous injunction restraining members of labor organizations from striking.

If a "walking delegate," that "pestiferous" character, "does not stand for anything that can be reached by judicial process," how is it that judicial processes are always resorted to by judges when they conclude to put a stop to a strike? Did Judge Ricks resort to a "judicial process" when, at his behest, "Walking Delegates" Arthur and Sargent were arrested and brought before his court for alleged connection with the Ann Arbor strike? The trouble with the *Globe-Democrat* is, the lion's skin it dons just previous to every election cannot drown its bray.

#### NATURE'S NOBLEMEN.

James Root and J. E. McGowan, engineer and fireman, are receiving the praise so richly deserved for their heroic deed in saving the ill-fated passenger train from the terrible forest fires in Minnesota; but, as usual, the fireman is overlooked entirely by many of the writers, poets, etc., who seek to immortalize the event.

All are familiar with these terrible forest fires from accounts published in the daily press, but from a personal communication from Master Mechanic Brooke, of the St. P. & D. to *Locomotive Engineering*, the following account was taken:

"Engineer Root left Duluth on the afternoon of September 1st," says Mr. Brooke, "on our limited train for St. Paul. Train consisted of combination car, one coach and two chair cars, engine No. 69, Fireman John McGowan, and Conductor Thos. Sullivan. During the previous two weeks the smoke from the forest fires was so thick in the vicinity of Hinckley that the front of the engine could not be seen from the cab in the day-time, and it was frequently necessary to run with the headlight lit in broad daylight.

"The conditions on this day were not different from what they had been contending with for a number of trips until they began to approach Hinckley, when the smoke became denser and more oppressive. They kept on, however, expecting to get through it shortly after leaving Hinckley. When within three-quarters of a mile of the station they ran amongst a lot of fleeing people, signaling them to stop, which they did. The engineer and conductor then found out that Hinckley was all on fire and the track impassable, and that our bridge right at the town was on fire.

"There was an extra freight train running behind them, but the conductor and engineer decided that it would be safe for them to back up as far as Skunk Lake, six miles back, which owing to the total absence of rain for the last three months, had evaporated down to a mere mud hole and morass. After loading up all the refugees in sight, and waiting until the cars began to catch fire, they started back. Although they ran the six miles in about eight minutes, the hurricane of flame overtook them. Almost at the start the heat bursted cab windows, pieces of glass cutting Engineer Root severely in the neck near jugular vein and in the head. The cab was on fire with flames shooting in at the windows, which, with the loss of blood, soon weakened Root so that he fell over on deck, while the fireman had gone to drop himself in manhole of tank in order to thoroughly wet his clothes, after which he came back with a bucket of water and throwing it on Engineer Root revived him and assisted him to his place again. About this time the cab curtain strings burned off letting curtain down, which immediately took fire, but was torn off by the fireman. Fireman McGowan then commenced drawing water from tank, throwing it continuously over the engineer, himself and a refugee who had crawled on the engine just as they started back, and who lay overcome in the gangway.

"With the reviving action of water, Engineer Root managed to retain his seat, while the fireman fed the firebox and operated the injector. After reaching the trestle at Skunk Lake the engineer stopped his

train, which in the meantime was all on fire, with windows all out on one side, and the train crew unloaded the passengers and got them down in the lake. All that remained in the lake were saved. Some of the refugees, however, jumped off before the stop was made, owing to the heat and flames, and were burned.

"In the meantime the fireman helped Root down from the engine to the lake, and then went back to try and get the engine away from the burning train and off the trestle. He endeavored to put out the fire on tender, but as the coal was on fire he had to give it up. He then filled the engine with water, put in a good fire, and cutting her loose from tender, ran her ahead. He then went down in the lake and spent the rest of the time caring for his engineer and others until the relief train reached them from Duluth.

"This limited train had between 125 and 140 regular passengers, and they picked up at least 200 refugees, if not more; the exact number can never be determined. The conductor, Thos. Sullivan, as soon as his passengers were unloaded, started back to protect his train and send notification of the disaster. After reaching Miller station and sending his message, human nature could stand no more, and he had to succumb to the strain.

"Our brakeman, colored porter and news agent proved themselves the right men in the right place. The porter using the fire extinguishers putting out the flames as they broke out in the dresses of his lady passengers.

"Of the heroism of Engineer Root too much cannot be said, and a close second comes his brave fireman, John McGowan, whose physical ability not only sustained himself but assisted Engineer Root to stick to his post. To give you a faint idea of the condition of affairs in that cab, the lagging caught fire and notwithstanding the rapidity with which they backed up the flames were swifter and blew back in the cab, setting front of cab on fire, burning all the wooden handles of steam connections, and melting cab lamp. Running boards were also burned as well as cab seats charred."

Mr. Brooke says "Of the heroism of En-

gineer Root too much cannot be said, and a close second comes his brave fireman, John McGowan." THE MAGAZINE agrees with Mr. Brooke on the first proposition, too much cannot be said of the heroism of Engineer Root, but that his brave fireman comes a close second, THE MAGAZINE will not admit, relying as it does upon the facts set forth in Mr. Brooke's own account, John McGowan saved the train!

#### ANARCHY IN HIGH LIFE.

The Pullman Palace Car Company had a hearing on October 3d, says a press report, before the capital stock committee of the State Board of Equalization of Illinois in the city of Springfield, which episode brings to light the fact that the Pullman people are not the only ones dodging the tax collector. The report says:

Mr. Crandon then read a long list, compiled by an expert, of large buildings in Chicago which are assessed at from 5 to 10 per cent. of their real value. The list included the Unity building, of which Gov. Altgeld is the principal owner, and there were winks and smiles when Mr. Crandon got this far down the list.

"The Unity building," said Mr. Crandon. "I believe there has been some question about that. [Laughter.] I want to make no mistake about it. Of the Unity company the authorized capital stock is \$1,000,000, all paid up. The company has issued \$300,000 of first mortgage bonds. That makes \$1,300,000. The building occupies a space of ground 80 feet on Dearborn street and 120 feet on Court alley, leased for ninety-nine years. The renting capacity of the building is about \$180,000 per annum. At 5 per cent. that gives it a valuation of \$3,600,000. But let us be liberal. Suppose it pays only 2½ per cent. on its valuation: that would make its value \$1,900,000. I understand it is assessed at \$141,800. [Laughter.]

Mr. Crandon declared property in Cook county is assessed at little over 1 per cent. of its actual value. He said he had compiled a list of the millionaires and multi-millionaires of Chicago, together with the assessment of their personal property. He would not, he said, make the list public, but would file it with the committee for the private inspection of its members. These millionaires, he said, were assessed on their personal property from \$200 to \$1,000. "And as to Gov. Altgeld's personal property assessment," said Mr. Crandon, "I tried to find it, but find that he is not assessed at all."

A member—But he is assessed down here.

Mr. Crandon—No, he is not assessed in Sangamon county, either.

Mr. Maxwell (in astonishment)—Is it true that Gov. Altgeld is not assessed in either Cook county or Sangamon?

Mr. Crandon—I examined the assessment in Sangamon county this morning, and could not find the

name of Altgeld. The county clerk in Cook county set a man to work last week, and he could not find the name.

Continuing, Mr. Crandon said that the book value of the tangible property of the Pullman company was as follows: In Illinois, \$8,466,224.51; outside of Illinois, \$45,925,852.14; total, \$54,392,076.65. On this basis he thought last year's assessment of \$1,600,500 was in excess of the assessment of other property in Chicago. The report of the Pullman company filed with the capital stock committee shows its capital stock to be \$56,000,000, paid up, \$35,430,000; fair cash value, \$133; number of cars owned, 2,576, of which sixty are in use in Illinois.

It seems that one of the "rights of property" which must be protected against the invasion of the common herd is the right to make the small propertyowners bear the burden of taxation. Here we have a "compiled list of millionaires and multi-millionaires" who are only assessed on personal property "from \$200 to \$1,000." This is anarchy in high life which is surely breeding anarchy in low life; the latter can be checked with gattling guns, of course, but from the former there is no escape.

#### DOES "IT COST TOO MUCH?"

The list of fatalities resultant from railway accidents is continually increasing. Particularly is this true with regard to enginemen. It is not surprising that old line insurance and accident companies hesitate to take what they term "extra hazardous risks," except at greatly advanced rates, yet it is a still greater surprise that the brotherhoods can insure this same class at less than one-half the amount charged by some old line companies.

The brotherhoods insure not only against death from any cause whatever, but pay full face of policy for total disability. A fireman, for a small sum, can carry a policy of \$1,500, payable at death or total disability; secure all other advantages of the organization, which advantages cannot be secured elsewhere, and in addition to this prove his manhood by sustaining an organization that has sustained him. It is sometimes said by non-union firemen that "the brotherhood costs too much," or "men on the outside get along just as well as brotherhood men." That such "dead beats" of the labor movement should be suffered to reap some of the hard earned profits of organized labor is one of the stumbling blocks

of the labor movement. If "men on the outside get along just as well as brotherhood men," and "without costing too much," it is for the same reason that "men" can get their stomachs filled at a charity entertainment and then slip out without paying, that men can draw pensions who never smelled powder.

But with all their boasts these "men" have their days of reckoning. There are but few train or enginemen who have time to read "letters;" they are too busy as a rule, even though the bearer of the "letter" be searching employment. That hearty grasp of the hand is missing, a grasp that to be appreciated must be experienced—experienced when friends are in need, among strangers, far from home, and wife and babies. These "men" enjoy a cheaper life and enjoy a cheaper death; just fifteen hundred dollars cheaper. Of course the aged mother, the weeping widow, the little toddling babies may be left in abject want, stricken with poverty, but what does that matter to these "men?"

#### WHAT ARE STRIKES?

The columns of the daily press are seldom without accounts of strikes or rumors of strikes. Hardly a day passes without something being printed about a strike, and, yet, what is a strike?

"War between capital and labor" says one, "an industrial insurrection!" says another, and last, but not least, lexicographers say that a strike is "the act of quitting work; specifically, such an act by a body of workmen done as a means of enforcing compliance with the demands made on their employer."

The latter definition is taken from the 1893 edition of Webster, and is accompanied by this quotation as a corollary:

Strikes are the insurrections of labor.—F. A. Walker.

An insurrection is a "rising against civil or political authority." Judges Caldwell and Harlan say that strikes are legal. How can insurrections be legal? In face of these incongruities what better authority could be appealed to than the great orders under whose jurisdiction strikes are conducted—labor organizations?

The representatives of capital, when involved in disputes with labor, bring into

service the lock-out, the black-list and the impoverished condition of employees, while the latter can rely solely upon the strike; therefore, labor organizations should be the best authority on what a strike is.

The "golden rule" of all labor organizations is that *no strike can take place without the consent of the majority*. If one, two, or a dozen men quit the service of a corporation without consulting the wishes of a majority in that branch of the service, it is no strike, they simply quit. If they call to their assistance, previous to quitting, the advice and services of other associates, and their grievance is not ratified by a majority, and yet they sever their connection with the company, it is no strike. If a majority decide against a strike there can be no strike, in fact most labor organizations exact a two-thirds majority vote in favor of a strike before one can take place. Then what must these great upheavals of labor that ignore all laws of all labor organizations be called? "Insurrections of labor?"

#### STILL ANOTHER.

United States Circuit Judge Woolson on October 11th decided that the Receiver can not reduce wages of employees of the Omaha & St. Louis (Wabash) Railway.

Judge Caldwell ruled in the Union Pacific case that "employees must be paid fair wages even though no dividends may be paid." Judge Woolson's decision recites the above and holds that this is law. Of course the general rule is that a court must turn the road over to the stockholders as soon as such a thing can be safely done. The retention of faithful, intelligent and capable employees is of more importance than a temporary increase in earnings, and the court would not be justified in discharging satisfactory employees because of present ability to employ others at reduced wages. The evidence shows that some of the employees are hardly able to maintain their families on the present wages. The highest and best services cannot be expected from men compelled to live in a state of pinch and want. "It is conceded by the employees that the rate of local freight enginemen and trainmen on this road are greater than on other lines with which

comparison has been made, and their wages should accordingly be reduced. The petition of the Receiver is overruled except as to these two particulars."

#### NO DIVIDING LINE.

The brotherhood knows of no geographical boundary between the United States and Canada. It is all one country to locomotive firemen regardless of what politicians may say. Speaking of some recent "campaign talk" of a prominent politician the *American Machinist* says: "It will be remembered that during the visit of the American Society of Mechanical Engineers to Montreal last June, the then recent declaration of Senator Frye that "Canadians hate Americans," attracted considerable attention and adverse criticism by the Canadian hosts of the society. Another proof that Senator Frye's declaration was not correct is found in the recent generous action of Sir Donald Smith, who, it will be remembered, took a prominent part in the entertainment of the society. He has just given the sufferers by fire in Wisconsin the sum of \$5,000, indicating that his generosity and humanity does not stop at political boundaries." American members of the brotherhood who have met and mingled with the lads from Canada, especially those members who were so fortunate as to attend the Toronto convention, can brand as false such accusations as that credited to Senator Frye.

#### CIVIC FEDERATION OF CHICAGO.

Under the above title some of the citizens of Chicago have formed what they declare "a non-partisan, non-sectarian association, inviting the co-operation of all forces that are now laboring to advance the municipal, philanthropic, industrial and moral interests of Chicago."

Under the auspices of the Civic Federation a conference will be held on November 13th and 14th for the purpose of discussing the subjects of industrial arbitration and conciliation. The first day will be devoted to "such industrial disputes as might be properly controlled by national legislation;" the second day to a "general discussion by experienced persons, representing both capital and labor, as to the best method

of arbitrating the differences so frequently arising between the two."

Mr. Ralph M. Early, the secretary, continues: "It is further expected that the conference would bring into view the methods heretofore or now employed in this or other countries, and that the information thus gathered would prove of great service in the formulating of legislative action, which, in some of the states, if not in congress, will, no doubt, be attempted in the early future. In fact it might be deemed expedient by the committee to recommend such legislation."

Grand Master Sargent has received an earnest invitation to be present, to which he responded that the Brotherhood of Locomotive Firemen will be represented at this important meeting.

#### THE RAILWAY LABOR MOVEMENT IN GREAT BRITAIN.

American railway employes, generally speaking, have little or no knowledge of what their cousins in John Bull's domain are doing. With many the opinion prevails that an employe of a British corporation can hardly call his soul his own, much less demand justice through the service of a representative committee. If American workingmen would interest themselves in the labor movement in other countries they might discover, to their surprise, that others are making great strides in bettering their condition.

*The Railway Review*, "a (British) weekly newspaper for railwaymen," carries at its mast head the assertion that "All Men Are Brethren," and is not backward in demonstrating the proposition. The *MAGAZINE* reproduces a few notes and editorial mentions from an issue of this progressive labor publication which will throw considerable light upon the relative positions of railway officials and employe in the land of our forefathers.

Students of the unemployed problem should note this. On Monday, the 3d inst., a passenger guard at London Road Station, Manchester, M. S. & L., came on duty at 5:15 A. M. and finished at 2:30 P. M., when he commenced work on the platform till 11:30 P. M. Thus he put in over eighteen hours, but he was still not satisfied. After walking two miles to his home, he enjoyed himself in luxurious ease until 3:15 A. M., at which time he began to get a special train ready.

With a little luck he could get back about 11:30 P. M. on Tuesday, and he was thus on duty over forty-two hours with less than three hours in bed. Now, we quite admit that the company ought to be punished for such a flagrant violation of the hours act, but what about the man? It is useless to disguise the ugly fact that overwork is encouraged by many employes, and this is the secret of its prevalence. Though we do not know this passenger guard, we feel sure that he has contributed to the Watkin charity appeal. Some men do not want the old system to pass away; it provides too much overtime. Nevertheless we are making it more and more uncomfortable for the selfish individual who, too cowardly to contend for better conditions for themselves and fellows, seek to add to their wages at the expense of the unfortunate out-of-workers who have none at all. It is no use railing at capitalists only, for the worst enemy the employes have is the man whose hunger for overtime leads him to sacrifice everything, even the interests of himself and family, to satisfy it. Such a policy is at once dangerous to the public and detrimental to the men, and should be condemned by all right thinking people.

Have we progressed this well in America? The companies here are not guilty of "a flagrant violation of the hours act" when they "double men out" at both ends of the road; there is no "act" against it. Are we "making it more and more uncomfortable" for men who are content to draw double pay while members of the same division or lodge are in distress for the necessities of life?

In speaking of the membership of the "Associated Society of Railway Servants," the *Review* says:

Leaving out of count four who consider themselves too old to join, we learn that there are only three signalmen and one emergency signalman in the Atherton and Tyldesley district who are outside the A. S. R. S. What an unenviable position to be sure. We wonder whether the wives or sweethearts of these men had a look at our leading article last week. It would not be a bad idea of the competitors for the splendid medallion offered for their capture to attempt to snare their birds in this direction. Somehow or other, we have a presentiment that our brothers will soon be able to bring them into the fold. It must be so lonely outside.

How does this strike you for organization? Only four signalmen in two entire districts who remain out of the fold.

Regarding recent favorable legislation, the *Review* says:

Now, a word to railwaymen on this reform which has just been introduced. The central feature of it is the part played by the Amalgamated Society. But for its advocacy and work, these two sub-inspectors would be now non-existent. This is a mere truism, and one of the many which non-unionists conven-

iently ignore. It has been trade union energy and money which have brought it about, but all the advantages which may result from the new departure will be shared by every man in the railway service. A few have sown; the many, as usual, will reap. We appeal to non-unionists whether this is fair.

A Welsh correspondent enters complaint of the "chilliness" of certain men who call themselves brotherhood men:

From information to hand, I cannot but draw the inference that at Barry, Havod, men toward men are deplorably lacking in that brotherhood of man which should stand out prominently in all trade unionists. Endeavor at all times cheerfully to carry a manly bearing in all your acts and thoughts; do not stoop to such mean, frivolous, yet despicable action, one by another: curry no favour, ye then are not bonds and tattlers in return, for, mark you, I am inclined to think that the management is totally ignorant of the feater that exists among you, and would not take advantage of it, if they did. But were you to fall in the hands of some men, what ready-made tools you would be found for your own and fellows' destruction. Thus far on this occasion and no further, and may I not, I pray, need to make my knowledge known.

#### POLITICAL HEROES.

What a pity that workingmen do not expend the energy wasted on both sides of the tariff question in securing stringent laws prohibiting "black-listing," laws that can be enforced against employers as effectually as others are enforced against employees. The season of political festivities is at hand. Many weary wage-workers will spend sleepless nights, wielding leaky torches, shouting themselves hoarse in lauding and denouncing the protective tariff; yet no flaring of flambeaus, no tramping of clubs, in the interest of an anti-black-listing law, an anti-Pinkerton law or any other law that has for its purpose the helping of the wage-earner. Who ever heard of a bank president or railway official soiling a dress suit with kerosene oil from a campaign torch? The wage-earner does all this gratuitously, but seemingly enjoys himself amazingly.

#### A SOCIAL REFORMER.

The October *Arena* is, as usual, filled to overflowing with good things. Henry Latchford in "A Social Reformer" brings prominently before the reading public one who has done much for his fellow man, Henry D. Lloyd of Chicago.

In speaking of the home life of this great reformer Mr. Latchford says: "One always meets at that home, gathered around a

table which accommodates from twenty to thirty people, rich and poor, white and black, gentle and simple, college president and seamstress, artist and mechanic, divine and layman—all on a basis of liberty, fraternity and humanity." This picture is but typical of his whole life and is an open index to his character.

Perhaps the fairest estimate, says Mr. Latchford, of his position may be formed from his speeches. On the occasion of a mass meeting in the Chicago Armory, to protest against a raid made by the police on some workmen peacefully assembled in Greif's Hall, Mr. Lloyd presided, and said at the close of his address:

Everybody is predicting revolution, shall it be a French revolution, which God in his infinite mercy forbid, or shall it be an Anglo-Saxon revolution of peace, compromise and progress? That will be a question of temper. Every noble voice that speaks to us across the civil flames and social wreckage of the past warns us not to repeat the fatal blunder of the bad temper with which faulty humanity has debated all its past difficulties.

Once upon a time there was a union of workmen, artificers in precious metals, who with toil and sacrifice found out how to make for themselves magic rings—these rings more beautiful than any kingly crown and stronger than the will of a tyrant—these rings they had but to turn on their fingers, and a mighty spirit appeared, who would execute for them any command that was honest, kind and pure. The very gods looked down with admiration upon these rings and rewarded the makers by decreeing that their descendants should be born with the rings already upon their fingers. Upon the gifts of their ancestors and their gods only one condition was imposed. They must use the rings. If left unused their power would grow less until it disappeared.

That union was the union of these United States and its walking delegate was George Washington.

The ring of citizenship is upon the finger of every American. With this ring you can break the rings of boodlers, rings of politicians, rings of money power, street car rings, gas rings, railroad rings, rings of monopoly. You must use it or lose it. If with this magic ring on your hand you drift into disaster, it must be that you prefer it.

On another occasion Mr. Lloyd, while addressing the American Federation of Labor, said:

In seven years—Jan. 1, 1891—the twentieth century will open. The eighteenth put an end, by the American and French revolutions, to the ancient regime of political and social tyranny. The nineteenth century has seen the last chain of chattel slavery broken. In seven years the century will open which, before its close, will see the social crime of enforced poverty, and the dependence of any human being upon another, for the necessities of life or the means of industry forever abolished throughout Christendom. Let us begin to make ready now for that next emancipation, that new liberty, that enlarged democracy. Let America, the leader of liberties of mankind, make the first move, and let the federation of trades unions of its working people lead America.

In conclusion Mr. Latchford says of this philanthropist: "His noble personality, his elevated character, his pen and voice and purse are now, as they have ever been, on the side of those in all countries and of every creed who suffer from what he believes to be injustice. . . . This Christian gentleman is admired by people of intellect, he is respected by rich men, and he is loved by the poor of Chicago."

## CURRENT COMMENT.

**A Worthy Undertaking.** The Railway Young Men's Christian Association of Kansas City is doing a good work in a noble cause. Their membership is large and composed almost entirely of railway men. In addition to the usual advantages of such associations, classes in penmanship and spelling, shorthand, mathematics and mechanical drawing will shortly be established solely for the benefit of railway or expressmen. In these classes the tuition is free, which will prove a blessing to those who are so unfortunate as to have been disabled in railway service. Such an institution as this should receive the support of every member of the brotherhood though he be not a professed Christian. *The Monthly Mirror*, published by the Kansas City Association, says:

Any male officer or employee of any railroad, telegraph, express, fast freight, or palace car company, or of any railway pool or commission, the Union Depot company, or either cable railway company, or the stock yards company, or of the railway mail service, who is a member in good standing in any evangelical church, may become an active member, and if not a member of any church but is of a good moral character may become an associate member. The active members only shall vote or hold office. All other privileges of the association are common to both classes of members. The annual membership fee is \$2.00. You can become a member whether you are a Jew or a Gentile, Catholic or a Protestant, Christian or unbeliever. All we ask is that you are a gentleman. For loafers, tramps, bums, men who want to use the association as a cover for their meanness, and men who want to make it a hiding place from work we will not admit at any price; though we are always ready to do our part in the work of regenerating into new life any man.

**A Center Shot.** The *United Mine Worker* hits the nail on the head and presents the facts of the case in a nut shell when it says: "The man who starts out a speech or a written article with the exhortation to workingmen to arbitrate ought to be shunned as soon as he makes the first break, for it is evident he knows nothing about what he essays to enlighten people on. Workingmen are always willing to arbitrate and don't need any persuasion on that point; it is the other side that ought to be educated on that score. When people learn that the aggressive side in this whole contention is capital they will quit shouting 'arbitrate! Don't strike!' to the workingman. The very first time we learn of a labor dispute in which the employees refuse to arbitrate we will give it due prominence, but we don't expect to hear of such a thing for some time to come. There is no need to tell laboring men to arbitrate; they are always willing to do so. Turn your batteries in the other direction, gentlemen, please."

**Dual Organization.** Union, on dividing lines of policy, results in disunion. Centralization of interests can never be accomplished through diver-

gent channels. Unity of purpose should be accompanied by unity of actions. Generally speaking, wage-earners assert their citizenship at the polls, yet in such a manner that the efforts of one half are neutralized by the efforts of the other half. Speaking of similar organizations of different policies, the *Machine Wood Worker* says:

Dual organizations in one trade are antagonistic to the best interests of the wage workers. One organization for each trade or industry is sufficient, and it is well to bear in mind that too many organizations mean the less organization.

The *Machine Wood Worker* is also responsible for the following:

When fool lecturers talk about the high wages paid American labor over European labor, the enhanced purchasing power of the dollar abroad is invariably lost sight of. If the cost of living in America averages \$10 per week and in Europe \$5, and if the wages of the European averages fifty per cent less than on this side of the Atlantic, yet they are relatively the same. In England an ordinary mechanic will earn in two days enough to pay a week's board bill. In the United States he can do no better, and as all other necessities of life are correspondingly cheap his wages are no better here than there. It is not the dollars a man receives for his labor that determines how well he is paid, so much as it is the quantity and quality of the products of others that he can secure with what he receives for what he produces.

**What Strikes Have Done.** It has become extremely popular in many quarters to cry down the efforts of organized labor. Not only from the ranks of capitalists but from labor circles comes the statement that "strikes are never won, organizations are useless." The great good done by labor organizations is ignored and particular stress is laid upon the fact that strikes have been lost notwithstanding the large expenditures of hard earned cash. These critics seemingly forget that it is the fear of a strike and not the strike itself that wrests justice from unwilling hands. The *American Federationist* says truthfully:

The number of strikes that have been averted by the trades unions can never be correctly recorded. The efforts to reduce wages and increase working hours successfully checked will be but half written. The concessions gained in the matter of wages, hours of labor, conditions of employment and legislation, are but grudgingly acknowledged and frequently unappreciated. As a matter of fact, the great victories of the labor movement are those which are achieved unheralded and unknown to the general public. They are obtained by the unions in conference with employers or their representatives in their offices and in many cases a condition of settlement being the fact that the victory should not be proclaimed to the world.

**Compulsory Arbitration.** Great opposition to compulsory arbitration comes from both capital and labor. Capital views the movement with dread, fearing an invasion of "rights of property," a curtailment of prerogatives; while labor fears the persuasive influence of a crisp bank note. If it takes a half dozen bailiffs, soul paralyzing oaths and barricaded doors to keep an ordinary petit jury above suspicion what could be expected of a board of arbitration when "intimidated" with a certified check

for a hundred thousand. If all were actuated by a sense of justice and love of fellow-man compulsory arbitration would be the proper thing and from the results of recent strikes it may be the least of two evils, certified checks notwithstanding. The *Cigar Makers' Journal* objects to the matter on general principles and says:

Compulsory arbitration means compulsory compliance with the findings and awards of such boards of arbitration, which means a complete surrender of the industrial freedom we have been able to force and hold through the power and efficacy of our labor organizations. If the principle that the state, as such, can force any of its subjects to submit to arbitration is once established in law and practice, then by the same rule and logic it can force those same subjects to accept the terms submitted, and all semblance to industrial freedom, in so far as the workers are concerned, is at once completely destroyed. Under such a régime we would be at the complete mercy of domineering capitalistic slave drivers; in trade disputes injunctions would fill the air, and not only the leaders, but the workers as well, would be arrested and tried for conspiracy, and those who resisted would be held to be traitors in open rebellion and would be treated as such. Beware of all attempts to bring about compulsory arbitration. Free and voluntary arbitration in trades disputes may be and in some cases is all right. However, the result of such arbitration is generally dependent upon the strength and ability of either side to the controversy to back up its position and demands.

**Riots vs. Strikes.** Many people confound a strike with a riot, simply because strikers sometimes lose their heads, and under the influence of excitement do things that no labor organization approves. It should be borne in mind that when a striker breaks the law of the land he is also a violator of the laws of his organization. In most instances rioting originates among the unorganized, in fact among the sympathizers instead of the strikers themselves. The *Railroad Telegrapher* delivers the following "short sermon":

Labor is the capital of every workman. If he sees fit to cease giving it to any one, and is not under contract to give it for a stated period, he can withdraw it. He can also talk to other workmen and persuade them to do likewise, but it should be remembered that the right of free speech does not give any citizen the right to trespass on the property of another citizen while exercising such right. It is also unlawful for a man to pick up a club and thump another man who applies for the work he has withdrawn from. Organized labor must fight fairly and squarely to win. Violence may secure a temporary victory, but after the battle is over the loss is greater than the gain and the victors themselves are dissatisfied for the reason that the principle involved was hidden from the eye of the world by the conflict itself and the confusion and losses incident to the same.

The *Telegrapher* also says:

When Horatio Seymour was governor of New York state a strike occurred on the New York Central railway. The road was tied up and business was suffering. Seymour was equal to the emergency. He sent for the officials of the road and said to them, "Gentlemen, this road was chartered to do the business of a common carrier for the benefit of the people of the state. I will give you just twenty-four hours to settle this strike and resume business, or I shall seize the road and operate it in the interest of the state."

Alas! good friend Horatio is dead, and his successors are not built of the same kind

of timber. In these later days of civilization, the governor generally sends for the sheriffs and adjutant general and says:

"Gentlemen, this road was chartered to do the business of a common carrier for the benefit of the people of the state. I will give these riotous strikers just twenty-four hours to go back to work and cease this invasion of rights of property, or I shall bring down upon them the entire militia of the state."

The *Foreman's Advance* reproduces from the *New York Sun* one Eccentric. of Cy Warman's poetic gems, "The Freight Train." Cy is a rhymster with a brilliant future, he can reproduce a lame exhaust to perfection; listen:

How I love to watch the local  
Winding up around the hill  
In the sunrise of the morning  
When the autumn air is still,  
And the smoke, like loosened tresses,  
Floats away above her hulk,  
And to hear the chucka, chucka,  
Chucka, chucka, of the stack.

The Union Pacific officials, noted for dealing in politics, have reformed to a certain extent by eliminating from employees, at least, this objectionable feature. In September a bulletin was posted which says: "On account of personal strife being engendered among employees by active participation in political matters, it has been decided to request all employees to refrain from becoming particularly identified in any way. Should any employee desire to accept a nomination for office of any kind, he will be required to resign from the service." In regard to this circular the *Union Pacific Employees' Magazine* expresses the following opinion:

There is nothing new about this matter. Men accepting nominations were held to be unable to do a full day's work and have their minds on a political office at the same time. It has always been a question as to the justice of such a ruling. For there are thousands of things a man could have his mind on rather than his work that would be more detrimental than running for office. Falling in love, or "getting religion" would be worse, but a man running for office usually can find plenty to do looking after his canvass but when it comes to the prevention of the discussion of politics, there is no two sides to that. A man has no time to discuss politics when at work. As far as discussing politics outside of working time is concerned, that is positively none of the business of any employer; and it never has raised as much disturbance as the discussion of the differences in religion has, which in no way pertains to the welfare of the men, being an absolute waste of time. The circular is simply advisory, it is no order, and the least attention that is paid it the better, outside of the time actually in service.

The *American Engineer and Locomotive*. The *Railroad Journal* has commenced the publication of a monthly list of accidents to locomotive engineers and firemen which, it is hoped, will draw the attention of the many readers of that excellent publication who are in official circles, to the crying need of safety appliances. The October number of the *American Engineer* reports for August 41 accidents, which list was compiled from newspaper



reports and therefore necessarily incomplete. Of this number 17 engineers and 15 firemen were killed, and 22 engineers and 15 firemen were injured, which would indicate that the running of an engine was a more dangerous occupation than firing. The causes of the accidents are specified as follows: Collisions, 14; cattle on track, 4; derailments and unknown, 3 each; land slides and struck on siding, 4 each; other causes, 1 each. The *Journal* explains the purpose of this new departure as follows:

The object of publishing this monthly list of accidents to locomotive engineers and firemen is to make known the terrible sacrifice of life and limb that is constantly going on among this class of people, with the hope that such publications will in time indicate some of the causes of accidents of this kind, and help to lessen the awful amount of suffering due directly and indirectly to them. If any one will aid us with the information which will help make our list more complete or correct, or who will indicate the causes or the cures for any kind of accidents which occur, they will not only be doing us a great favor, but will be aiding in accomplishing the object of publishing this report, which is to lessen the risk and danger to which the men to whom we intrust our lives are exposed.

With the exception of political questions there is probably no subject attracting so much interest at present as the arbitration of disputes which continually arise between capital and labor. If some means could be devised whereby strikes, expensive and obnoxious to all concerned, could be prevented by the arbitrament of a just and equitable commission or board it would be hailed with delight by working people. No one is more averse to a strike than a laboring man with a family dependent upon his efforts for sustenance. History reminds one that the American colonists were averse to their great strike, a strike that cost untold numbers of broken heads and hearts. But when no power can be appealed to for justice and right the workingman, like his forefather the colonist, strikes, and strikes hard. With him it is not a matter of choice but of necessity.

Under this head the *Eight Hour Herald* aptly says:

Never before was such wide-spread interest manifested in measures calculated to prevent strikes and lockouts as is noticeable at the present time, conciliation and arbitration being the especial measures more frequently alluded to. Reform organizations, as well as our great colleges, are contributing to the agitation, addresses, lectures and papers being delivered upon the subject without end. Public discussions on arbitration are frequently being held, while the best minds in the nation are contributing to the result of this conclusion through the medium of their magazines. Certainly some good should come of all this discussion.

Another election is upon us and Convict Labor will soon be gone and in how few localities have the working people concerned themselves about the convict system, that system prevailing in many states that brings prison made goods in direct competition with those of honest labor.

Only a short while ago the state militia of Tennessee were in the field for weeks and months to protect mining contractors who preferred to lease convicts from the state to paying their old employes twice as much wages per day as was paid for convicts. The laws of Tennessee provided for just such transactions as that and it is safe to say that but few of the thousands of working people who voted in Tennessee protested against it in the proper manner. As long as working people sustain such laws with ballots they should not attempt to repeal them with bullets.

The *Railroad Telegrapher* says concerning convict labor:

Convict labor should be used to make our country more habitable for free labor; not as a factor to drive free labor into idleness and poverty. The population of our "slum" districts is sufficiently large already. Every citizen whose labor is depreciated in value by competition with convict labor is forced from his respectable home into the tenement and enforced idleness obliges him to hide his honest face in the shadows of our cities, where the hand of vice soon chokes all honesty and love of law and order out of him.

Among the five hundred lodges of the Brotherhood of Locomotive Firemen it would not be an easy task to find one that did not include in its membership some persons capable and willing to lend interest to the *MAGAZINE* by contributing to the correspondence columns. There is nothing that brings a publication of this nature in closer touch with the members than brief, newsy letters concerning the conditions surrounding the membership. Of course, all should not write at once, but if it was necessary the *MAGAZINE* could be enlarged to accommodate these members. They own the *MAGAZINE*, it is their property. Each and every member is a stockholder, and every effort should be exerted to make this fact apparent. The *Trainmen's Journal* thus exorts its readers:

We urge our brothers to write of the industrial situation in their respective localities. There is something interesting and instructive in having the facts made known through the medium of the *Journal*, and any suggestions that would tend toward a betterment of conditions are what we need to make it valuable and readable. Anything touching on the general welfare is given attention, and we ask our brothers to tell how the situation looks and what could be done to improve matters in the section where they are located.

#### THE LABOR MOVEMENT.

On October 3rd, the Farmer's National Congress convened at Parkersburg, W. Va. The delegates, 500 in number, included many representative farmers from all parts of the country. Among the matters urged before the congress at the session were free rural mail delivery, rural telephone lines, the enlargement of the work of the weather bureau, good roads at a reasonable cost, fuller agricultural statistics, accurate crop reports, better supported and managed

agricultural experimental stations, judicious legislation effective in stamping out infectious live stock diseases, a national and systematic improvement of the waterways and such revision of railway legislation as will, while preventing abuses, remove needless interference with proper railway management.

Among the prominent men in attendance were Colonel Needham, president of the New England Agricultural Society; Judge Lawrence, president of the National Wool-Growers' Association; Mr. Bontam, president of the National Swine-Breeders' Association; Colonel Cunningham, the largest tobacco grower in the world, and O. T. Johnson, of California, the pioneer successful beet sugar producer of the country.

It is cheering news, indeed, to hear that trades unions throughout the land are coming closer together, meeting and greeting and settling differences by fraternal, yet business-like methods. During the month of September the United Brotherhood of Carpenters held their convention in the city of Indianapolis, on which occasion the Machine Wood Workers urged the Carpenter's Brotherhood to relinquish all claims on machine men, mill bench hands, etc., and to grant to the Machine Wood Workers sole jurisdiction over mill hands. The request was granted and all mill hand unions will be transferred to the Machine Wood Workers. The carpenter's brotherhood also decided that as far as possible it would aid the international union in organizing factory workers throughout the country. This is as it should be; no two organizations should claim for membership men employed in the same calling.

Terrence V. Powderly, so long the great leader of the Knights of Labor, has joined the legal fraternity. His complete knowledge of the labor question, taken in connection with his marked ability, will make his counsel invaluable in cases involving labor law.

The Central Labor Union of Nashville, Tenn., is wide awake in the protection of free labor and home industry. Upon the report becoming current that the state proposed to let the entire contract for building the new state prisons to one person or firm, and that the contractors would probably use convict labor, the union entered the following protest:

WHEREAS, It has come to our notice that the duly authorized agents of the state of Tennessee, who have in charge the awarding of contracts for the construction of the new state penitentiary, intend to "lump" said contracts to the detriment of the smaller contractors of the state of Tennessee, who will thereby be prevented from bidding on same, therefore, be it

*Resolved*, That we, the Central Labor Union of Nashville, Tenn., in special session assembled, hereby condemn the said proposed mode of awarding contracts.  
*Resolved*, Further, that we protest against the employment of convicts on said new prison, the employment of such labor on state work being inimical to the best interests of the tax-payers of the state.

A struggle long averted, but inevitable, between capital and labor, took place in the cities of New York, Brooklyn and Newark in the early days of September, resulting in a brilliant victory for the latter. That odious, poverty-breeding, sweat shop system has succumbed to the onward march of the United Garment Workers of America and another system substituted, that of weekly wages, a ten hour day and a minimum scale.

On October 3rd, the Second International Congress of Railway Workmen was held in the city of Paris, France, on which occasion there were assembled delegates from the different railway labor organizations of many countries. No report of the proceeding has been received in time for publication in the present issue of the MAGAZINE.

The United Brotherhood of Carpenters held their convention in Indianapolis in September. Hard times seems to have affected the membership of this organization as severely as many others, but its financial condition is excellent. With the finances all right, a return of prosperous times will soon bring increased membership.

The Road Master's Clerks' Association met at Chicago on Wednesday, Oct. 16th. Among the many subjects discussed were "Best Method of Letter Filing," "Best Method of Keeping Material and Tie Reports," "Best Time Book and Distribution of Labor Sheets." Sessions were held at the Palmer House.

On the first of October there were 2,000 miners out on strike at Massillon, O., 900 at Denton, Ky., 600 at Whitwell, Tenn.; all fighting against unjust reductions of wages.

The International Typographical Union held its convention at Louisville, Ky., during the past month. The officers chosen for the ensuing year were: President, W. B. Prescott, Toronto and Indianapolis; First Vice President, Theodore Perry, Nashville; Second Vice-President, Frank G. Boyle, St. Paul; Third Vice-President, Charles B. Lahan, Chicago; Secretary and Treasurer, A. G. Wines, St. Louis. The following delegates to the American Federation of Labor to be held at Denver were chosen: Wm. M. Higgins, Louisville; A.

gust McGrath, Boston, and John W. Bramwood, Denver. For trustees of Childs-Drexel fund, James J. Dailey, of Philadelphia; Alexander Duguid, Cincinnati; Henry E. Dorsey, Dallas, Tex., and L. C. Shepard, Grand Rapids, Mich., were chosen. Colorado Springs was selected as the place for holding the next meeting.

The actors of Boston recently formed a union of the theatrical profession. The many grievances which led up to this procedure on the part of actors of the Hub City are set forth at length. "The managers of many of the theatrical employment agencies," so says the *Labor Leader*, "were particularly complained of, and their system of taking 'blood' money from members of the profession seeking employment was denounced. One cause of complaint was the lack of protection from irresponsible managers who leave companies stranded on the road without making provisions for their members reaching home."

#### Unemployed Labor in France.

The latest returns of the Central Labor Office in Paris are not particularly encouraging, according to the statistics just published. In the country districts, 67 per cent. of the agricultural laborers are out of work; while in the wine districts of the Cher and Herault the number of idle hands amounts to from 75 to 80 per cent. As a set-off all but 3 per cent. of the miners and quarrymen are fully occupied. In the food trades 7 per cent. of the bakers, 20 per cent. of the cooks, and 15 per cent. of the butchers' men are without occupation. The state of things in Paris, as acknowledged by the representatives of the various trades unions, is still worse. Whereas only 7 per cent. are wanting work in the book trades in the provinces, the number is 19 per cent. in Paris, while 13 per cent. of the workmen in the leather and fur-dressing trades, 27 per cent. of the shoemaking trade, and 77 per cent. of the glove trade are out of work. It is reckoned that of the men engaged in the mechanical, spinning and weaving industries, 12 per cent. are idle; among the hand-loom weavers 31 per cent.; in the hosiery trade, 24 per cent.; in the dyeing, bleaching and sizing trades, 13 per cent.; in the lace and embroidery trades, 36 per cent.; of the upholsterers, 15 per cent.; of the tailors, 20 per cent.; and of the hatters, 16 per cent. The position of hand-weavers is getting more precarious from day to day, as, apart from the difficulty of obtaining work, by reason of overproduction in factories, they have had to submit to a sensible reduction in pay. This is particularly the case in the Department of the Maine et Loire, whereas full work is going on in the Rhone and Haute Loire.—*Exchange*.

#### TRADE UNION CONGRESS.

A Trade Union Congress was held by British workingmen at Norwich, England, during the month of September. A reading of the proceedings would put to shame the much vaunted freedom of political action among American workingmen, inasmuch as while British workmen were fraternally meeting in one representative body for the purpose of procuring favorable legislation, their American cousins were allying themselves with the different political parties, hurling epithets at each other—completely disfranchising themselves, neutralizing their efforts, by pulling in opposite directions.

This congress was made up of representatives of all trade unions and was a non-partisan political brotherhood. A parliamentary committee was elected to lobby in the interests of labor, to meet capital with their own weapons, to fight the devil with fire. If the lobby of capital succeeded in purchasing a member, the lobby of labor would see that that member stayed at home the next time the votes were counted. The MAGAZINE hopes and prays, anticipates and predicts, that the day is not far distant when American workingmen will follow in the footsteps of Great Britain's yeomanry.

From the published proceedings of this congress of trade unions the following extracts are presented, hoping that similar action will be taken by American labor organizations:

#### PARLIAMENTARY PROCEDURE.

Mr. Charles Fenwick, M. P., rose to move the first resolution on the agenda paper, which ran as follows: "That in the opinion of this congress the shameful and unpatriotic practice of obstructing public business in the house of commons has now developed to such an extent that further reform in the rules of parliamentary procedure is urgently demanded, in order to put an end to such disgraceful proceedings. We further hereby instruct the parliamentary committee to urge this matter upon the attention of the government, and request them to take such steps as will enable parliament to give effect to the wishes of the people."

Mr. Rudge seconded the resolution, which was carried unanimously.

#### CO-OPERATION.

The consolidated resolution on co-operation ran as follows: "Recognizing that the ultimate well-being of the workers depends on their being able to retain all they produce, this congress recommends all trade unionists to extend their rules so that they can be enabled to invest some of their funds in co-operative production, whereby they may be able to obtain possession of the raw material and means of production; and urges all workers to endeavor to make both the trade union and the co-operative movement a successful means towards that end; but this congress strongly condemns co-operative societies trading with non-union or black-leg firms, and asks a joint committee of trade unions and co-operators to investigate the case of Harrow-on-Soir."

This was accepted by the congress.

#### AMALGAMATION AND FEDERATION.

Mr. McManus (Belfast) moved, "That this congress is of opinion the time has arrived when, in the interests of trade unionists, there should be a general

amalgamation or federation of the trade councils of Great Britain (and Ireland) for the more effective organization of the workers in each country; a better method of enforcing their rights and privileges with regard to matters relating to labor, and whereby the combined organization can be utilized for the betterment and strengthening of trade unionism; that it be an instruction to the parliamentary committee to adopt such means as will give effect to the early carrying out of this resolution; and that financial provision be made for the payment of additional clerical and other assistance to the secretary of the parliamentary committee."

The resolution was put and carried unanimously.

#### CONSPIRACY AND BREACHES OF PEACE.

Mr. Alderman Inskip moved, "That this congress instructs the parliamentary committee to take immediate steps to bring pressure to bear upon the government to include in their program for next session a bill to amend the law relating to conspiracy and breaches of the peace." He said that none of them wished for any latitude in the eyes of the law. All they asked was that the law itself should be made clear. They remembered the Plymouth case, which cost the trade unions so much. If Mr. Robertson's bill had been carried, the matter would have been placed on a satisfactory basis. He hoped the new parliamentary committee would take the matter up.

Mr. Cort seconded the resolution, which was carried unanimously.

#### COMPULSORY INSPECTION OF BOILERS.

Mr. E. Fisher moved, and Mr. Whitburn seconded, the following resolutions: "That we request the parliamentary committee to introduce a bill to provide for the compulsory half-yearly examination and registration of steam boilers; and that the boiler attendant may have power to call for a special examination whenever he may deem it necessary." "And further, that this congress reaffirms the decision of previous congresses as to the necessity for all persons in charge of steam boilers and steam engines being required to undergo an examination, and being granted certificates to show their practical fitness for such duties; and that the parliamentary committee be instructed to introduce bills to give effect to this resolution."

Mr. Whitburn (Newcastle) begged to direct the attention of the parliamentary committee to the efforts which were being made to defeat the end which they had in view. Compulsory inspection in this direction was absolutely necessary, and steps should at once be taken by the house of commons. [Cheers.]

The resolution was carried unanimously.

#### PRISON-MADE GOODS.

Mr. Rudge moved and Mr. J. H. Walker seconded, "That the parliamentary committee be instructed to promote and support legislation to prevent the importation of all goods made or produced, either wholly or in part, in any foreign prison, gaol, house of correction, or penitentiary; also to promote and support legislation to prevent the importation of all foreign manufactured goods not bearing the mark of origin, where practical; if not practical, the purchaser shall be informed of the origin of all foreign manufactured goods offered for sale by invoice or board."

This was carried.

#### THE FACTORY ACTS.

Mr. Ben Turner (Rutley) moved, "That this congress instruct the parliamentary committee to introduce a bill at the earliest possible opportunity to amend the factory and workshop acts of 1878 and 1891, such bill to include the following points: (a) That all places wherein work for sale is made shall be duly licensed for that purpose; (b) That employers shall be held responsible for the sanitary condition of all places in which their work is carried on; (c) That owners of property, or their agents, shall be liable to a penalty if any portion of their premises be used for a workplace, unless the same has been previously licensed for that purpose; (d) That all employers shall keep a register of names and addresses

of all out-workers employed by them, and forward the same at least once every six months to the proper authorities, who shall cause the said list to be exposed in some place for public inspection; (e) That the building of backhouses in cellars or below the ordinary street level be prohibited; (f) That all employers be compelled to provide workshop accommodation; (g) That the sanitary authority for workshops be the same as for factories; (h) That the following be substituted for the twenty-fourth clause of the act of 1891: 'Shall furnish to every person, or exhibit in every room or factory or workshop in which any such person is employed, a list containing in a plain and definite form the particulars which determine the rate of wages payable for any piecework to be done by any such person in that room, and shall also furnish to every such person, on giving out work to him, a statement in writing containing a plain and definite form, the particulars of the work to be done by him that determine the amount to be paid for the work, and also the price he is to be paid for the same; and such prices that are due shall be paid from the date the work is given out: (i) That all fines, deductions, charges for workrooms, light, motive power, tools, implements, materials, or anything else, be prohibited; (j) That all laundries be treated alike in any new factory and workshop legislation.'

The resolution was carried unanimously.

#### "BLACKLEGGING."

Mr. Leonard Hall (Manchester) moved, "Any society engaged in a dispute, and considering themselves aggrieved by reason of members of another society taking the place of the men on strike, may report the circumstances to the parliamentary committee. If that body consider the said society to have a just cause of complaint, they shall appoint three of their number to act as arbitrators, who shall consider the whole circumstances of the case, and if they find the society against whom the offense is alleged to have been guilty of blacklegging, they shall suspend them from representation at congress for a term not exceeding two years, and shall also make them responsible for the whole or such proportion of the cost of the investigation as they may deem adequate."

Mr. Mosses seconded.

The discussion on this resolution was adjourned, and a long argument arose as to the position of the Irish delegates, who were nominated. The discussion was originated by Mr. David Holmes.

Mr. Crooks, L. C., on behalf of Mr. John Derlin, moved that the following words be added to Mr. Hall's resolution: "That no labor union shall allow or enforce any tradesman, following his own occupation, to join their organization; but shall encourage and advise all such persons to keep up their connection with the society belonging to their own trade."

Mr. Tylor seconded.

Mr. A. T. Dipper (National Labor Union) said this union found that four-fifths of its work was keeping mechanics out of laborers' work. [Cheers.] He went on to give instances which had come under his notice in which skilled unions had blacklegged unskilled unions. If labor unions ought not to force mechanics into joining them, surely the converse was true, and mechanics' unions ought not to blackleg labor unions.

Mr. Maddison (iron-molders) replied to Mr. Dipper. He was proceeding to complain of some things done by the latter's union, when Mr. John Ward rose to order. He thought these discussions between different unions added nothing to the dignity of the congress. [Cries of "Vote."] The previous question was moved by Mr. Andrew Clark, and carried.

#### EMPLOYERS' LIABILITY BILL.

Mr. J. E. Collins moved, and Mr. Bowers seconded, "That the parliamentary committee be instructed to press upon the government the necessity of at once re-introducing the employers' liability bill."

Mr. Ward moved the suspension of the standing orders so that the whole question might be discussed.

Mr. Will Crooks moved an amendment: "That this congress heartily approves of the employers' liability bill as introduced to parliament in the last

session of the house, containing as it did the principal points for which we as workmen have contended for years: the most important being the provision against contracting out of the act, without which no measure will be acceptable to the workers of the United Kingdom. We, therefore, call upon the government to re-introduce the measure, and further instruct the parliamentary committee to insert a clause making employers financially and criminally liable for all accidents caused by defective plant and machinery." He said that to hear Lord Dudley and others talk, one would think that the only reason why they wanted an employers' liability bill was because they wanted the money to have a good "flare-up," not caring whether they got a broken leg or a broken head. Of what use to a man was £500, or his widow, if he got killed? He wanted to see employers made criminally liable for all defective plant and machinery.

Mr. P. Curran seconded the amendment, which was carried unanimously.

#### ALIEN IMMIGRATION.

Mr. Alderman Inskip (Leicester) moved, "In view of the injury done to a large number of trades and trade unions by the wholesale importation of destitute aliens, this congress calls upon the government to take the necessary steps, either by bill or order in council, to prohibit the landing of all aliens who have no visible means of subsistence." He desired to point out that they were taking a serious responsibility in asking the congress to pass such a resolution. But the time had arrived when it was absolutely necessary to protect British workmen from the aliens who cared not at what price they worked. In Manchester, work which was five years ago done for 3s 6d, was now done for 1s. 2½d. ["Shame!"] He had no wish to take away the right of political asylum which existed in England, but he did ask that those who were willing to take work at starvation prices should be prevented from landing, as was now done in America. The results of all their work as trade unionists in the tailoring, boot-making and cabinet-making trades was slipping through their hands and if something was not soon done, the wages of workmen in England would descend to the Continental level. [Cheers]

Mr. Inskip's resolution was put and carried by 143 to 73. [Cheers]

The above quotations from the minutes of this meeting will enlighten the reader upon its object, and when it is taken into consideration that this congress is made up of representatives from all classes of trade unions, it will be seen with what unanimity they act in political matters.

The city of Cardiff, Wales, has been selected as the next meeting place, and the MAGAZINE hopes to give a complete account of same.

The labor conferences held in Philadelphia April 28th, and St. Louis June 11th, were movements in the right direction. The future has much in store,—an American Labor Congress will be the outcome.

#### JUDICIAL DECISIONS.

##### REASONABLENESS OF REDUCTION OF WAGES BY RECEIVER.

A railway company, whose sole property was the equipment and leasehold of another road, passed into the hands of a receiver. The annual rent was the first lien on the equipment, and the leasehold was subject to forfeiture for nonpayment of rent. Owing to general business depression, the earnings of the road fell off, until

they were not sufficient to pay the rent, and the receiver ordered a reduction of ten per cent. in the wages of all employees. It appeared that a like reduction had been theretofore made by competing roads, and that, in order to avoid discharging many employees, the receiver had been compelled to lessen the working time of each one. Held, that the reduction was not unreasonable. Where a ten per cent. reduction of wages is reasonable in itself under all the circumstances and the general condition of trade it is not rendered unreasonable by the fact that his employees were already working on short time, with a proportionate reduction of wages; the shortening of time having been directed with their own consent, in order to avoid the discharge of many of their number.

Thomas vs. Cincinnati, N. O. & T. Ry. Co. (Circuit Court, S. D. Ohio, W. D.) 62 Fed. Rep. 17. (192).

##### DUTY AND LIABILITY OF EMPLOYER.

It is the personal duty of an employer to use ordinary care that the machinery necessary to conduct his business is maintained in a reasonably safe condition for use. The delegation of that duty to subordinates does not bring the latter into the relation of fellow servants, within the rule of exception as to employees injured by reason of a breach of that duty. The master must use reasonable care not to subject his employee to an extraordinary risk in the service, unknown to the employee. When an employee sustains injury by the combined negligence of a fellow servant and of the master, the latter cannot, on that ground alone, avoid liability.

Browning vs. Wabash Western Ry. Co. (Supreme Court of Missouri). 27 S. W. Rep. 644. (117).

##### LIABILITY FOR NEGLIGENCE OF FELLOW SERVANTS.

Railroad section men and laborers on repair trains, employed by the same master for the same general purpose of keeping the roadbed and track in order, and working for the same general result, are fellow servants; and the employer is not liable for injuries to one, caused by negligence of another, even though such other has supervision over either gang of men.

Thom vs. Pittard. (Circuit Court of Appeals, Fourth district). 62 Fed. Rep. 232. (68).

##### CONTRIBUTORY NEGLIGENCE BY SERVANT.

Where one who had been employed as brakeman for several months, was placed on a car in order to give the necessary signals to the engineer of a train which was being loaded with crushed stone. The dust of the crusher interfered with his view of the engineer, and he got down from the car and stood on the main track. After stand-

ing there about five minutes he was struck by a passing engine. There was nothing to interfere with his observation in each direction. It was held, that he was guilty of contributory negligence.

Clark vs. New York, L. E. & W. R. R. Co. (Supreme Court, General Term, Second Department). 30 N. Y. S. 126. (99).

The Supreme Court of Minnesota holds, that the rule that one who attempts to cross or places himself upon a railroad track without looking and listening, when, by so doing, he may discover the danger from an approaching train, is guilty of negligence, does not apply to the case of one who is employed in a railroad yard, and whose duties frequently make it necessary for him to go upon the tracks. Where, in a railroad yard, there are tracks of several companies, and the employees in the yard of one company are accustomed to go, in performing their duties, upon the track of another, the jury may find a license from the latter to do so.

Jordan vs. Chicago, St. P. M., & O. Ry. Co. (59 N. W. Rep. 633). (117).

#### LIABILITY OF MASTER FOR INJURY TO SERVANT.

If an employee is injured while in the service of his employer by negligence of a co-employee engaged in the same general employment, when the master has exercised reasonable care in the selection of the co-employee, the employee who is thus injured cannot, as a general rule, recover damages of his employer. But this rule has no application in a case where the master owes a duty to the servant directly. In such a case if the master entrusts the performance of that duty to a fellow servant, the negligence of the latter is the negligence of the master, and the master is liable to another servant who is injured by such negligence.

Blondin vs. Oolite Quarry Co. 37 N. E. Rep. 814. (125).

#### LIABILITIES OF RAILROAD AND TELEPHONE COMPANIES FOR INJURIES TO BRAKEMAN.

Where a brakeman in the employ of the receiver of a railroad company is injured, without fault on his part, by being thrown from a freight car by a telephone wire which the telephone company negligently allows to hang too low over the railway track, and the receiver and telephone company knows, or by ordinary care and diligence might know, the condition of such wire, both the receiver and telephone company are liable to such brakeman for damages sustained.

Southwestern Telegraph and Telephone Company vs. Crank. (Court of Appeals of Texas). 37 S. W. Rep. 38. (89).

#### STATUTORY PROVISIONS FOR INJURIES TO EMPLOYEES OF RAILROAD COMPANIES.

Comp. Laws Kan. 1879, making a railroad company "liable for all damages done to

any employee of such company in consequence of any negligence of its agents, or by any mismanagement of its engineers or other employees," having been construed by the Supreme Court of the state as not limited to injuries caused in the movement of trains, is properly applied, in the Federal Courts, to a case where one employee was injured by negligence of another while both were engaged, in a roundhouse, in putting a recently-arrived engine in condition for immediate use.

Chicago, R. I. & P. Ry. Co. vs. Stahley. (Circuit Court of Appeals, Eighth Circuit). 62 Fed. Rep. 363. (103).

The Supreme Court of Pennsylvania holds that the provision of a membership certificate in a benefit association, made up of the employees of a railroad company, under which the benefit becomes due to the member whenever he is disabled from any cause, that acceptance of benefit shall be a release of the railroad's liability for the disability, is not against public policy, it not having the effect of a release till the member accepts the benefit.

Johnson vs. Philadelphia & R. R. Co. 29 At. Rep. 854. (76).

#### LIABILITY FOR INJURY TO RAILROAD EMPLOYEE.

In an action by an engineer against a railroad company for personal injuries caused by the negligence of a brakeman, it is proper, after giving evidence that the brakeman had been drinking just before the accident, to show his reputation for intemperance, for the purpose of charging the company with knowledge of his intemperate habits.

Norfolk & W. R. Co. vs. Hoover. (Court of Appeals of Maryland). 29 At. Rep. 994. (61).

#### CONSTITUTIONAL LAW FOR PROTECTION OF RAILROAD EMPLOYEES.

Laws 1893 entitled "An act to compel street railway companies to protect certain of their employees from the inclemency of the weather," is constitutional.

State vs. Hoskins. (Supreme Court of Minnesota). 59 N. W. 545. (31).

#### CONTRIBUTORY NEGLIGENCE IN DISOBEYING INSTRUCTIONS.

Where a railroad employee is injured in consequence of his failure to signal a train to stop, as his instructions required him to do, he is guilty of contributory negligence.

Le Bahn vs. New York Cent. & H. R. R. Co. (Supreme Court, General term, Third department). 30 N. Y. S. 7. (35).

#### LIABILITY IN HANDLING DISABLED CARS.

Where an employee handling a disabled car, which was being transported to the shop for repairs, and having the control of the action of the engineer, steps between the cars, on which the disabled car had no

drawhead, is injured, he cannot recover for such injury, as he knowing the danger was negligent in placing himself in such a position.

Illinois Cent. Ry. Co. vs. Bowles. (Supreme Court of Miss.) 15 So. Rep. 138. (66).

#### WHO MAY BE FELLOW SERVANTS.

A train dispatcher, employed by the division superintendent, though he has power to employ and discharge brakemen and flagmen, and has general charge of the movement of trains, is a fellow servant of an engineer, who is also subject to the instructions of the division superintendent.

Norfolk & W. R. Co. vs. Hoover. (Court of Appeals of Maryland). 29 At. Rep. 994. (51).

The Supreme Court of Tennessee holds, that the mere fact that a car inspector goes on one track in order to inspect cars going on another—such track being an appropriate place to inspect cars from—does not render him guilty of contributory negligence, so as to prevent a recovery in case he is injured through the negligence of an engineer running a switch engine on the track on which he is standing, though he knew a train was likely to pass along such track.

Taylor vs. Louisville & N. R. R. 27 S. W. Rep. 663. (86).

#### Contributors and Correspondents.

An earnest invitation is extended to all members and other readers to contribute to the columns of the MAGAZINE. Within the ranks of the Brotherhood of Locomotive Firemen there are endless numbers of members who have the ability to write intelligently upon subjects pertaining to mechanics and other matters interesting to the membership at large.

It is not necessary that contributors should sign their names to articles for publication, a *nom de plume* or simply the initials will do. But, of course, it is necessary that the editor should know with whom he is dealing, therefore your full name and address should accompany each communication. Write concerning the condition of your lodge, enclose newspaper accounts of special occasions, such as balls, picnics, etc. It is the purpose of the editor to make the MAGAZINE just what its name indicates, a locomotive fireman's magazine, pure and simple. It is edited by a fireman and read by firemen, and it is hoped that members of the firemen's brotherhood will leave nothing undone to promote its welfare.

#### Recent Publications.

STEAM TABLES AND ENGINE CONSTANTS. BY THOS. PRAY, JR. D. VAN NOSTRAND CO., 23 MURRAY ST., N. Y. PRICE \$2.

The readers of the MAGAZINE will recognize in the author of "Steam Tables and Engine Constants" an old friend and contributor. This work contains original and up to date information and is a valuable reference book for those engaged in mechanical engineering. Of the many subjects treated are the following: Ratio of Expansion; Cut-off, etc.; Heat Units in Water 32° to 212°; Factors of Evaporation; The Economy of Feed Water Heating; Heat of Steam; Engine Constants; The Efficiency of Burning Coal; etc.

AID TO ENGINEER'S EXAMINATIONS. BY N. HAWKINS. THEO. AUEL & CO., 91 LIBERTY ST., NEW YORK.

"Hawkin's Aids" is just what its name indicates, being a complete summary of the principles and practice of steam engineering arranged for reference catechetically. The author says: "Men often operate steam plants satisfactorily who can not tell how they do it, and a thorough practical engineer may make a very poor showing when questioned by an examiner."

#### The International Railroader.

The above named publication, Messrs. D. G. Ramsay, manager; A. J. Arkin, editor and A. D. Thurston, general agent, pays its first visit to THE MAGAZINE and is a welcome guest. As its name indicates its geographical and social range is international in character. The *Railroader's* columns are filled with crisp railway news and editorial comment.

#### Machinery.

Vol. I. No 2, of *Machinery*, "A practical journal for machinists and engineers and all who are interested in machinery," has reached this office and is a typographical beauty. The Industrial Press of New York City are the publishers and Fred H. Calvin is editor-in-chief. May success attend their efforts.

DONAHOE'S MAGAZINE, in the October number, propounds the query, "Which Party Should the People Support in November?" In this triangular debate the Democratic party is represented by Josiah Quincy, the Republican party by Eliot Lord and the People's party by George H. Cary, candidate for governor of Massachusetts on the latter named ticket. The discussion is interesting, although only a "four round contest for points."

# THE BROTHERHOOD.

TO CORRESPONDENTS.—Brief, newsy letters are desired upon subjects of general interest. Sign name and *nom de plume*, the latter for publication.

## FAREWELL TO THE BROTHERHOOD.

Byron sang:

"Farewell! a word that must be and hath been;  
A sound which makes us linger; yet Farewell!"

And Shakespeare says:

"Fare thee well  
The elements be kind to thee and make  
Thy spirits all of comfort."

Having severed my connection with the LOCOMOTIVE FIREMEN'S MAGAZINE, it suits me to ask for so much space in its columns as will suffice to say farewell to its readers and to the brotherhood.

My connection with the MAGAZINE began in September, 1878, when, at the Buffalo convention, I was elected associate editor. In 1880 I became editor, and resigning the position at the Harrisburg convention in September, 1894, makes a continuous service of sixteen years. Such dates are in the line of reminiscences, and considering the age of the brotherhood, have a touch of ancient history.

I took charge of the MAGAZINE during "the times that tried men's souls," their courage and their fidelity. The brotherhood was bankrupt and the outlook was gloomy. The supreme demands were courage to fight its battles and confidence that success would be achieved. It was not long before the skies began to brighten, clouds rolled away, victories were recorded all along the line, and there was never a battle for the right that the MAGAZINE did not participate in, seeking always the place where the fight was fiercest.

I began my career as editor with a monthly circulation of less than fifteen (1,500) hundred, which steadily increased until a circulation of thirty-seven (37,000) thousand copies per month was reached.

It would be rank egotism to claim the credit of such success, but this may be said, the MAGAZINE kept fully abreast of the most exacting requirements of changing conditions, and if the brotherhood grew, the MAGAZINE helped it to grow. It championed every new demand for intellectual advancement and gave to its various departments the best thought it could command and was more widely quoted than any publication of its class in the country.

For my successor, in the responsible position the late convention assigned him, I shall confidently hope for a large measure of success. Ready, studious and capable, he will have a wide field for the display of his learning upon the various subjects relating to the welfare of labor. Brother

Carter will, I doubt not, put forth his best efforts to make the MAGAZINE a power in the labor literature of the country, and most cordially do I bespeak for him the good will and consideration of the brotherhood.

In severing my official relations with the brotherhood, I think of the grand lodge officers with whom I have been associated during the past sixteen years. Of the Grand Masters there have been Joshua A. Leach, W. R. Worth, Frank B. Alley, W. T. Goundie, F. W. Arnold and F. P. Sargent; Grand Organizers S. M. Stevens and John J. Hannahan. Of these, Brothers Sargent, Hannahan and Arnold are still on the deck of the brotherhood ship, and as

"I remember all  
The friends so link'd together,"

I confess to feelings which betray emotion and ask, when shall we meet again, and as wearied hopes expire, I content myself in believing, if not in the whirl and bustle incident to official life, still in "Fancy's wide domain" we shall meet again.

True it is that our pathways diverge and true it may be, nevertheless, that we may work on chosen lines for the amelioration of the condition of men in the railway service of the country.

And to the rank and file, to the old battle-scarred veterans with whom I have tramped from valley to highland, with whom I have sat around our lodge fires and conned our plans for triumphs—I send them all greetings of "Auld Lang Syne." They are to me what "John Anderson, my Jo John" was to Burns—and to them I say farewell with my heart in my mouth. In relinquishing my position as editor of the MAGAZINE I abate not a jot of my esteem for the *true* men of the brotherhood. They have been, and are, my friends "without variableness or shadow of turning," and I shall be theirs until my days are ended.

"Here's a sigh to those who love me,  
And a smile to those who hate;  
And, whatever sky's above me,  
Here's a heart for ev'ry fate."

EUGENE V. DERS.

TERRE HAUTE, IND., October 13th, 1894.

## CHANGE OF FISCAL YEAR.

Pursuant to laws enacted at the Harrisburg convention, relating to the change of the beginning of the fiscal year from August 1st to July 1st, it will be necessary to change the beginning of the quarters one month earlier. Collectors will collect as usual on or before November 1st, 1894, for quarter ending January 1st, 1895 (this under the old law). Circulars of instruction will be issued requiring the collection of two thirds of a quarter's dues on or before February 1st, 1895, under the new law, at which time collectors will issue receipts for the quarter ending March 31st, 1895.



## THE NEW LAWS.

Of the amendments to the present constitution adopted by the Harrisburg convention the new beneficiary law is probably the most important. After January 1st, 1895, any member of the organization passing the medical examination can carry insurance of five hundred, one thousand or fifteen hundred dollars. The details of the beneficiary law will be arranged by the Grand Executive Board, acting in conjunction with the Grand Master and Grand Secretary and Treasurer, at a special meeting to be called by the Grand Master. At this meeting also will be decided to what city the grand lodge of the brotherhood will be removed. The convention decided, with no opposition, that such action was essential to the welfare of the order, but left to the grand officers and grand executive board the election of a city offering the best inducements.

Another important law enacted was the provision for three Vice-Grand Masters instead of one as at present, and the creation of the office of editor and manager of the MAGAZINE, the MAGAZINE department being entirely separate from the Grand Secretary's, but all departments and officers under the general supervision of the Grand Master.

The new constitution provides that the loss of hand at or above the wrist or loss of foot at or above the ankle will entitle member to beneficiary claims. The following resolution also passed which goes into effect immediately, therefore is the law now:

"A beneficiary member in good standing who shall be totally and permanently incapacitated from performing manual labor by reason of the following diseases, to-wit: Consumption, Bright's disease of the kidneys, or total and permanent paralysis, shall be entitled to the full amount of his beneficiary certificate, providing that all claims arising under this section shall be referred to the grand lodge officers, etc. This law shall be of full force and effect immediately upon its passage."

The beginning of the fiscal year shall commence on July 1st instead of August 1st, as at present.

The committees on beneficiary claims and on constitution and by-laws shall meet at least three days in advance of the conventions in order to have reports ready when called for by the convention, and all amendments to the constitution and by-laws shall be forwarded to the grand lodge office by the subordinate lodges at least sixty days previous to convention.

Members expelled for non-payment of dues may be reinstated by subordinate lodge within thirty days without special dispensation from the Grand Master.

Orders for the secret work will be entered in a printed form on the back of members' receipts for dues.

No member of any other labor organization shall hold the position of a grand officer of the brotherhood.

Striking firemen shall be allowed \$25 per month for three months only.

Strikes may be declared off by the Grand Master with the consent of a majority of the members of the grand executive board.

The Grand Master shall prepare a new ritual to go into effect on March 1st, 1895.

There were 104 death and disability claims acted on. Of this number ten were allowed for \$1,500 each, one for \$1,000 and one for \$338. The remaining claims were either rejected or referred to grand officers for examination.

Resolutions passed recommending the holding of union meetings with other labor organizations, calling on members to sustain all contracts made by the brotherhood and protesting against sympathetic strikes.

Mr. H. N. Norton, an ex-member of Lodge 145, was elected a grand honorary member of the brotherhood.

The next convention will be held in Galveston, Tex., on the second Monday in September, 1896.

The following is the list of grand officers elected for the ensuing two years:

Grand Master—Frank P. Sargent.

First Vice-Grand Master—John J. Hannahan.

Second Vice-Grand Master—Charles A. Wilson.

Third Vice-Grand Master—Charles W. Maier.

Grand Secretary and Treasurer—Frank W. Arnold.

Editor and Manager of Magazine—William S. Carter.

Board of Grand Trustees—Wm. F. Hynes, Alex. H. Sutton; A. H. Hawley.

Grand Executive Board—Eugene A. Ball, H. N. Lamb, Asa Dillon, F. J. May, D. J. Byrne.

## ADDITIONAL GRAND OFFICERS.

In addition to the creation of the office of editor and manager of the MAGAZINE, the Harrisburg convention added to the list of Grand Officers the positions of Second and Third Vice Grand Masters. The necessity for these additions were pointed out very plainly in the Grand Master's report. He said: "For a long time I have realized that there was a necessity on the part of the grand lodge of closer attention to subordinate lodges; that it is necessary that lodges of our brotherhood be visited at least once a year; that to allow a lodge to go without a visit from a representative of the grand lodge for an indefinite period causes the membership to

lose interest and a falling off in attendance at meetings, and finally the lodge begins to think that the grand lodge has no interest in them. \* \* \* What we need at the present time is additional grand officers in the field to visit subordinate lodges, to encourage our membership, to visit railway officials, talk with them about the brotherhood and endeavor to overcome that ill feeling that has been created during the past ninety days by the hasty action of many of our members. There will be many new lodges to organize during the coming two years. Members are coming back who have left the order and there will be a process of rebuilding going on throughout the country."

The sentiment voiced by the Grand Master in his recommendation was in accord with the wishes of the delegates, and from January 1st, 1895, the Brotherhood of Locomotive Firemen will begin a new era in its progress. Our watchword will be "upward and onward." We will set our faces toward the rising sun and have no heartburnings for that which has been. We will live for the future, profiting by the past.

The Harrisburg convention could not have decided more wisely than when they selected Bros. Chas. A. Wilson of No. 12, and Chas. W. Maier of No. 24, to aid the Grand Master and First Vice Grand Master in carrying on this work. The many years of efficient service of these two brothers places them in positions that requires no introduction of them by the MAGAZINE. The membership will find in Bros. Wilson and Maier men whose enthusiasm in their work will be contagious—even to those members who haven't seen inside of a lodge room since they were initiated.

On the first day of January Bros. Wilson and Maier will begin their new work in territories assigned them by the Grand Master, and the MAGAZINE predicts that they will receive a hearty welcome.

#### CONVENTION NOTES.

Bro. Charles W. Maier, Third Vice Grand Master, and his little daughter, Josie, of Parsons, Kas., did New York to a finish. Charlie was "chaperoned" by Bro. Al. Hawley of No. 149, and was in excellent hands. After walking Al's legs off up to the knees Charlie said that he would come again to the metropolis and look it over well, and if he liked it he thought he would buy it and take it out to the Territory.

The fraternal feeling that exists between members of the federated orders of railway employees was demonstrated in a happy manner by the many cordial courtesies extended to delegates by the Harrisburg members of the O. R. C., B. L. E. and B. R. T. It suggested the idea of our forefathers, "*E pluribus unum!*"

Very important duties are assigned to the present Grand Executive Board before its retirement. The convention instructed that when called by the Grand Master the board should convene in Terre Haute, and in connection with the grand officers prepare the amended features of the insurance law for publication and also to select a future location for the Grand Office of the Brotherhood.

At the union meeting held September 22d under the auspices of Just-in-Time and J. F. Bingham lodges of New York City a large crayon picture of Grand Master Sargent was decorated with two new brooms. It was quite appropriate. Bro. Shime of Just-in-Time lodge says "its a good thing—push it along."

Bro. Springweiler, of No. 241, was a welcome visitor at the convention. He has been prominently identified in the past in securing legislation favorable to working-men and has been actively engaged during the past summer as a member of the New York state constitutional convention at Albany.

If anybody should ask him Bro. Fred Keeler of the Grand Executive Committee, could tell a very interesting fairy tale as to how a lion at Hagenbach's circus, in New York City, was the medium through which he became acquainted with a lady of the swell 400, don't cher-know.

Harrisburg's hospitable reception could not have been surpassed and if Galveston thinks anything of her reputation as a convention city the members of 115 will have to get down to business early in the season.

The W. D. Robinson fund was placed in the hands of a committee consisting of Grand Master Sargent, Bro. E. V. Debe, and a committee of two to be appointed by the Grand Master.

Huber wore the "convention rooster" on the lapel of his coat from Cincinnati to Harrisburg and Finnegan bore the trophy to Texas for his Galveston colleague.

Bro. Harry Walton received a unanimous vote of thanks for long and efficient services on the Grand Executive Board, a compliment well deserved.

Bro. C. A. Wilson, 2nd Vice Grand Master elect, is an ideal Grand Chaplain, a second Beecher, a Talmadge in overclothes.

His high silk hat, poetic productions and sylph-like form won for Bro. Alex Sutton the admiration of the ladies.

Powderly, Clark, Gompers, Everett and other noted labor leaders joined the fire-boys in having a good time.

The city of "O'Rourkeville" got one vote for the next convention.

It remained unsettled who was entitled to the appellation of "The Texas Steer," Fred Keeler or Charlie Turner. Both claimed to be the original and all others spurious imitations.

The Pennsylvania Railway Company entertained the delegates royally with excursions to the battlefield of Gettysburg and to Steelton.

Secretary of the Inter-state Commerce Commission, Edward Mosely, was a welcome guest of the brotherhood.

The Lehigh men have an eloquent and earnest friend in Bro. Frank Hocking of 507.

The Committee on Welfare of the Order were ready to report early and often.

The delegates should not forget their resolution to buy union made goods.

Hawley and 149 represent an entire block of the brotherhood.

Shandy McGuire has lost none of his popularity.

#### TO SUPT. BOGART, SCRANTON, PA.

My dear Bogart, I've long had an inkling to fling  
A few stanzas of rhyme at your head;  
So to-night I will lift on a seldom used string,  
Till I get it melodious, and then I will sing.  
A few staves floating round on sincerity's wing.  
While my darling old girl's in the bed.

I have heard of your record for many long years,  
And I've known you, old friend, about ten.  
You are noted for soothing unfortunate's fears;  
You are famed for encouraging good engineers;  
And, when trains are behind, you make gophers shed  
tears  
Till they get on their schedules again.

You are not quite so young as you were when I first  
Got a squint at your beautiful face;  
In the damp air of churches too long you were nursed,  
For the waters of Zion you had such a thirst.  
That your friends said you quaffed till they thought  
you would burst,  
Yet, from them all good luck you can trace.

On the highway of life, in the front of the fight,  
You have stood with your face to the foe;  
Waging warfare for everything noble and right,  
Never flinching an inch in the daytime or night,  
Till the goal of success proudly dawned on your sight,  
Gained without a dishonorable blow.

From the midst of your teens, when the battle begun,  
For full forty long years, till to-day,  
You have toiled on the road, and the honors you've  
won,  
Have been carved from the hardships you never yet  
shun,  
When you marched in the ranks and you carried a gun,  
Driving obstacles out of your way,

Like the Halsteads, you know how to win the regards  
Of the men you successfully lead;  
With your smiles of approval you lavish rewards;  
Never serfs more fidelity gave to their lords;  
Than they lovingly give, and such knowledge affords  
Me a subject to laud you, indeed.

For a satrap I've ne'er prostituted my brain  
To salute him in stanzas of song;  
For a good man, like you, my dear Bogart, I'll drain  
The last drop in the bucket to toast him amain.  
And if full and swell headed, I'll never complain,  
For I don't think such drinking is wrong.

—Shandy McGuire.

#### THE SWITCHMEN'S UNION

Phoenix-like the Switchmen's union is springing from the ashes of the Switchmen's Mutual Aid Association. No truer friends of the labor movement than the switchmen can be found. All should help the organization. Brotherhood firemen should assist in organizing new unions of the switchmen everywhere there is unorganized material. Let the good work go on.

#### VICE GRAND MASTER HANNAHAN.

The MAGAZINE is pleased to announce the nomination of Bro. John J. Hannahan, Vice Grand Master, as a candidate for congress from one of the Chicago districts. When friends of labor have the unusual honor of a congressional nomination bestowed upon them it is the duty of every laboring man to vote for friends of labor regardless of party lines.

The attention of all subordinate lodges is called to the special notices published in the Grand Lodge department of this issue of the MAGAZINE. Collectors and receivers, by paying particular attention to these instructions, will save themselves and the Grand Secretary and Treasurer much correspondence, as the notices are self-explanatory.

#### Wanted.

In order to fill out a complete set of the FIREMEN'S MAGAZINE, the Editor will pay liberally for the following back numbers:

- 1877—January to November, inclusive.
- 1878—January, February, May, June, July, August, September, October and November.
- 1879—January to December, inclusive.
- 1880—April, May, July, September, November and December.
- 1881—March, April and December.
- 1882—January, February, April and November.
- 1883—June and November.

#### Addresses Wanted.

O. D. HILLEGAS.—The relatives of Bro. O. D. Hillegas are anxious to hear anything concerning him. It is possible that he is no longer a member of the organization, but it will be an act of kindness for anyone knowing his whereabouts to correspond with Bro. J. E. Shafter, Secretary of Lodge No. 334, East Syracuse, N. Y.

THOS. B. CUBBINS.—Information wanted as to the whereabouts of Thos. B. Cubbins. Was last heard from in Yucatan; is a locomotive engineer and fireman; about six feet high, slightly stoop-shouldered; dark complexioned, with very black hair and moustache; aged 35 years. Any person having knowledge of his whereabouts or having seen him within the last three years will confer a favor by addressing his brother, J. F. Cubbins, North Second street, Memphis Tenn.

## FOURTH BIENNIAL CONVENTION

## Of the Brotherhood of Locomotive Firemen.

HELD IN THE CITY OF HARRISBURG, PA., COMMENCING SEPTEMBER 10TH, 1894.

The Fourth Biennial Convention of the Brotherhood of Locomotive Firemen is a thing of the past. The MAGAZINE stands upon the threshold of another epoch of the Brotherhood's history. What the future has in store for the firemen's organization is, indeed, promising, if the interest and patriotism exhibited by the delegates recently assembled at Harrisburg is indicative of progress and prosperity. Coming, as they did, fresh from the ranks in active service their strong determination to make the Brotherhood of Locomotive Firemen an organization the peer of any, is conclusive evidence that the members have lost none of their faith in the firemen's great order.

The legislative actions taken, the new laws enacted proved that no matter what the emergency may be the membership has the ability to cope with it, the mental sagacity to strengthen the weak points, to repair the broken parts, a characteristic of men reared in railway service.

On September 9th, the day preceding the opening of the convention, the streets and hotel corridors of the city of Harrisburg presented the old familiar scenes of hearty hand shakes and fraternal greetings so oft repeated in the past on similar occasions. The east bid the west welcome, Canada clasped hands with Mexico, all proclaiming in actions stronger than words that the Brotherhood was international in fact, as well as in name. Here could be seen groups of old time friends, friends of years, parted only to meet again at each recurring convention.

Had it been a national holiday one could not have expected a greater display of bunting. Buildings gaily decorated with national colors, streamers announcing a cordial welcome met the eye at every turn, and the hospitality of the capital of the "old Keystone State" was made evident upon first introduction. The committees of arrangement and reception did themselves great. Here and there and every where the members of these committees could be seen working like beavers and all with one object in view, to make everybody feel at home. This they did to the satisfaction of all, and the recollections of the city on the banks of the Susquehanna will ever be a bright spot upon the memories of those delegates who were so fortunate as to attend the Fourth Biennial Convention.

The Grand Master's gavel fell at 8:30 sharp on Monday morning, September 10th, in Chestnut Hall.

The first business of importance coming before the body was the

## GRAND MASTER'S REPORT.

Preliminary to a great mass of statistical and historical information pertaining to the business of the past two years Grand Master Sargent said:

SIRS AND BROTHERS:—Again we appear before the chosen representatives of the brotherhood to render an account of our stewardship. Bidding you farewell at Cincinnati two years ago, after the close of the Third Biennial Session, your chosen leader, I started out to fulfill the duties of my office, determined to return to you with your organization in a prosperous condition, if my life and health were spared. Little did we realize the trials and hardships that were before us. Our prosperity in the two preceding years may have made us too sanguine of success. Everything moved along successfully until July, 1893, one year from our parting at Cincinnati, and during that time our membership was constantly increasing and everything pointed to a season of great prosperity, when there came the panic, the like of which the country had never seen. In the twink of an eye we saw our industries paralyzed, banks fail, mines and factories close and business come to a standstill. Necessarily railroad corporations felt the effects of the depression and immediately the managers set about cutting down expenses. Members of the brotherhood were thrown out of employment, wages were reduced and our troubles began. Our increase in membership was light for the reason that the material comes from the youngest firemen in the service and they were the ones to be thrown out of employment first. Older members were also making but half time and it was a hard task for many to keep up their membership. Yet through all these trials we have endeavored to conduct the affairs of the Brotherhood in accordance with the policy laid down in its constitution and today we bring to you our report and ask at your hands a hearing. If you find that we have been neglectful of any duties, we shall expect your censure. If, however, you find that we have done our duty as we understood it and that if we made mistakes, they were of the head and not of the heart, then we trust that you will give us the credit of being honest.

I desire here to pay tribute to my faithful and earnest associates: Our Vice Grand Master, for his sincere kindness and unswerving fidelity to me during the last two years. In many instances when I have been pressed with duties I could not attend to, Bro. Hannahan has promptly responded and rendered me valuable assistance. During the two years sickness and affliction has been a constant visitor in his household and I have compelled him to remain at home, as I considered his duty to his wife and child was paramount to the work of the brotherhood. I have aided him in the discharge of his duties so far as I was able, but that was nothing compared to the service he was required to perform for me, and I do not wish to appear unappreciative. The brotherhood has a faithful servant in her Vice Grand Master. At the last convention the brotherhood was compelled to part with a brother who had for years been the pride of the organization and one to whom the brothers had pinned their faith, but he, believing that the brotherhood was not so progressive as it ought to be, was not in sympathy with its policy and bade farewell to the grand lodge. In the place of Bro. Eugene V. Debs the delegates placed our new Grand Secretary and Treasurer, Bro. Frank W. Arnold. He needs no introduction from me. Long before I came upon the scene of action, the name of Bro. Arnold was a household word in the home of every locomotive fireman, and while for a few years Bro. Arnold was out of active service in the grand lodge, he was always a faithful member of the order and interested in her welfare. When at the Third Biennial Convention, the delegates elected him to succeed Bro. Debs, I assured him of my hearty support and that it would be my purpose to encourage him and assist him in every way possible. For eight years I had associated with Bro. Debs, we had worked harmoniously together, and I accorded to Bro. Arnold the same fidelity that I had given his predecessor.

For nearly two years we have been associated together in your grand office. Never during that time have we been other than friends and I have never since I have been in the grand office been more assisted and encouraged in my duties and aided by the Grand Secretary and Treasurer than I have by Bro. Arnold. He has promptly responded when I have called and his past experience as our Grand Master fitted him for responsible and arduous duties, which he performed cheerfully and to the best interest of the brotherhood.

At the last convention I was given the authority to press into service the members of the executive board if occasion required. Several times since then I have called upon them and I have always found them ready to do their duty and do it well. They have all been kind to me and I here return my sincere thanks to them, one and all, for their faithful discharge of every trust and uniform courtesy to me. Our Board of Grand Trustees have been faithful servants of the order, and I am not unmindful of the encouraging words that I have received from Bros. Hynes, Muir and Sutton.

At the grand lodge of the brotherhood where I am supposed to have my office, I have always been kindly treated by the assistants of the Grand Secretary. There has been a close application to duty on the part of the employees and to them, one and all, I express appreciation of their labors and recognize their true worth to the order.

To the brotherhood at large, the members of our subordinate lodges, all with whom I have come in contact, I have but feelings of respect, and appreciate the fact that but for their loyalty the work of the past two years would have availed nothing. I owe to them more than I can express in words.

And now, brother delegates, I offer you my report. It is a truthful record of my past two years' labor as your Grand Master. It is all I have to stand upon and I await your action. I have seen fit to recommend certain changes in our laws that I believe will be beneficial, to point out wherein we can improve our facilities for doing our grand lodge duties. I hope you will consider them, and if in your wisdom you find anything that will advance the welfare of the brotherhood it is your duty to adopt them, but if in your judgment I have not made recommendations that will be beneficial, then it is incumbent upon you, as representatives of the subordinate lodges, to set them aside. Let us labor to advance the interests of the brotherhood above everything else and faithfully discharge our duties in this session of our grand body.

Since the last convention the Grand Master has been appealed to on twelve different occasions to settle differences arising between lodges and members. Of the decisions rendered by subordinate lodges, seven were affirmed, three reversed and two remanded for new trials.

A greater portion of the report was taken up with a detailed statement of the matters that required adjustment with railway officials, and the MAGAZINE recommends that each and every member acquaints himself with their details by referring to the printed proceedings furnished all subordinate lodges.

In regard to the

#### BENEFICIARY DEPARTMENT

the Grand Master said:

I doubt if it is possible to find a benevolent organization that has expended more money during the last two years than the brotherhood at so small a cost to the individual member. From August 1st, 1892, to August 1st, 1893, there were paid 259 beneficiary claims, 225 being death, 74 being total disability, amounting to \$448,500. From August 1st, 1893, to August 1st, 1894, there were paid 289 beneficiary claims, 199 being deaths and 90 being total disability, amounting to \$433,500.

The sum total for the two fiscal years is \$882,000. Twenty-two of the disabilities for the year 1892-1893

were for amputation. Twenty-nine of the disabilities for the year 1893-1894 were for amputation.

During the fiscal year, commencing August 1892, ending July 31st, 1893, nine assessments were levied by the grand lodge, costing each member for the year \$18.00.

During the fiscal year commencing August 1st, 1893, ending July 31st, 1894 eight assessments were levied by the grand lodge, costing each member \$16.00 for the year, a sum total for the two years of \$34.00.

If there is any other organization that presents a cheaper insurance feature than this, when the risks of the membership is considered and the liberality of the law in the allowance of claims, I have failed to learn of it. I am of the opinion that we are too liberal and that this convention should curtail to a certain degree the allowance of disability claims.

It may be of interest to you to know the sum total of moneys that have been paid out by the brotherhood through the beneficiary department during the years of its existence. This statement covers the time from 1880 to August 1st, 1894, and in round numbers amounts to \$3,181,732.50.

The report dwells at length upon the all important subject of federation and contains much that is edifying and instructive. Bro. Sargent has given the matter great study and his statements place him well in the lead of advanced federationists, of men whose sympathies for their fellow man has overcome all selfishness. His report quotes from a stenographic record of the position taken by him at the meeting of the chiefs of the several organizations held in Chicago last January as follows:

"I am at this time disposed to open the door for admission to the federated organizations to such national orders of railway employees as are at present organized on these different systems of roads. The experience of the past two months has convinced me that there is a disposition on the part of the railway train service to co-operate with and have the assistance of the members and men employed in different branches of the service. For example, the machinists, the carmen and the boilermakers. Now I go on this proposition: If I want the assistance of everybody when I am in trouble, I ought to be willing to show a little inclination to those individuals when I am not in trouble. Now, in every instance where we have had this wage question up for consideration there has been a desire on the part of all organizations to embrace all the employees in that company's service, and in many instances they have been represented by their committees and there has been a desire on the part of the federated bodies on those systems to take these men in. If there is a desire now to take them in at a time when it is absolutely necessary that every branch of the service be united in an issue like the question of wages, I say, Mr. Chairman and brothers, that we should open the way so it can be done when there is no immediate necessity for it on account of trouble. The time has come when we can give the privilege to employees on any system to federate, so long as they have a national organization. Now, there is nothing compulsory about this federation. We have simply provided a federation or a plan of federation which the men can accept if they want to. There is a desire on the part of the firemen on many systems, and the other gentlemen can speak for their own organizations, to federate with the boilermakers, with the machinists, and with the carmen, who have national organizations. I take the position that if the carmen on that system desire to federate, and the other organizations desire to federate, that we, as executive officers, should open the way so it could be brought about. If it is their disposition and wish to do it, let us give them the privilege.

I am in favor of it and will support an amendment to our present articles of federation which will permit of the admission of national organizations of railway employees on any system of railway when it

is the desire on the part of the different branches of the service to federate. I know the boilermakers have a national organization. Now take for instance, a system like the Union Pacific. Supposing there is a thorough organization of the carmen, boilermakers and machinists on that system, a national association. Why should we not allow them to become parties to the system of federation on the Union Pacific if the men want it.

I know there is a national organization representing the carmen, and there is a national organization representing the machinists. I believe the truck men also have a national organization. Now, here is a desire on the part of these men to federate. I, for one, want to give them that privilege.

We have our laws so framed that it is not possible for those organizations to bring us into any conflict, as they must first take up their grievances and endeavor to adjust them before calling together any federated board, and when that board is called, as a safeguard and a protection, the executive officers are called. I contend that we can very consistently and prudently admit or give the privilege to these men if it is their desire. There is a criticism passed upon the executives of these organizations claiming that they are holding themselves aloof, and that we do not want to affiliate with these day laborers, etc. That is one argument used by a great many of our members. I believe that if there is an organization of railroad employes on any railway system that we can just as consistently permit them to federate on that system as we can to accept their services when we happen to be in a hole and want somebody to lift us out. In every grievance we have had yet we have been willing as an organization to have the help of everybody and catered to their help. But when they got into trouble we simply said that our laws do not permit these things to be done. We have had an application sent into us for permission to federate from the carmen. We have to say, we cannot do it. I don't know why we should not provide a way so that if they desire they can have that privilege. We should not bar the door against their having that opportunity. I do not allude to any statements made by other people. I simply confine myself to my own desire. If it is wrong, this is the time and place to have it demonstrated. Those here to day are the ones to determine whether it is prudent. I suggested this to the committee and I believe that we can more consistently provide for the admission of the Carmen's Association and the National Association of Railway Machinists, we can more consistently provide for their admission than we can say to them, we should be glad to have you help us, and then when they have some trouble, to leave them simply to themselves.

The fact that the sentiments expressed in the above have been ratified by the subordinate lodges of the Brotherhood of Locomotive Firemen shows the rank and file keep pace with the progress of the times; that with all their conservatism the membership is ever willing to press forward to that ultimate outcome of the railway labor movement, unity of action of all sources. The report further said in connection with the subject of union meetings:

It is the intention to hold these meetings at stated intervals in different sections of the country, believing that they will be of great benefit to the order at large, and we hope that whenever a notice is issued of a meeting of this character that our subordinate lodges will interest themselves and be present in as large numbers as possible.

I have always encouraged our membership to affiliate with the different labor trades unions in their labor councils, urged them to sustain the union label movement, and it is very gratifying to me to find that in New England our organization is in close alliance with the different trades assemblies and that much good is being done through their united efforts.

I have been advised by representatives of the other labor organizations that they would be glad to join

with the members of the firemen's brotherhood in arranging meetings, and it would be a pleasure to me, during the remainder of my term, to attend meetings at any point, providing the duties of my office will permit, and if we are to add to our force, as I trust we will, we can have representatives of the grand lodge at all these meetings and it will create a new interest on the part of the membership, strengthen our organizations and help us in the work we have to perform.

I therefore recommend that it be the sense of this convention, when the delegates return home, that they shall join hands with the representatives of their organizations in their localities and arrange for a series of meetings at such times as will be convenient for them.

**Grand Master Sargent had many kind words for the**

#### LADIES' SOCIETY

**of the brotherhood. He said in connection therewith:**

It will be remembered that at the last biennial convention of our order, there assembled in the city of Cincinnati the representatives of the Ladies' Auxiliary of the B. of L. F., at that time represented by seven delegates, besides the official staff of seven, making fourteen in all. The Grand Treasurer's report at the time showed quite a large membership and a good balance in their treasury and everything prosperous with the auxiliary. We know from advice that we have received that the past two years have been a season of prosperity with the society, and that they come here to this convention with a most excellent standing. Under the able leadership of their Grand President, Mrs. Eugene A. Hall, and their secretary and Treasurer, Mrs. J. I. Moore, the ladies' society has become a fixed institution and a very valuable assistant to the B. of L. F.

I hope that this convention will extend to them every courtesy during their session in this city, and that our brother delegates will call upon the ladies of the auxiliary and encourage them in every way possible, and after you return to your subordinate lodges in those localities where an auxiliary has been instituted, aid it in every way that you can, and where they have not been able to organize previous to this time, interest yourselves in the work and help to institute lodges in your several localities. I have received a great many letters from our local lodges in the localities in which the auxiliaries have been instituted, in which they express their appreciation of the work of the ladies' society, and they are taking great interest in this movement, and we hope that the time is near at hand when the auxiliary will become as influential as the brotherhood itself.

The report shows that during the two fiscal years ending July 31st, 1894, Grand Master Sargent travelled in the interest of the order a distance of 113,265 miles.

Bro. Sargent recommended the addition of two Vice Grand Masters and says concerning these

#### ADDITIONAL GRAND OFFICERS.

This is a matter to which I have given a great deal of thought during the last year. For a long time I have realized that there was a necessity on the part of the grand lodge of a closer attention to subordinate lodges; that it is necessary that lodges of our brotherhood be visited at least once a year, that to allow a lodge to go without a visit from a representative of the grand lodge for an indefinite period causes the membership to lose interest and a falling off in attendance at meetings and finally the lodge begins to think that the grand lodge has no interest in them and they commence to criticise the administration of the affairs of the brotherhood.

During the past nine years the Vice Grand Master has labored hard to keep up with the work that properly belongs to his office. There have been a great many lodges to organize and it has kept him busily engaged. He has visited as many as possible, but with over five hundred subordinate lodges it is an

tirely out of the question for any one man or any two men to reach them each year and give them that attention that they are entitled to. Had we had additional force during the last year we could have saved our organization from a great deal of trouble that she now has to confront. Circulars are a very good medium through which to communicate in some instances, but there is nothing that gives the satisfaction to a subordinate lodge that a visit from one of the grand officers does. I know that from my own experience. It has always been my purpose, since I have been your chief executive, to visit as many local lodges as possible and I have been in quite a number, not nearly as many as I would like, for there is no work in the brotherhood so pleasant to me as visiting our local lodges and holding meetings with them. That territory has to be visited by representatives of the grand lodge, men who are alive to the interests of the order and who are willing to devote their time and attention to the B. of L. F. It is a work that cannot be done by deputies appointed for that special service. It must be done by men who have taken upon themselves the obligation of a grand officer and who are devoted to the interests of the order and who will work early and late to promote her welfare. The Vice Grand Master has done all that he possibly could do. I can say the same of my associate, Bro. Arnold, and myself. The records will speak in louder tones than I can of the work that has been done during the past two years. What we need at the present time is additional grand officers in the field to visit subordinate lodges, to encourage our membership, to visit railway officials, talk with them about the brotherhood and endeavor to overcome that ill feeling that has been created during the past ninety days by the hasty action of many of our members. There will be many new lodges to organize during the coming two years. Members are coming back who left the order and there will be a process of rebuilding going on throughout the country. In order to carry on this work successfully, in order to keep our membership alive and interested, grand officers have got to be in the field, they have got to labor with the men, encourage them and enlighten them and to do this we must have additional help. I have concluded that there is but one way to successfully carry on this work and that is to elect, besides our present Vice Grand Master, two additional Vice Grand Masters, who will work under the supervision of the grand lodge and whose duties shall be prescribed in the constitution.

The report recites the many pleasant relations with our kindred labor organizations and is indeed gratifying to those who have ever held to the belief that federation was a successful, permanent undertaking. Conditions as they exist are compared with the past and never in the history of organized labor has such changes been wrought in so short a space of time, changes beneficial to the cause of federation.

#### GRAND SECRETARY AND TREASURER'S REPORT.

SIRS AND BROTHERS:—In accordance with my duties as prescribed by the constitution of our organization, it now becomes my pleasure to submit for your consideration my first biennial report as your Grand Secretary and Treasurer, for the term beginning February 1st, 1893, and ending with the fiscal year, July 31st, 1894, covering the period of one year and six months.

I have sought to condense this report, not to save space so much as to simplify and make more convenient its perusal. I trust you will compare it with previous reports made by my predecessor with the sole object of determining whether or not the Brotherhood of Locomotive Firemen has or has not retrograded in all particulars, as well as to learn to your satisfaction whether or not I have done my full and bounden duty.

I beg to state that upon assuming the duties of Grand Secretary and Treasurer I found the condition and affairs of the brotherhood in an excellent and well systematized condition.

While the following report shows for the full term

of two years, yet that portion of it which begins August 1st, 1892, and closes January 31st, 1893, is the business of the office during the term of Bro. Eugene V. Debs, Past Grand Secretary and Treasurer, and is submitted in conjunction with my report for the reason that I took up the thread where he left it and continued under the same system.

I invite your attention to my report, which is as follows:

The following exhibits supply accurate figures relating to the receipts and disbursements of moneys in the various funds from August 1, 1892, to July 31, 1894, inclusive:

GENERAL FUND.	
Balance on hand August 1, 1892	\$11,563 94
Received during fiscal year ending July 31, 1893	76,216 61
Total	\$87,780 55
Disbursed during fiscal year ending July 31, 1893	78,624 25
Balance on hand August 1, 1893	\$9,156 30
Received during fiscal year ending July 31, 1894	72,682 51
Total	\$81,838 81
Disbursed during fiscal year ending July 31, 1894	65,006 31
Balance on hand August 1, 1894	\$16,832 50
PROTECTIVE FUND.	
Balance on hand August 1, 1892	\$2,411 95
Received during fiscal year ending July 31, 1893	15,000 00
Total	\$17,411 95
Disbursed during fiscal year ending July 31, 1893	12,746 20
Balance on hand August 1, 1893	\$4,665 75
Received during fiscal year ending July 31, 1894	115,871 00
Total	\$120,536 75
Disbursed during fiscal year ending July 31, 1894	107,557 89
Balance on hand August 1, 1894	\$12,978 86
BENEFICIARY FUND.	
Balance on hand August 1, 1892	\$37,607 75
Received during fiscal year ending July 31, 1893	481 878 00
Total	\$37,607 75
Disbursed during fiscal year ending July 31, 1893	476,750 00
Balance on hand August 1, 1893	\$42,735 75
Received during fiscal year ending July 31, 1894	440,200 00
Total	\$482,935 75
Disbursed during fiscal year ending July 31, 1894	435,467 90
Balance on hand August 1, 1894	\$47,467 85

After going into a detailed statement of receipts and disbursements of cash remitted to the grand lodge office during the two years ending July 31st, 1894, he said:

All things considered, the record of the Brotherhood of Locomotive Firemen since the last convention, in so far as its acts are concerned, has never been surpassed, not even by itself during the justly celebrated C., B. & Q. strike.

What with the unparalleled depression of business in all channels, such as the country is experiencing to-day and has experienced since more than one year ago; the closing of the doors of many banking houses, factories, mills, workshops, etc.; the thrusting of the affairs of numerous railroad corporations into the hands of the United States courts; the introduction of hundreds of thousands of cheap foreign pauper laborers, what had the honest free born American

laborer to look forward to, and yet in the face of all these facts is it not a matter for glorious congratulation that the Brotherhood of Locomotive Firemen during these times has paid the wages of the striking firemen on the Toledo, Ann Arbor & North Michigan Railroad for nine continuous months and to the striking firemen of the Lehigh Valley Railroad for four consecutive months, amounting to a sum of more than \$111,000. These are facts recorded in your grand lodge office and offer silent testimony to the generosity which railroad men are so justly credited with, as well as the solidity of the foundation of so glorious an institution as the Brotherhood of Locomotive Firemen.

On August 1st, 1892, there were 488 lodges, with a membership of 25,967. Reference to the above statement shows that on August 1st, 1894, we have 519 lodges with a membership of 26,508. This shows an increase of 31 lodges and 541 members over two years ago.

This increase in membership by no means shows the real gain the brotherhood made and was rapidly making, until the hard times and the distressing and deplorable action of railroad employes started all the uneasiness and unrest among certain disgruntled members of our organization. The distress consequent upon hard times has caused the most of our loss of membership, for our reports show that on November 1st, 1893, our membership was 28,778, the highest point it has ever yet reached. Thus had ordinary conditions existed since our last convention it is safe to assume that our membership now would have reached at least 30,000.

The withdrawals during the years of 1888-90 were the result of the C., B. & Q. strike, and were made from a membership that at no time exceeded 18,657, while the withdrawals of the fiscal year ending July 31, 1894, were made from a membership that at one time was more than 28,000, consequently there was a larger field to draw from and more reason to expect a larger total than ever before.

It is with pleasure that I am able to state that since the close of our reports for the year ending July 31, 1894, our records show that of the vast number of members that took final withdrawals since the beginning of the recent disastrous upheaval in railway labor circles, more than 300 have seen the error of their ways and have applied for dispensations with which to return to the ranks of this brotherhood, and they are still coming back as fast as they can, do so I believe that at least 30 per cent. of the final withdrawals as are shown in the above table of totals will have returned or tried to return to the organization they deserted while under the influence of bad advice, if indeed I may use no stronger term.

The Grand Secretary and Treasurer's report was replete with financial statistics and reflected great credit upon its author. He presented a complete and exhaustive report of deaths and disabilities, expulsions, withdrawals, new membership, rejected and allowed claims, litigated cases, printing and supplies, etc., and in conclusion said:

And now, I desire to dwell upon the general condition of the brotherhood as compared with its condition in years gone by. I remember full well, as do some of the old war horses I see here, when, during the years 1877-78-79 and '80, the times were turbulent and dire disaster overshadowed the brotherhood. It is not my purpose to tax your patience with a rehearsal of those scenes. Let it suffice for me to say that following the destructive panic and strike of 1877 came mismanagement of the affairs of this organization, in so far as the department of the treasury was concerned. Dissolution at last followed carelessness, if I may be permitted to employ that term in this connection, until in 1880 the fabric of this grand organization was nearly rent asunder, and drastic measures were essential toward checking, what appeared then to be, the complete disruption of the Brotherhood of Locomotive Firemen. Assuming

authority not given him by the grand lodge your Grand Master removed a recalcitrant official, and from that time up to the present I, with others, have taken much pleasure in watching the steady and healthy growth of this organization until it has reached a standing second to no class organization of this continent. Day by day, year by year, it has persistently forced aside all opposition, all obstructions, barring none, until it is now quoted as an organization well fitted to model after

Has it achieved this standing for naught? Has it done no good during all these years of adversity and prosperity? Must we close the record and say that all of this has been of no avail and we can do nothing more to advance the cause of labor?

I know it has been said that all stupendous causes must at some time dissolve to make way for the advance of improvement, but these dissolutions do not occur until the cause has reached a point where it cannot advance.

Is anyone here prepared to say that there is no further advance for the Brotherhood of Locomotive Firemen? It has been reported on the street and even printed in the press of the country, that the Brotherhood of Locomotive Firemen had performed its mission, that there was nothing, absolutely nothing, further for it to do, except to "quietly fold its tent, like the Arab, and silently steal away."

Now let us see if its duties are ended. Let me invite you to accompany me a short time on a review of the receipts and disbursements of the finances of this organization, going back only a few years and dealing in generalities. In this review let me first state that we are comparing the present, in all its grim desolation, all its disturbed and depressed conditions, conditions the like of which in so far as labor is concerned have never heretofore existed during the life of the oldest member of this organization, conditions that have appalled the stoutest heart, until no one is courageous enough to say when the end shall come, and if we shall find, comparing the faithful present with the flourishing past, that the final dissolution has set in, then it will be time to end our history, disband our organization and join the gruesome procession that is said to be forming for anarchy, war and destruction. But you will find that the time for all this has not yet arrived, and by the grace of God, stout hearts and willing hands it never will arrive.

Let us compare. In the year 1890, and I take that year because there is no dispute as to it being a prosperous one, and because it is two years from the time the great C., B. & Q. strike occurred, and after the Brotherhood of Locomotive Firemen had fully recovered from the severity of that affair, and we find the records in the Grand Secretary and Treasurer's office show first, a membership of 18,657, and a balance in the treasury of \$62,927. Let us pass to the next year, viz.: 1891, when the prosperity of the country was marvelous, and we had on August 1st of that year a membership of 22,460 and a balance in the treasury of \$2,781. Times still continue good, and when we strike a balance on August 1, 1892, we find a membership of 25,967 and a balance to the credit of the brotherhood in the treasury of \$51,583. It will be noted here that while our membership increased in gratifying proportions yet there was a falling off of funds of more than \$11,000. This was the time when it was supposed by some that the brotherhood had reached the pinnacle, that it could go no further, that its mission had been performed, that the time had arrived for final dissolution, and that from then on there was nothing further necessary than the services of the coroner and a first-class funeral cortege. But this obstinate brotherhood refused to die. It positively insisted that there was plenty of work for it to do in the future, and even better work than it had done in the past.

Let us see whether it is right or wrong. In the year ending August 1st, 1893, one year after its death had been announced, the membership had gone from 25,967 to 28,681, a clear increase of 2,714. Rather a healthy corpse, I should judge. Well, this prosperity was simply appalling to its enemies, so there was need of something more drastic to drag it down to annihilation, and the past three months contain sufficient history to satisfy the most exacting searcher after knowledge just what means have been employed to destroy the grand old institution, but late returns



give strong enough evidence for the belief that once more the Brotherhood of Locomotive Firemen positively refuses to die. It is not going to give up its ghost until long after its calumniators are through trying to throttle it. Let us continue comparisons. It has been said that comparisons are odious. So they are at times, but this doesn't happen to be one of the times. The year ending August 1st, 1894, shows a membership of 26,503, a decrease of 2,173 from the members on our records one year before. But how about our finances? As I have before stated, we had a balance to our credit August 1st, 1893, of \$56,557. We have a balance to-day, to our credit, of \$77,279, a difference in our favor at the end of the fiscal year, July 31st, 1894, of \$20,722.

Does that look like dissolution? Our loss of membership can be easily understood when we remember that ever since the first of July, 1893, fourteen months ago, and when this frightful depression first made itself manifest, and when banks and business houses all over this country were going to pieces, when supposed solid institutions were succumbing to the ravages of a condition of affairs that is unprecedented in the history of this country, when railroad corporations loaded with watered stock, were being forced to the wall; when merchants were unable to find purchasers for their goods, and with crowded shelves were not disposed to buy more, thereby cutting down largely the freight business of the railroads; when railroad companies were forced to cut off unnecessary trains, made unnecessary because there were no goods being shipped, and such being the facts it became imperative to cut down the working force. I say when these facts are considered it can be easily understood why our membership decreased. The men whose earning resources had been cut off were consequently unable to pay their dues, and our laws bore harshly with them, and in too many instances erased from our records the names of loyal, good members, whose only fault was their inability to keep up their payments from sheer lack of money. That is the main cause of our decrease in membership, and it is a source of great surprise to me that the decrease is so slight.

But how about our finances, the strength and support of all institutions that are in a sound, healthy condition—do they show for or against the brotherhood? Isn't it well enough established in your minds that with a balance to your credit in the year just ended larger by far than has ever before been exhibited during the entire history of the brotherhood, that there isn't the least fear on the part of a single member that the foundation of this organization remains intact, away beyond the strength of any one man or set of men to tear it down? These are facts, brothers, that cannot be controverted and will not down at any one's bidding. They are here for the inspection and examination of any doubter, and speak a thousand times more eloquent than is within the gift or man.

We will, for convenience, recapitulate:

1890.

Membership, 18,657; balance on hand August 1st, \$62,927.

1891.

Membership, 22,460; balance on hand August 1st, \$62,781.

1892.

Membership, 25,967; balance on hand August 1st, \$51,583.

1893.

Membership, 28,681; balance on hand August 1st, \$56,557.

1894.

Membership, 26,508; balance on hand August 1st, \$77,279.

We have to-day a better standing, financially, than we have ever had at the close of any fiscal year since the birth of this organization.

I say it without the fear of successful contradiction that right at this moment the Brotherhood of Locomotive Firemen is in a more prosperous and sound condition than it has ever before been during its entire history.

Then, again, and still better, when we reflect over

the fact that since one year ago last March this brotherhood has engaged in two strikes that drew largely upon its funds, more than \$111,000, and that even yet it has a larger surplus to its credit than ever before. Isn't that sufficient cause for rejoicing?

Let no one say it unless he can say it truthfully, that this organization is not in a firm and vigorous condition, for he would simply be inviting upon himself the condemnation of all fair-minded people. Let me quote the words of my illustrious predecessor at the second biennial convention, with a change only in the number of our members: "To-day nearly 27,000 brotherhood firemen are in line under our conquering banner, keeping step to the music of progress, advancement, growth in numbers, influence and power." So they are and so they are going to continue keeping step to the music of those same influences, by your assistance, combined with that of your grand lodge officers under conservative impulses, until a very large majority of all honorable protection-seeking firemen of this country shall be enrolled on its records.

Recent troubles among other labor organizations contributed to disturb the heretofore harmonious relations that have long prevailed throughout the entire brotherhood, but it was of short duration, and seemed to serve a good purpose after all for it brought about a better understanding among some of these members who labored under the erroneous impression that the Brotherhood of Locomotive Firemen had outlived its usefulness. Such members have awakened to a full realization of the true condition of affairs and are fast seeking reinstatement under the folds of a banner that they never have had a just cause to blush for. They will all in time be again registered on our lodge records. There were many good members misled and it is our clear and bounden duty to assist all such in regaining that which they foolishly and in an unguarded moment threw away. Let us be generous. We can afford to be. Extend the right hand of fellowship to all who err, for no man is so strong that he can at all times resist temptation, and it is not my province to decry a man because he makes a mistake. It is manly to make a mistake and then admit it, and it is equally as manly to pardon. Do not forget that "to err is human, to forgive is divine."

It is an extremely pleasant moment for me to pay a tribute to my associate grand officers. With each my relations have been of the pleasantest. At Grand Master Sargent's side continually, I have tried to be of assistance to him during trying times, and I gladly confess that he has been of immense assistance to me. His warm, generous nature and genial disposition have lighted many dark places for me, and to him I would wish to pay a tribute in language more eloquent than an fingersoll, if I were capable. I found him an indefatigable worker. Constantly bending every effort in the sole interest of the Brotherhood of Locomotive Firemen, and directly I had assumed charge of my office I knew the organization had in Grand Master Sargent a staunch, true, honorable defender, and at no moment since have I had the slightest reason to think differently. I owe him a debt of gratitude for his many kind acts and valuable assistance, which it is a delightful pleasure for me to record herein.

My relations with Vice Grand Master Hannahan have been equally pleasant and harmonious, and while not thrown so much with him as with our Grand Master, yet also at his hands have I received much assistance and valuable advice, which I here take great pleasure in acknowledging.

Of my associates in office I desire to make special mention for the untiring, unflinching loyalty they gave in the performance of their duties. I have never asked for assistance from one of them but that response was instantaneous, and to them is due a large share of the credit which I modestly claim for the most excellent condition of the grand lodge records and accounts. Their duties at times are arduous and perplexing, yet withal I am pleased to note that while the offices of the Grand Lodge of the Brotherhood of Locomotive Firemen are the acknowledged best kept and most systematic of those of any labor organization in this country, yet the excellent systematization is brought about by from one-half to one-third less clerks than any other labor institution em-

loys. To these faithful assistants I pour out a flood of thanks.

And now to the brotherhood at large I wish to acknowledge thanks for the courtesy, consideration and many kindnesses I have received from it. With a large daily correspondence with officers and members of more than five hundred lodges it would be surprising if more or less friction did not occur. Yet my surprise is none the less great at the exceeding small amount of misunderstanding that has followed my two years of active work in the office of Grand Secretary and Treasurer. It is with these facts before me that I dwell with pardonable pride upon the knowledge that the general harmony that exists throughout our entire brotherhood is but mirrored in the separate departments of the grand lodge.

#### VICE GRAND MASTER'S REPORT.

This report showed active work on the part of Bro. Hannahan. During the two fiscal years, ending July 31st, 1894, the number of new lodges organized are placed at 40; number of old lodges visited, 94; miles travelled, 34,459.

The Vice Grand Master closes by saying:

The brotherhood deserves and has my best wishes. If I ever wavered in the cause I have no knowledge of it. My associates will bear testimony, I hope, that in all seasons I have tried to elevate the order, improve conditions and better our circumstances.

That the brotherhood may continue to grow in numbers and importance is my earnest wish and fresh and beautiful garlands of thought, wisdom, beneficence and fraternity, redounding to our good and happiness, is the desire and hope of

Your obedient servant,

JNO. J. HANNAHAN,  
Vice Grand Master.

#### THE GRAND TRUSTEES' REPORT

is a complete review of the financial history of the brotherhood for the past fiscal year. The following is a summary of receipts and disbursements:

##### RECEIPTS.

##### GENERAL FUND.

Balance on hand August 1, 1893	\$9,156 30
Received during the year ending July 31, 1894	72,682 51
Total	\$81,838 81

##### PROTECTIVE FUND.

Balance on hand August 1, 1893	\$1,665 75
Received during the year ending July 31, 1894	115,871 00
Total	\$120,536 75

##### BENEFICIARY FUND.

Balance on hand August 1, 1893	\$12,735 75
Received during the year ending July 31, 1894	440,200 00
Total	\$482,935 75

##### DISBURSEMENTS.

##### GENERAL FUND.

For the year ending July 31, 1894	\$65,006 31
Balance on hand August 1, 1894	16,832 70
Total	\$81,838 81

##### PROTECTIVE FUND.

For the year ending July 31, 1894	\$107,557 89
Balance on hand August 1, 1894	12,978 86
Total	\$120,536 75

##### BENEFICIARY FUND.

For the year ending July 31, 1894	\$455,467 90
Balance on hand August 1, 1894	47,467 85
Total	\$482,935 75
Grand total receipts	\$685,311 31
Grand total disbursements for year ending July 31, 1894	608,032 10
Balance on hand August 1, 1894	\$77,279 21

In conclusion they published an interesting

##### BIT OF HISTORY.

In the following statement, which is taken from the archives of the grand lodge, will be found a *résumé* of the business transacted during the fourteen years ending July 31, 1894, and shows a gradual increase of business. The largest disbursements from the protective fund took place in the year 1888, but the year just closed leads all others in business of the beneficiary department.

#### RECAPITULATION.

##### RECEIPTS.

YEARS.	General Fund.	Protective Fund.	Beneficiary Fund.	TOTAL.
1880-1881	\$9,833 10		\$11,813 75	\$21,346 85
1881-1882	15,229 75		28,451 50	43,681 25
1882-1883	24,068 07		52,848 00	76,916 07
1883-1884	35,885 25		66,376 00	102,261 25
1884-1885	39,083 79		146,960 00	186,043 79
1885-1886	38,954 88	\$14,457 00	235,509 00	288,920 88
1886-1887	24,815 15	24 00	221,446 00	246,285 15
1887-1888	44,555 59	228,862 35	211,792 00	485,210 94
1888-1889	46,197 43	241,033 30	297,789 75	585,020 48
1889-1890	43,088 98	125 00	273,210 00	316,423 98
1890-1891	56,301 08	14 00	361,183 00	417,498 08
1891-1892	68,773 93		378,116 00	446,890 93
1892-1893	76,216 61	15,000 00	481,878 00	624,678 61
1893-1894	81,838 81	120,536 75	482,935 75	685,311 31
	\$602,552 42	\$620,152 40	\$3,250,308 75	\$4,472,803 57

## DISBURSEMENTS.

YEARS.	General Fund.	Protective Fund.	Beneficiary Fund.	TOTAL.
1880-1881	\$8,072 46		\$12,104 00	\$20,176 46
1881-1882	10,066 11		23,937 00	34,003 11
1882-1883	13,457 86		35,000 00	68,457 86
1883-1884	24,789 04		77,035 00	101,824 04
1884-1885	28,175 30		149,966 00	178,135 30
1885-1886	40,266 89		227,900 00	268,166 82
1886-1887	35,285 14		225,166 50	260,451 64
1887-1888	43,597 94	\$220,036 10	217,500 00	481,134 04
1888-1889	53,134 33	246,363 65	240,150 00	579,647 98
1889-1890	47,365 68	428 75	247,500 00	295,294 43
1890-1891	58,208 26	436 05	354,000 00	417,644 31
1891-1892	58,370 87	458 15	339,250 00	458,088 02
1892-1893	78,624 25	12,746 20	476,750 00	568,120 45
1893-1894	65,006 31	107,557 89	435,467 00	628,032 10
Balance on hand August 1, 1894				77,279 21
	\$564,429 37	\$588,026 79	\$3,186 719 50	

## GRAND MASTER SARGENT'S ADDRESS

AT PUBLIC RECEPTION, HARRISBURG, PA., SEPT. 10, 1894

LADIES AND GENTLEMEN:—The year 1894 will be recorded on the annals of time as the dark days of the nineteenth century within the circle of wage workers who comprise the bone and sinew of this great republic. Never in the history of this country have we seen conditions like those forced upon the American people, especially upon those who comprise the toilers of the land, and who, by the sweat of the brow, derive subsistence for their wives and children. Since July, 1893, we have been in the midst of one of the greatest industrial depressions America has experienced. Thousands of laborers have been thrown out of employment. Commercial industries have been paralyzed. The furnace, workshop, mine and factory have remained silent, and the tall, grim chimneys that have heretofore sent forth out of their huge mouths, smoke and vapor, stand as a silent monument to remind us of departed prosperity, while the busy hum of spindle and click of loom, music that is a welcome sound to American workmen and indications of a thrifty people, has ceased, and at the quiet of the fire-side, upon the village street and in public places, wage workers have gathered to ask themselves the question: when the earth produces abundantly, when our granaries are groaning under their heavy load of bread stuffs, when our mountains are filled with the choicest metals, when our treasure houses are over-stocked with wealth by millions, why, oh, why! must our children cry for bread and we hardy sons of toil be unable to answer their cry for the want of employment for our hands?

There is a cause for everything, a creation of the conditions of the hour, and as wage

workers have had and are still having bitter experiences, it behooves them to seriously contemplate trials and privations through which they have passed and the ones which confront them now; and by unity of action and a firm determination, endeavor to remove the causes of this terrible depression and again make our country—one of the brightest and richest of God's creation—to be the land of profitable industries and to bring sunshine into the homes of our families and a smile of contentment to rest upon him who earns his daily bread.

Is it a wonder that during the past eight months there has been an uprising among the working people? That through the length and breadth of this nation there has been constant unrest? That men have formed themselves into little bands and setting their faces toward the seat of government, have tramped through sleet and snow, suffering all the hardships possible for men to endure? No matter what may be said of such a movement, it is evidence of a condition of things that does not speak well for this free and enlightened nation, and the time is at hand when every true and loyal American, every law-abiding citizen, every ruler and statesman, should join hands and minds to free our country from such an accursed industrial condition as she is now plunged into; to open up our avenues of trade; to kindle the fires in our shops, set in motion spindle and loom and let our people have employment and let it be said that in America honest men and women need not suffer the pangs of hunger because of the want of work.

For many years the workingmen of our nation have been struggling to better their conditions, realizing that man alone can avail but little in any great movement of reform, but by associating himself with his fellow men, thereby enabling him to obtain

new ideas and an exchange of opinion, he is in a position to do much! Workingmen have formed societies, organized their trades, unified themselves and by this means have in many ways greatly benefited each other. To-day we find that nearly every trade has its organization. These organizations have been of great benefit to society. Take the foundation of all the trades unions; they are laid upon good principles; the teachings are wholesome and will improve the mind, if properly applied, and no one can deny that the better a man becomes, the more enlightened he is in mind, the better citizen he will be. And one of the principal reasons why in America you find such an intelligent class of wage workers is largely because of the influence and teachings of the trades unions, and to-day when we hear of the disturbances in the industrial centres and some people are prone to condemn the labor organizations and try to place the responsibility upon them for all this agitation, if you will make an investigation you will discover that there is not a legitimate trade union to-day but what is counseling moderation and appealing to their membership to be law-abiding, to discountenance riots, to use the ballot and not the torch, to support Old Glory, the emblem of freedom, not flaunt the red flag of anarchy and by their intelligence and their united strength at the polls place in power in state and nation, as rulers and counsellors, men of the people and for the people, who will not rest day or night until the sun of prosperity shines upon us and we become a happy and contented people, with every avenue open for the application of our mind and muscle.

It is in a time like this that good counsel is needed by the membership of trades unions; men of conservative thought and prudent action. When workingmen are idle, time hangs heavy upon their hands, and with men of certain temperament it is easy to excite them, and to preach radical and anarchistic doctrine among workingmen in a time like the present is criminal. What is needed to-day among wage workers is men who will turn their attention to the legislation that is necessary to improve their condition; to advocate the closing of our gates against the inroads of foreign immigration that at present is a curse to us; to preach arbitration in wage disputes and keep in the background, to be brought out as a last resort and then only when every other effort has failed, the weapon of organized labor—the strike.

Strikes have been an advantage to organized labor. While the evil results are sometimes most prominent, they have been a powerful educator of the masses, and while defeat has often been recorded, yet what seemed defeat has afterward proved a victory for labor. I believe that there was never a time in the history of strikes but what there was a benefit derived and while

the contestants suffered and for many years the sting remained, yet out of the contest valuable lessons were learned and it was not a defeat of labor. But there should be judgment used by those who have the power to inaugurate strikes, and good counsel should always be given the wage workers by their leaders. A man who will encourage men to strike in a time when thousands of his craft are out of employment, when the business of the country is paralyzed, when men are begging for bread, and a strike means certain defeat for the parties who participate, displays poor judgment and is unfit to be a counsellor and leader of a labor organization. There is an opportune time for strikes, if strikes there must be. It is when business is good, when the market is drained of surplus labor, when the majority of the craft involved have been earning fair wages and have something to contribute to their unfortunate fellow workmen; but those conditions do not prevail to-day and have not in the past year. That is why I contend that in a time like the present wage workers want the wisest counsellors and men who are not ambitious to have their names emblazoned upon the scroll of fame as leading the greatest strike the world ever saw; but who desire to keep workingmen who can earn their living employed, so that they may contribute a mite to help him who has nothing. They should bend their energy and talents in convincing the hungry toilers of the causes of the great depression and point out a remedy, which certainly is not found by further plunging the avenues of trade into chaos by strikes, applying the blazing torch or in defiance of the laws.

Intelligent wage workers will agree with me when I repeat that to-day we need radical changes in our national laws, a better protection for our labor, a curtailing of immigration, until the thousands of idle toilers now in our land have found employment at good wages, and no sane person will contend that strikes in a time when thousands are living upon charity will hasten that hour. But if the idle workman will pause to consider that these conditions are brought upon us by unjust legislation, the combinations of trusts and the manipulations of the stock jobbers and Wall street rulers and more in the interest of foreign powers than of our own country and thus they will continue until regulated by national laws and that to obtain these laws requires in the halls of congress and the state legislatures men who are in sympathy with the common people, who have been with them in their hour of adversity and will not forget them when they have been elevated to a position of authority by their associates and become the servants of the same combinations that have created this horrible depression. If the leaders of labor will put away all selfishness and put off the cloak of hypocrisy, that is worn by so many, and let their minds be

centered upon the needy people, and not upon an office they hope to reach, we firmly believe that it is within the power of the wage workers, through the influence of trades unions, to bring about prosperous conditions and make plenty of employment at good wages. But if men are influenced to strike and idleness is thrust upon those few who are now employed and thereby disintegration is caused among the trades unions and more misery to the families of workingmen, we will be retrograding and our conditions will be worse instead of better. Here in this beautiful city of the great commonwealth of Pennsylvania are representatives of the Brotherhood of Locomotive Firemen, a trades union founded upon principles as good and elevating as any society under the canopy of heaven, with a membership of 27,000 sturdy sons, who have faced dangers seen and unseen in the faithful discharge of their duties upon the great commercial highways of the country.

This is the biennial meeting, and these representatives chosen from among the toilers have entered the gates of this city for the purpose of legislating for the brotherhood, their best friend and their sure protector, and it may not be amiss if we dwell upon the aims of the brotherhood, review the past history briefly and set forth its mission and point out its mode of procedure as a trades union.

Years ago, firemen—few in number—met together in a switch shanty in Port Jervis, N. Y., and discussed the question of organization. Imbued with the progressive spirit characteristic of locomotive firemen, they began their labors, and though but a handful, under the wise counsel of that old patriot and faithful brother, Joshua Leach, the numbers increased. New lodge fires were kindled and the influence of organization, impregnated with charity and true hospitality, brought forth the best element in man's nature, and we see a prosperous growth and year by year the ranks extending until from the corporal's guard we have the vast army that to-day is represented by these brothers out of a membership scattered throughout the length and breadth of the land.

It may be said that when the brotherhood was first organized it was only a benevolent society, commonly known as an insurance order. So it was, for the reason that the locomotive firemen in those days looked out for their families and provided for a protector to wife and child when husband and father should meet the fate that awaits many of the craft. The brotherhood did not come up like a mushroom in the night. Good material was sought for, as the builders knew that to make the institution permanent required care and the growth must necessarily be slow. It was not intended by the founders of the order to overturn the entire universe in one year, and to wipe

off the earth all kindred organizations that they might have supreme control. What the firemen strove to do was to organize their craft into a substantial brotherhood, educate their members and advance them to a higher standing in society, and by a faithful observance of their laws build up a brotherhood the peer of any in the land and one that would command respect wherever an altar was erected and the faithful members assembled together. It must not be understood that the brotherhood has always had a clear track and that the sun of prosperity has always shone upon her. There are many here who will remember the dark hours of 1877 when the stoutest heart grew faint, and when it seemed that the work so faithfully performed by our illustrious Past Grand Master would come to naught. But when destruction seemed inevitable, there came forth men, who, like the knights of old, bared their arm and went forth to battle and rested neither day nor night until the brotherhood was safely anchored and the storm had passed. Then with a devotion worthy of saints they set out to preach the gospel of charity, pointing out the benefits of sobriety, inculcating that most sublime virtue, industry, and locomotive firemen flocked to the standard and the brotherhood triumphed and became a power for good.

After the organization had grown to a membership of 15,000 and the people had become acquainted with the aims and purposes of the brotherhood, when railway managers were convinced that a fireman in their employ who had a membership in the organization insured them of having a faithful servant, a sober and reliable man, the brotherhood, at its twelfth annual convention in Philadelphia, right on the threshold of the city of Harrisburg, adopted a protective trades union policy and set out to look after the wages of its membership, to endeavor to bring about closer relations between employee and employer, and to provide rules and rates governing the calling of the members. Laws were enacted providing for committees to act in behalf of the firemen before the officials of the railways, and the brotherhood declared itself a protector of its labor. It did not enter the fold of labor with a grievance against any one. It had no chip upon its shoulder that it wanted knocked off. It did not claim that every other organization representing workingmen was a failure, and that the brotherhood offered the only sure protection for wage workers. It did not send out its grand officers and agitators to tell the members of kindred organizations that their officials were bribe takers, had been bought by the railway corporations, in fact, were anything but what they represented. No; the Brotherhood of Locomotive Firemen had been organized for an honest purpose. It was instituted to benefit locomotive firemen and

not to create a sinecure for any one man. The members of the order realized that to be successful they must be honest with their employers; to ask those conditions for the firemen that were fair in fixing rates of wages, to be governed largely by conditions and surroundings. In trying to protect its membership, that these same members must be faithful in the discharge of their duty to their employer, sober and reliable, and the organization should not be used to shield a man who was guilty of unbecoming conduct, willful violation of rules and incompetent to perform those responsible duties of a locomotive engineman.

The brotherhood realized that among the employers of its membership there were a few narrow-minded, unprincipled men who had unfortunately been elevated to positions of authority in railway circles, and that when in contact with such men, it would require something more effective as a persuader than the limber tongue of the chairman of the committee or the influence of the walking delegate, the Grand Master, so it introduced a striking plant of the most improved pattern, but with rules that would prevent it being set in motion except as a last resort and when every other means had failed, whereby simple justice could be obtained for its membership. This plant was required, for without it the protective machinery of the order would have been of little avail. It was known that the organization had this powerful instrument, although it was not always brought into service, only referred to when speaking of the protective equipment of the brotherhood.

From 1885 up to the present day the brotherhood has been in the field of labor striving to promote the conditions of locomotive firemen. It has endeavored, by fair dealing, to gain the confidence of the railway corporations by whom its members are employed, and the respect of the public. It has always cultivated friendly relations with trades unions organized for a noble purpose, and has stood ready to aid the distressed wherever they might be found. How well the brotherhood has fulfilled its mission is proved by the standing of the organization to-day; the character of the men that make up its ranks; the relations that prevail between the employer and the employee. Since the brotherhood adopted a protective policy there have been over two hundred written schedules and agreements made between the railway managers and the committees representing the firemen, while numbers of men who have been discharged have been returned to service through the influence of the order. During this time the brotherhood has been compelled to start up its striking machinery in a few instances on account of running up against narrow-minded men, who would not listen to reason, who would not arbitrate,

who would do nothing but have their own way. Some of them had it; but it cost them several dollars and they had lots of experience which they will not require hereafter. In some instances the brotherhood was successful; in others it failed, in a measure, to gain the end sought, but in no single instance was everything a loss. Lessons were learned that were of practical benefit to both parties engaged. In all these struggles the brotherhood confined its contest to the territory of the enemy, as the laws do not permit of the waging of a general warfare against friend and foe alike. The order recognizes that it has friends among railway managers, who are treating its members with fairness; that with these same railway managers they have written agreements, and to violate them on the part of the men, and injure the business of their employer who has kept his word and his agreement, would be an outrage and would place the organization in a position to be condemned by any fair minded person. She therefore says to her membership on other lines: "We will fight this battle on the enemy's own ground. You do your duty by your employer, earn your wages, respect your agreement, obey the laws of your organization, and when we call upon you for financial support you will have something to contribute, and if we suffer defeat you, whose employer has treated you with respect, will have employment and can help those of the members who have fought the battle." This policy may not meet the idea of the reformists of to-day, but it is the only policy that will maintain your organization and insure situations to our membership.

When the Brotherhood of Locomotive Firemen was engaged in warfare with General Lehigh Valley, what justice would there have been in your Grand Master and his associates waging war on the Pennsylvania Railroad, the D., L. & W. R. R., where our tried and true friend Hallstead reigns supreme? Or the Central of New Jersey? Or the Erie? Stop every wheel in the country is the cry. Carry out that policy and you stop the resources of your organization: destroy the relations that are pleasant upon many lines like the D., L. & W., and Pennsylvania Railroad; lose agreements that have cost many hours of hard labor on the part of your committees, and in the end, as sure as there is a sky above us, you have demoralized your organization, driven thousands out of employment, made enemies where you had friends, and, worst of all, paupers of the men themselves; and in room of being able to contribute support to the unfortunate brothers who were aggrieved, whose employer was tyrannical and denied them justice, and who left his service expecting, if he succeeded in filling their places, that the brotherhood would contribute something to their support, you force them to appeal to the charitable per-

ple of their town, to the governor of their state, to keep their wives and children from starving, while those who left the service of an employer against whom they had no grievance are compelled to leave home and friends and tramp the country over to find their name on the black list, and then the fallacy of their acts becomes apparent to them. But if the present policy of the brotherhood is carried on and federation with trades unions representing railway labor is encouraged, and grand officers who represent these organizations will labor as zealously to advance the organizations they represent as some of them do to destroy those against whom they have a grievance, it will cause wage workers to seek an affiliation with the union that represents their trade, and with a thorough organization and harmonious relations much good will be accomplished for those who toil. The brotherhood is an advocate of federation. She has always been prominently connected with the other railway organizations that have a fixed policy and adhere to it. She has always maintained pleasant relations with trades unions outside of the railway service, and she fully recognizes the benefit of these relations; but in affiliating with the American Federation of Labor, the Carpenters, the Hatters, the Cigarmakers, she does not expect that if she has a misunderstanding with Mr. Roberts, of the Pennsylvania Railroad, that every member of the American Federation of Labor, that every carpenter, every hatter and every cigarmaker will cease his labor and parade the streets, and hold mass meetings to pass resolutions of sympathy, but to go on with their labor, respect their laws and their agreement with their employers, and the sympathy that the brotherhood will expect of them is that which will put some substance in the stomachs of her idle members and their families, a sympathy that does not come out of a resolution passed at a mass meeting, but out of the earnings of wage workers, which cannot be expected if every man is on a sympathetic strike.

The brotherhood has a fixed law. Every member has upon bended knee sworn to faithfully observe its laws. The chief executive is under double obligation to enforce these laws. If he is working in the interests of the brotherhood he will always remain a firm advocate and defender of them. If, in his opinion, they are wrong, he will await the time of the meeting of the law-making body and recommend such changes as may be necessary, but he has no business to willfully ignore the law to gain the applause of law breakers, and no man who is connected with a labor organization, and who is honest in his motives, will condemn any officer or member of the Brotherhood of Locomotive Firemen who has respected his obligation and the laws of his union. It is only such as have a personal end to

gain and would sacrifice everything that they might succeed, who will vilify or misrepresent their brethren.

We come here as the representatives of the brotherhood to review the work of the past two years. We will find much of interest in the reports of the delegates and the grand officers, but the fact that the brotherhood has remained loyal to its pledges and faithfully labored to advance the interests of the membership in the face of the most discouraging times in the life of the craft, and comes here in a better financial condition than ever in her history, ought to awaken in the heart of every delegate here a love for the grand old order that will insure a successful meeting and that the predictions of her enemies, who said that she had outlived her usefulness and that at the fourth biennial convention there would not be a corporal's guard, will be shown to be but the utterance of a dissatisfied element which could not rule and sought to ruin.

I have no foreboding of evil befalling the organization. There are in the delegation here to-night men of firm convictions as to right. They have been in the labor movement for years and they are fully competent to judge as to the success or failure of the brotherhood. We offer the prediction that the future of the order will be even brighter than its past; that her membership will increase; a greater influence will be manifested and many who have lost faith in the brotherhood will return, as did the prodigal of old.

We have here to-night representatives of other trades and callings, who are old in years as representatives of trade unions. The brotherhood welcomes them as her guests, and assures them of her appreciation of their presence. The organization can lend a helping hand to all. It is not necessary to inaugurate strikes to aid union labor, nor to hold these mass meetings—although much good comes from these meetings—but if you will buy union made hats, smoke union label cigars, wear union made overalls, employ in building your homes the union carpenter, in fact, eat, live and sleep a thorough union man, you will all be performing your duty. Labor to increase your membership, get a thorough organization, be law abiding citizens, and with such changes as can be brought about in our national laws by the united efforts of trades unions, we will see a prosperous, contented people; the wage worker earning good wages, his family well clothed and well fed, and the stars and stripes, that emblem that represents freedom, the only banner borne at the head of the great army of labor and the red flag of anarchy and its following driven out of our country.

Your honor, on behalf of the Brotherhood of Locomotive Firemen, represented here by these gentlemen, delegates of the

fourth biennial convention, I desire to thank you for the kind address of welcome extended to us here to-night. It needed no words of yours to make known that we were welcome, for ever since our arrival we have had substantial evidence of the generous hospitality of the people of your city. You, my dear sir, have reason to be proud of your people, and we are glad that for a time we may remain among them. It will be the ambition of every delegate to enjoy the beauties and share in the blessings that are so generously tendered, and we hope that when we are compelled to depart from your midst that you will feel that our visit among you has not in any way marred the pleasantness of the week, and that you may wish for our return.

To his excellency, the governor, we extend our sincerest thanks also. A governor of the great commonwealth of Pennsylvania, who has won the admiration of his people by his faithful devotion to the interests of his state, we feel, sir, that to receive a welcome from you insures the success of our convention, and in our deliberations here it will be our purpose to enact such laws and map out such a policy as will secure an increase in numbers and influence and we believe from your utterances here that you will look with favor upon our organization as long as it is conducted upon honest principles and its membership respect law and order.

To our guests, the chief executives and representatives of sister organizations, we bid you welcome, and you can rest assured that in the Brotherhood of Locomotive Firemen you have an ally that will always be found ready to extend the hand of assistance in a substantial way, and while we may not leave our situations to show our sympathy, when it cannot be done without violating our oath, we will contribute of our substance abundantly and aid your unions in all laudable undertakings. May success attend you in your labors to elevate the condition of your several crafts.

We would fail in doing our duty did we not pay our respects to our lady friends who are with us here to-night. Their presence inspires our delegates to work faithfully to advance the brotherhood, and to sit in the sunshine of their beautiful faces is as refreshing as the morning air of the Alleghenies.

To our brothers of the different organizations located here in Harrisburg, who have so generously aided in making this reception such a success we bow in hearty appreciation, and place upon the committee of arrangements the crown of merit for arduous duties faithfully performed. And with our hearts in full accord with the spirit of peace and brotherly affection, we say, "All hail to the Brotherhood of Locomotive Firemen."

## GRAND LODGE.



### Important.

CHANGE IN DATE OF QUARTER.

OFFICE OF THE GRAND LODGE, B. OF L. F. 7  
TERRE HAUTE, IND., October 10, 1894. )

*To Members of Subordinate Lodges:*

SIRS AND BROTHERS:—The Fourth Biennial Convention, held at Harrisburg, September 10, enacted a law which changes the date of the quarters, as well as the date of the fiscal year of the Brotherhood of Locomotive Firemen.

Heretofore the quarters have been as follows: Beginning February 1 and ending April 30; beginning May 1 and ending July 31; beginning August 1 and ending October 31; beginning November 1 and ending January 31; and the fiscal year began August 1 and ended July 31.

Under the new law, which goes into effect January 1, 1895, the quarters will be as follows: Beginning January 1 and ending March 31; beginning April 1 and ending June 30; beginning July 1 and ending September 30; beginning October 1 and ending December 31. The fiscal year will begin July 1 and end June 30.

All members are urged to take particular notice of the above changes.

Yours fraternally,

F. P. SARGENT, G. M.  
F. W. ARNOLD, G. S. and T.

### Notice to Collectors.

OFFICE OF THE GRAND LODGE, B. OF L. F. 7  
TERRE HAUTE, IND., October 10, 1894. )

*To Collectors of Subordinate Lodges:*

SIRS AND BROTHERS:—The Fourth Biennial Convention, held at Harrisburg, September 10, enacted a law making one kind of receipt, which Collectors give to members when they pay their quarterly dues, grand dues, special assessments and monthly lodge dues, and which shall be the only legal receipt. This receipt will have printed upon the back an order for the secret work, which same will do away with the orders for secret work formerly and now in use. The Grand Lodge will be ready to supply these receipts on December 1.

Yours fraternally,

F. P. SARGENT, G. M.  
F. W. ARNOLD, G. S. and T.



**Special Notice to Collectors.**

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., October 10, 1894.

*To Collectors of Subordinate Lodges:*

SIRS AND BROTHERS:—Beginning January 1, 1895, the law changing the fiscal year and the quarters thereof will go into effect. You are hereby notified that you will collect from the members their quarterly dues for the quarter ending January 31, 1895, the same as has been done heretofore. This will pay the quarterly dues of the members up to and including January 31, 1895. Then, beginning January 1, 1895, you will begin collecting dues from the members for the two months beginning February 1 and ending March 31, 1895. This will bring the quarter within the requirements of the new law.

Thereafter you will make your collections for the quarters beginning April 1, July 1 and October 1. The grand dues will be collected one month earlier than heretofore, as the fiscal year will hereafter begin July 1, instead of August 1, as in the past.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. and T.

**Assessment Notice for November.**

OFFICE OF THE GRAND LODGE, B. OF L. F.,  
TERRE HAUTE, IND., November 1, 1894.

ASSESSMENT No. 49, \$2.00.

*To the Receivers of Subordinate Lodges:*

SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members entitled to all the benefits of the order, viz.:

CLAIM No. 1362. William McIntosh, of Avon Lodge, No. 38, died of Inflammation of Bowels, June 30, 1894.

CLAIM No. 1363. Henry A. Hollingsworth, of Davy Crockett Lodge, No. 145, died of Typhoid Fever, May 27, 1894.

CLAIM No. 1364. William E. Hughes, of Magic City Lodge, No. 182, was Crushed to death, May 30, 1894.

CLAIM No. 1365. H. E. Chittman, of Tip Top Lodge, No. 396, died from an Overdose of Laudanum, June 26, 1894.

CLAIM No. 1366. A. W. Johnson, of Peter Burns Lodge, No. 425, was Struck by Train and killed, June 27, 1894.

CLAIM No. 1367. John W. Kline, of Miami Lodge, No. 441, Suicided, June 29, 1894.

CLAIM No. 1368. Oliver Davis, of Beacon Lodge, No. 111, was killed in a Collision, July 8, 1894.

CLAIM No. 1369. Joseph Henneberry, of Tippecanoe Lodge, No. 36, was Drowned July 9, 1894.

CLAIM No. 1370. John Clancy, of Lucky Thought Lodge, No. 232, was declared totally disabled by Loss of Foot, July 20, 1894.

CLAIM No. 1371. Sanford D. Thom, of Fulton Lodge, No. 493, was killed in a Collision, July 10, 1894.

CLAIM No. 1372. George P. Stedman, of Alamo Lodge, No. 263, was killed by Gun Shot Wound, July 26, 1894.

CLAIM No. 1373. D. S. Phillips, of Canal City Lodge, No. 255, was declared totally disabled by Loss of Hand, July 27, 1894.

CLAIM No. 1374. Alfred Hunt, of Gold Range Lodge, No. 341, was killed in a Boiler Explosion, July 30, 1894.

CLAIM No. 1375. John Madden, of Champlain Lodge, No. 352, died of Pulmonary Tuberculosis, August 1, 1894.

CLAIM No. 1376. William R. Parker, of Garden City Lodge, No. 50, was declared totally disabled by Loss of Locomotion, August 6, 1894.

CLAIM No. 1377. George W. N. Blow, of Beaver Lodge, No. 117, died of Homotitis, August 6, 1894.

CLAIM No. 1378. I. H. Bennett, of Sunny South Lodge, No. 118, was killed in a Railway Accident, August 11, 1894.

CLAIM No. 1379. Frank A. Stephens, of Salt Lake Lodge, No. 178, was killed by shock following Amputation of Leg, August 14, 1894.

CLAIM No. 1380. Thomas R. Fife, of Scioto Lodge, No. 202, was declared totally disabled by Progressive Paralysis, August 18, 1894.

CLAIM No. 1381. Daniel Cadden, of Tried and True Lodge, No. 361, was declared totally disabled by Loss of Foot, August 21, 1894.

CLAIM No. 1382. Thomas Earl, of Clinton Lodge, No. 34, was declared totally disabled by Injury to Thigh, August 23, 1894.

CLAIM No. 1383. Chas. Sipchin, of S. M. Stevens Lodge, No. 150, was declared totally disabled by Fracture of Leg, August 25, 1894.

CLAIM No. 1384. Edward Willis, of Bartholdi Lodge, No. 309, died of Consumption, March 29, 1894.

CLAIM No. 1385. Dan C. Ederle, of Sacramento Lodge, No. 58, was killed by Gun Shot Wound, July 20, 1894.

CLAIM No. 1386. Andrew Duffy, of Willow Grove Lodge, No. 434, died of Heart Disease, July 22, 1894.

CLAIM No. 1387. E. D. Malloy, of Cloud City Lodge, No. 196, was killed by Falling from Engine, July 22, 1894.

CLAIM No. 1388. Chas. E. Ford, of Davy Crockett Lodge, No. 145, was killed by Railway Accident, August 20, 1894.

CLAIM No. 1389. Stewart D. Horner, of Green Mountain Lodge, No. 301, was Run Over and killed, August 23, 1894.

CLAIM No. 1390. William H. Parpe, of Morning Star Lodge, No. 88, Suicided by Hanging, August 25, 1894.

CLAIM No. 1391. Charles Kirk, of Bald Eagle Lodge, No. 418, was Struck by Bridge and killed, August 25, 1894.

CLAIM No. 1392. Thomas J. Welsh, of Cloud City Lodge, No. 196, died of Exposure, August 26, 1894.

CLAIM No. 1393. Chas. T. Haviland, of Deer Park Lodge, No. 1, died of Small Pox, August 27, 1894.

CLAIM No. 1394. James Shaughnessy, of Green Valley Lodge, No. 223, was killed by Railroad Accident, August 27, 1894.

CLAIM No. 1395. John A. Kobe, of Grand River Lodge, No. 265, was killed in a Wreck, August 31, 1894.

CLAIM No. 1396. Thomas J. Enright, of H. G. Brooks Lodge, No. 169, died of Pleuro-Pneumonia, September 3, 1894.

CLAIM No. 1397. Richard O'Mara, of Tippecanoe Lodge, No. 36 was Run Over and killed, September 4, 1894.

CLAIM No. 1398. Wm. C. Herbert, of Taylor Lodge, No. 175, was killed in a Collision, September 4, 1894.

CLAIM No. 1399. Matthew Fry, of Federation Lodge, No. 122, died of Typhoid Fever, September 6, 1894.

CLAIM No. 1400. Thomas Higgins, of Holbrook Lodge, No. 378, died of Cancer of the Rectum, September 6, 1894.

CLAIM No. 1401. J. M. Hans, of Red River Lodge, No. 8, died of Typhoid Fever, September 27, 1894.

CLAIM No. 1402. John A. Ott, of Trinity Lodge, No. 88, died of Typhoid Fever, September 27, 1894.

CLAIM No. 1403. Jacob W. Boyd, of Hinton Lodge, No. 236, died of Peritonitis, September 27, 1894.

An assessment of TWO DOLLARS (\$2.00) has been levied for the payment of the above claims, and you are required to forward said amount for each member whose name appears on the rolls of membership NOVEMBER 1ST, 1894, (also for all members having taken a withdrawal (limited or final) after NOVEMBER 1ST, and for all members who died or were totally disabled since that date), said remittance to reach the Grand Lodge not later than NOVEMBER 20TH, 1894, as provided in Section 50 of the Constitution. Any lodge failing to make returns as above provided will stand suspended from all the benefits of the order as per Section 52 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. and T.

### Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER, }  
TERRE HAUTE, IND., October 1, 1894. }

### To Subordinate Lodges:

SIRS AND BROTHERS:—The following is a statement of the Beneficiary Fund for the month of September, 1894:

### RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$268	41	\$130	81	\$50	121	\$142	161	\$38
2	42	42	220	82	102	122	92	162	170
3	540	43	83	83	200	123	93	163	124
4	44	44	84	84	128	124	94	164	204
5	186	45	220	85	125	125	95	165	92
6	114	46	86	86	92	126	96	166	198
7	54	47	154	87	40	127	104	167	127
8	208	48	68	88	70	128	42	168	112
9	178	49	90	89	56	129	152	169	310
10	182	50	90	90	132	160	170	81	209
11	51	72	91	91	131	66	171	62	211
12	266	52	92	92	74	132	96	172	114
13	378	53	66	93	68	133	18	173	96
14	544	54	96	94	158	134	114	174	134
15	128	55	52	95	66	135	106	175	144
16	216	56	96	96	70	136	48	176	110
17	106	57	292	97	77	137	66	177	84
18	60	58	98	98	48	138	102	178	148
19	59	59	78	99	210	139	34	179	64
20	80	60	100	100	70	140	158	180	34
21	88	61	158	101	126	141	110	181	58
22	26	62	152	102	142	210	182	222	92
23	63	63	46	103	143	183	223	74	224
24	84	64	154	104	144	16	184	96	224
25	161	65	124	105	40	145	130	185	28
26	146	66	106	50	146	154	186	38	226
27	144	67	208	107	162	147	152	187	38
28	102	68	60	108	72	148	106	188	227
29	58	69	60	109	126	149	574	189	114
30	78	70	84	110	36	150	168	190	230
31	71	71	172	111	116	151	78	191	231
32	78	72	184	112	54	152	122	192	80
33	98	73	94	113	156	153	62	193	80
34	74	74	114	52	154	106	194	234	92
35	34	75	115	155	122	195	36	235	40
36	76	76	28	156	104	196	80	236	122
37	80	77	252	117	98	157	30	197	78
38	114	78	188	118	60	158	82	198	238
39	84	79	19	119	38	159	48	199	52
40	100	80	120	116	160	200	110	240	130

### RECEIPTS—Continued.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
241	\$374	288	\$66	335	\$80	382	\$106	429	\$76
242	206	289	836	34	383	80	430	80	431
243	32	290	46	337	150	384	70	431	80
244	291	186	738	86	385	70	432	80	433
245	292	32	339	386	24	433	80	434	80
246	293	38	340	64	387	60	434	80	435
247	186	294	74	341	66	388	108	435	80
248	146	295	342	62	389	72	436	80	437
249	296	50	343	30	390	104	437	80	438
250	208	297	110	344	391	92	438	80	439
251	278	298	345	58	392	64	439	80	440
252	168	299	90	346	38	393	48	440	90
253	94	300	72	347	62	394	58	441	80
254	156	301	72	348	395	442	72	442	80
255	74	302	349	196	396	443	80	443	80
256	52	303	44	350	128	397	34	444	128
257	304	351	40	398	64	445	80	445	80
258	28	305	52	352	64	399	30	446	116
259	306	172	353	50	400	78	447	80	448
260	24	307	130	354	172	401	94	448	110
261	308	74	355	402	50	449	88	449	80
262	309	162	356	88	403	21	450	44	451
263	128	310	65	357	62	404	64	451	80
264	66	311	50	358	10	405	142	452	62
265	108	312	859	52	406	40	453	80	454
266	134	313	380	80	407	44	454	117	50
267	314	361	142	408	64	455	38	455	80
268	66	315	152	362	42	409	106	456	80
269	316	102	363	410	86	457	50	457	80
270	78	317	364	411	458	16	458	80	459
271	88	318	48	365	60	412	42	460	80
272	52	319	64	366	44	413	42	461	80
273	88	320	70	367	40	414	68	462	114
274	30	321	40	368	41	415	462	114	60
275	38	322	32	369	90	416	463	86	80
276	70	323	370	20	417	54	464	42	81
277	14	324	50	371	70	418	54	465	42
278	30	325	84	372	74	419	90	466	112
279	28	326	112	373	44	420	62	467	60
280	16	327	118	374	62	421	40	468	80
281	124	328	375	68	422	36	469	38	510
282	329	376	38	423	470	50	511	80	512
283	96	380	174	377	106	424	104	471	82
284	304	381	378	208	425	472	50	513	80
285	242	382	68	379	194	426	108	473	80
286	72	383	164	380	22	427	80	474	60
287	384	110	381	40	428	58	475	108	514

Balance on hand September 1, 1894 . . . . . \$3.50  
Received during month . . . . . 7.50

Total . . . . . \$11.00

### DISBURSEMENTS.

By claims 1362, 1363, 1364, 1365, 1366, 1367,  
1368, 1369, 1370, 1371, 1372, 1373, 1374, 1375, 1376,  
1377, 1378, 1379, 1380, 1381, 1382, 1383 . . . . . \$7.50

Balance on hand October 1, 1894 . . . . . \$3.50

Respectfully submitted,  
F. W. ARNOLD, G. S. and T.

### Special Notice.

Magazine Agents will collect from subscribers remittance direct to the Editor and Manager on or before the 5th day of each month, instead of turning said collections to the Receiver of his lodge.

Yours fraternally,

F. P. SARGENT, G. M.  
W. S. CARTER, Editor and Manager of the Magazine

### Special Notice to Members and Subscribers

Pursuant to instructions from the Postmaster General, this office is always notified by the postman when MAGAZINES remain in postoffice unclaimed. When such notice is received said names are stricken from subscription list. Any member or subscriber failing to receive MAGAZINE will notify this office.

# GRAND LODGE.

ENT . . . . . Grand Master  
Terre Haute, Indiana.  
AHAN . . . . . Vice Grand Master  
19 Princeton ave., Englewood, Ill.  
OLD . . . . . Grand Secretary and Treasurer  
Terre Haute, Indiana.

## BOARD OF GRAND TRUSTEES.

INES . . . . . Chairman  
985 Eleventh St., Denver Col.

MAIER . . . . . Secretary  
1714 E. Clark ave, Parsons, Kan.

SUTTON . . . . . 975 N. Water st., Decatur, Ill

## GRAND EXECUTIVE BOARD.

A. BALL . . . . . Chairman  
Stratford, Ontario, Box 123.

OURKE . . . . . Secretary  
Taylor, Tex.

ALTON, 3837 Hamilton st.,  
W. Philadelphia, Pa

ELER, . . . . . 1508 Brooks St., Houston, Tex

OWN . . . . . 119 So. Green St., Chicago, Ill

## SUBORDINATE LODGES.

ER PARK; Port Jervis, N. Y.  
s in Engineers' Hall, corner Ball and Pike  
every Wednesday.

Boyd, 18 Washington st . . . . . Master

Padieu, 126 W. Main st. . . . . Secretary

Cook, 3 Mount Wm. st. . . . . Collector

Bogardus, 3 Front st . . . . . Receiver

Dufey, 52 W. Main st . . . . . Magazine Agent

ARTAN - Monon, Ind.

ts in I. O. O. F. Hall, 1st and 3d Sundays.

Kellenberger . . . . . Master

ik Fahnestock . . . . . Secretary

Mutter . . . . . Collector

Kellenberger . . . . . Receiver

f. Holmes . . . . . Magazine Agent

DOPTED DAUGHTER; Jersey City, N. J.

ts in Fisher's Hall, cor. Erie st. and Newark

ts., 2d and 4th Sundays.

V. Venner, 210 5th st . . . . . Master

Bradbury, 496 Pavonia ave . . . . . Secretary

White, 296 Magnolia ave . . . . . Collector

d. McMahon, 58 Gregory st. . . . . Receiver

J. Hodges, 117 Glenwood ave . . . . . Mag. Agent

BEAT EASTERN; Portland, Maine.

ts in B. of L. E. Hall, cor. Temple and Con-

gress sts., 1st and 3d Sundays.

2. Creamer, 3 Briggs st . . . . . Master

Bennett, 9 Briggs st . . . . . Secretary

Lowell, G.T.R.R. Rd. House . . . . . Collector

E. Creamer, 3 Briggs st . . . . . Receiver

F. Coffin, 1019 Congress st. . . . . Magazine Agent

HARITY; St. Thomas, Ont.

ts in Forester's Hall every Tuesday at 2:30

. M.

M. McCarthy, Box 582 . . . . . Master

bt. McDonald, Box 1278 . . . . . Secretary

J. Murray, Box 1273 . . . . . Collector

H. Tedford, Box 1278 . . . . . Receiver

L. Blackburn, Box 1273 . . . . . Magazine Agent

RIDE OF THE WEST; DeSoto, Mo.

ts in K. P. Hall, cor. Second and Boyd sts.,

every Monday at 2 P. M.

A. Richardson . . . . . Master

W. Spence, Box 14 . . . . . Secretary

H. Barron . . . . . Collector

is Enler, Box 65 . . . . . Receiver

C. Vandye . . . . . Magazine Agent

POTONAC; Washington, D. C.

ts in Weller's Hall, 8th and I sts S. E., 2d and

4th Sundays.

F. Mattingly . . . . . Master

remiah Reagan, 618 6th St. S. W. . . . . Secretary

aniel O'Brien, 203 I St. S. E. . . . . Collector

A. Caboon, 768 6th St. S. E. . . . . Receiver

E. Denny, 466 I st. S. W. . . . . Magazine Agent

# 8. RED RIVER; Denison, Tex.

Meets in Odd Fellows' Hall 1st and 3d Saturdays  
at 7:30 P. M.

C. I. Turner, 216 Main st. . . . . Master

W. L. Blessing, Central Hotel, Mainst. . . . . Secretary

J. J. Crofton, 208 E. Morgan st. . . . . Collector

J. K. Fairley, 320 Munson st . . . . . Receiver

James Shiras, 1023 W. Nelson st. . . . . Magazine Agent

# 9. FRANKLIN; Columbus, Ohio.

Meets in B. of L. E. Hall, 80½ N High st., alter-

nate Mondays at 7:30 P. M.

K. G. Hoag, 157 E. Russell st. . . . . Master

W. H. Nason, 765 Neil ave . . . . . Secretary

P. J. Singleton, 468 Grove st . . . . . Collector

J. F. McNamee, 1050 Atchison st . . . . . Receiver

R. G. Bradley, 427 Dunmeade ave . . . . . Mag. Agent

# 10. FOREST CITY; Cleveland, Ohio.

Meets at 182 Ontario st, 1st and 3d Sundays at  
1:30 P. M.

J. V. Reynolds, 100 Delaware st . . . . . Master

E. G. Lowrey, 13 Abbey st . . . . . Secretary

A. G. Laubscher, West Cleveland . . . . . Collector

T. P. Curtis, 41 W. Madison st . . . . . Receiver

T. J. Dicks, 39 W. Madison st . . . . . Magazine Agent

# 11. EXCELSIOR; Phillipsburg, N. J.

Meets in Gwinner's Hall, 2d and 4th Sundays.

W. M. Myers . . . . . Master

W. E. Prall, Box 56 . . . . . Secretary

C. J. Herbert, 827 Main st. . . . . Collector

J. W. Sinclair, L. Box 96 . . . . . Receiver

A. M. Vanatta . . . . . Magazine Agent

# 12. BUFFALO; Buffalo, N. Y.

Meets in Firemen's Hall, 198 Seneca st, every  
Tuesday evening.

Jas. Manning, 851 Eaglest . . . . . Master

F. J. Brennan, 175 S. Division st . . . . . Secretary

T. J. Burke, 79 Fulton st. . . . . Collector

P. J. McNamara, 108 St. Joseph ave . . . . . Receiver

P. M. Cleary, 189 N. Ogden st. . . . . Magazine Agent

# 13. WASHINGTON; Jersey City, N. J.

Meets in Masonic Hall, cor. Pacific ave and Ma-

ple st, every 3d Sunday at 10:30 A. M.

E. F. Jones, Communipaw ave . . . . . Master

Henry Klein, 135 Woodward st . . . . . Secretary

Geo. Snyder, 210 Monitor st . . . . . Collector

W. J. Lewis, 401½ Communipaw ave . . . . . Receiver

G. R. Rowland, 224 Franklin st, Elizabeth,

. . . . . Magazine Agent

# 14. EUREKA; Indianapolis, Ind.

Meets in Griffith Block, 84 W. Washington st,  
every Tuesday at 8 P. M.

T. D. McKeever, 216 Delos st. . . . . Master

W. J. Hugo, 45 Ruckle st . . . . . Secretary

E. J. Kline, 681 N. West st. . . . . Collector

W. J. Hugo, 45 Ruckle st . . . . . Receiver

A. H. Reynolds, 81 Gillard ave. Magazine Agent

# 15. ST. LAWRENCE; Montreal, Canada.

Meets in St. Charles Club Hall alternate Sun-

days.

S. J. Adams, 382 Magdalen st., Pt. St.

Charles . . . . . Master

Robt. Williamson, 134 Congregation st.,

Pt. St. Charles . . . . . Secretary

David Mahoney, G. T. Ry., Pt. St.

Charles . . . . . Collector

Thos. Wilson, Pt. St. Charles . . . . . Receiver

J. G. Roxborough, 91 Conway st, Pt St.

Charles . . . . . Magazine Agent

# 16. VIGO; Terre Haute, Ind.

Meets in Brotherhood Hall, S. E. cor. Wabash  
ave. and 7th st., 2d and 4th Wednesdays at 7:30

P. M.

McE. B. Glenn, 1427 S. 6th st . . . . . Master

J. F. O'Reilly, 624 N. 5th st . . . . . Secretary

W. J. Butler, 402 N. 12th st . . . . . Collector

C. A. Bennett, 1004 N. 9th st . . . . . Receiver

P. H. Smith, 339 N 12th st . . . . . Magazine Agent

# 17. PINE RIDGE; Chadron, Neb.

Meets in I. O. O. F. Hall, 1st and 3d Sundays.

J. E. Platter, Box 547 . . . . . Master

W. E. Drews . . . . . Secretary

Herman Mechler . . . . . Collector

H. O. Smith, Box 534 . . . . . Receiver

J. A. Powers . . . . . Magazine Agent

18. WEST END; Slater, Mo.

Meets in K. of P. Hall 1st and 3d Saturdays.

J. J. Day . . . . . Master

W. R. Van Rooven . . . . . Secretary

M. C. Page . . . . . Collector

F. G. Klein . . . . . Receiver

H. W. Redman . . . . . Magazine Agent

**19. TRUCKEE; Wadsworth, Nevada.**

Meets in B. of L. E. and B. of L. F. Hall every Friday at 7 P. M.

Jno Micanter . . . . . Master  
G. W. Lindsay . . . . . Secretary  
W. F. Brown . . . . . Collector  
C. A. Beemer . . . . . Receiver  
W. H. Osborn . . . . . Magazine Agent

**20. STUART; Stuart, Iowa.**

Meets in Engineer's Hall every Tuesday at 2:30 P. M.

J. L. Williams . . . . . Master  
Wm. Stewart . . . . . Secretary  
P. C. Barnhart . . . . . Collector  
Jacob Schlarb . . . . . Receiver  
R. B. Hash, Box 391 . . . . . Magazine Agent

**21. INDUSTRIAL; St. Louis, Mo.**

Meets in Druids' Hall, 9th and Market sts., 2d and 4th Thursdays at 7:30 P. M.

W. G. Perkins, 2124 Franklin ave . . . . . Master  
R. E. McKenzie, 1711 Bacon st . . . . . Secretary  
W. G. Canfield, 1422 Clark ave . . . . . Collector  
Louis Volker, 1008 Park ave . . . . . Receiver  
Edw. Voelker, 816 Souldard st . . . . . Magazine Agent

**22. CENTRAL; Urbana, Ill.**

Meets in Kirkpatrick Lindsey Block 2d and 4th Sundays.

F. M. Call . . . . . Master  
W. E. Stitt . . . . . Secretary  
W. E. Stitt . . . . . Collector  
F. M. Call . . . . . Receiver  
W. F. Lewis, Box 324 . . . . . Magazine Agent

**23. PHOENIX; Brookfield, Mo.**

Meets in I. O. O. F. Hall, 1st and 3d Wednesdays at 7:30 P. M.

Joshua Proctor, Box 60 . . . . . Master  
Jno. Braddock . . . . . Secretary  
Jno. Braddock . . . . . Collector  
Jno. Braddock . . . . . Receiver  
J. F. Holland . . . . . Magazine Agent

**24. GREAT WESTERN; Parsons, Kan.**

Meets in Brotherhood Hall, 1904 Forest ave., every Wednesday at 1:30 P. M.

Jerry McCarthy, 2108 Crawford ave. . . . . Master  
F. R. Plance, 2408 Crawford ave . . . . . Secretary  
Jno. O'Reilly . . . . . Collector  
J. H. Galvin, 1930 Washington st . . . . . Receiver  
Wm. Milne, 2224 W. Washington ave., Mag. Agent

**25. CONNECTING LINK; Boone, Iowa.**

Meets in Red Men's Hall, cor. 7th and Story sts., 1st and 3d Sundays at 2 P. M.

B. H. Smith, Box 511 . . . . . Master  
M. N. Crane, L. Box 775 . . . . . Secretary  
M. N. Crane, L. Box 775 . . . . . Collector  
J. F. Bills . . . . . Receiver  
C. W. Roach . . . . . Magazine Agent

**26. ALPHA; Baraboo, Wis.**

Meets in B. of L. E. Hall, 2d and 4th Mondays.

Fred Van Leshout, Box 895 . . . . . Master  
E. E. Whitcomb, Box 960 . . . . . Secretary  
Lincoln Bar ett . . . . . Collector  
O. E. Whitcomb, Box 960 . . . . . Receiver  
Arthur Argyle . . . . . Magazine Agent

**27. HAWKEYE; Cedar Rapids, Iowa.**

Meets in I. O. O. F. Hall, cor. 1st ave. and 3d st., 2d and 4th Sundays at 2:30 P. M.

C. H. Wheeler, 65 7th ave . . . . . Master  
A. H. Preston . . . . . Secretary  
S. R. Westcott, 108 3d st . . . . . Collector  
C. H. Wheeler, 65 7th ave . . . . . Receiver  
C. L. Clark B.C.R. & N. Rd. H se Magazine Agent

**28. ELKHORN; North Platte, Neb.**

Meets in First National Bank Hall, cor. 6th and Spruce sts, every Sunday at 2:00 P. M.

T. A. Duke . . . . . Master  
B. H. Donohower, L. Box 402 . . . . . Secretary  
A. M. Scharmann . . . . . Collector  
W. E. Jackson . . . . . Receiver  
T. E. Morrison, Box 224 . . . . . Magazine Agent

**29. CERRO GORDO; Mason City, Iowa.**

Meets in Odd Fellows' Hall, Main st., 1st Monday at 7:30 P. M., and 3d Sunday at 2:30 P. M.

Lewis Leitner, Box 826 . . . . . Master  
Alex. Motherhead, Box 461 . . . . . Secretary  
Nels Nelson, Box 282 . . . . . Collector  
W. R. Rouse, 508 E. Huntley st . . . . . Receiver  
M. Newbrowns, 410 E. Miller st . . . . . Mag. Agent

**30. CEDAR VALLEY; Waterloo, Iowa.**

Meets in A. O. U. W. Hall, cor. 4th and Sycamore sts, 1st and 3d Sundays at 2 P. M.

W. T. Courtney . . . . . Master  
E. A. Corson, Box 1154 . . . . . Secretary  
H. J. Reynolds . . . . . Collector  
E. A. Corson, Box 1154 . . . . . Receiver  
M. F. Whitney . . . . . Magazine Agent

**31. E. R. CENTRE; Atchison, Kansas.**

Meets in Wake's Hall, on Commercial st., bet. 15 and 16 sts., 2d and 4th Thursdays at 3 P. M.

F. A. Short, 1417 Atchison st. . . . . Master  
Jno. O'Connor, 1428 Santa Fe st . . . . . Secretary  
Edwin McKeen, 1581 Commercial st . . . . . Collector  
Jno. O'Connor, 1428 Santa Fe st . . . . . Receiver  
F. A. Short, 1417 Atchison st . . . . . Magazine Agent

**32. BORDER; Ellis, Kansas.**

Meets in Opera Hall every Saturday at 8 P. M.

Jno. McKanna . . . . . Master  
G. S. Leisenring, L. Box 355 . . . . . Secretary  
J. W. Brooks . . . . . Collector  
G. S. Leisenring, L. Box 355 . . . . . Receiver  
Con Engle, Junction City, Kan. Magazine Agent

**33. SUCCESS; Trenton, Mo.**

Meets in K. P. Hall 1st and 3d Monday afternoons and 2d and 4th Monday evenings.

W. M. Goode . . . . . Master  
C. H. Torpey . . . . . Secretary  
C. H. Torpey . . . . . Collector  
W. C. Gallup, L. Box 84 . . . . . Receiver  
C. H. Torpey . . . . . Magazine Agent

**34. CLINTON; Clinton, Iowa.**

Meets in Engineers' Hall, 1st and 3d Mondays at 1:30 P. M.

P. J. Coffey, 916 3d st . . . . . Master  
C. E. Potter, 848 Sunnyside ave . . . . . Secretary  
W. N. Smith, 426 8th ave . . . . . Collector  
P. J. Coffey, 916 3d st . . . . . Receiver  
Parker Lillis, 529 9th ave . . . . . Magazine Agent

**35. ANBOY; Freeport, Ill.**

Meets in Engineers' Hall, 54 Stephenson st., 1st and 3d Sundays at 2:30 P. M.

J. B. Eason, Box 1030 . . . . . Master  
J. J. Shaugnessy, 18 Stephenson st. . . . . Secretary  
O. H. Perry, 172 Liberty st . . . . . Collector  
J. H. Dick, 109 Mechanic st . . . . . Receiver  
Edw. Underwood . . . . . Magazine Agent

**36. TIPPECANOE; Lafayette, Ind.**

Meets in U. A. O. D. Hall, cor. Fifth and Columbus sts. at 2 P. M., Sundays.

Chas. Ernst, 164 Salem st . . . . . Master  
T. A. Vaughan, 181 Alabama st . . . . . Secretary  
Chas. Ernst, 164 Salem st . . . . . Collector  
W. B. Johnson, 110 S. 4th st . . . . . Receiver  
Jno. Morrow, L. E. & W. R. R. . . . . Magazine Agent

**37. NEW HOPE; Centralia, Ill.**

Meets in Engineers' Hall, every Wednesday at 7:30 P. M.

Fred Bauer, Box 206 . . . . . Master  
E. J. Dietrich . . . . . Secretary  
E. J. Dietrich . . . . . Collector  
J. G. Heydick, Jr. . . . . Receiver  
D. A. Smith . . . . . Magazine Agent

**38. AVON; Stratford, Ont.**

Meets in Forrester's Hall 1st and 3d Sundays.

Jno. Irwin, Box 318 . . . . . Master  
Jos. Gant, Box 318 . . . . . Secretary  
W. H. Chidley, Box 318 . . . . . Collector  
Robt. McIntosh, Box 318 . . . . . Receiver  
Wm. Stanford, Box 318 . . . . . Magazine Agent

**39. TWIN CITY; Rock Island, Ill.**

Meets in Engineers' Hall, 30th st. and 5th ave., 2d Sunday a 2 P. M. and 4th Monday at 8 P. M.

Jerry Mansfield, 2528 6th ave . . . . . Master  
Jas. Powers, 25th st. and 8th ave. . . . . Secretary  
G. B. Dodge, 3047 10th ave . . . . . Collector  
T. M. Elder-ick, 4014 7th ave. . . . . Receiver  
Wm. McElrath, Vine st., bet. 25th and 26th sts . . . . . Mag. Agent

**40. BLOOMING; Bloomington, Ill.**

Meets in Adress Hall every Tuesday at 7:30 P. M.

W. F. Costigan, 714 O'Hara st . . . . . Master  
Chris Baum, 1408 Western ave . . . . . Secretary  
Chris Baum, 1408 Western ave . . . . . Collector  
R. J. McDonald, 712 W. Walnut st . . . . . Receiver  
F. E. DuBois, 509 W. Chestnut st . . . . . Mag. Agent

**41. ONWARD; Dickinson, N. Dakota.**

Meets in Odd Fellows Hall, every Thursday at 8:00 P. M.

W. J. Breckon . . . . . Master  
W. H. Morris . . . . . Secretary  
Jas. Stewart . . . . . Collector  
Brooks Goodall . . . . . Receiver  
P. J. Needham . . . . . Magazine Agent

**42. ELNO; Madison, Wis.**

Meets in Capitol Lodge Hall, Keyes' Block, Midlin st 2d and 4th Sundays.

B. B. Wilber, 608 S. Mills st . . . . . Master  
Frank Lawrence, 435 W. Midlin st . . . . . Secretary  
Jno. Harrington, 520 W. Main st . . . . . Collector  
B. B. Wilber, 608 So Mills st . . . . . Receiver  
S. E. Alvord, 104 9th st., Milwaukee, Mag. Agent

**JOSEPH; St. Joseph, Mo.**

in Brockaw's Hall, Eighth and Locust sts., 4th Thursdays  
 hey, 12th and Monterey sts . . . Master  
 hellenberger, 2131 S. 9th st . . . Secretary  
 ynn, 15th and Monterey sts . . . Collector  
 me, 106 N. 18th st . . . Receiver  
 nn, 15th and Sacramento sts . . . Mag. Agent

**ARNOLD; East St. Louis, Ill.**

in Geary's Hall, 124 N. Main st, 1st and 3d days, at 7:30 P. M.  
 Stevenson, 420 S. 4th st . . . Master  
 Gillis, 739 Collinsville ave . . . Secretary  
 Denbach, 1906 E. Grand ave., St. s. Mo. . . . Collector  
 Boyne, 121 S. 6th st . . . Receiver  
 Veick, 402 Victor St. St. Louis, Mo. . . . Magazine Agent

**E CITY; Little Rock, Ark.**

in O. R. C. Hall, cor. Markham and Chests., 1st and 3d Wednesdays at 7:30 P. M. and 4th Wednesdays at 2:30 P. M.  
 omar, 121 Riverside ave . . . Master  
 ook, 135 Riverside ave . . . Secretary  
 reen, 2120 W. 10th st . . . Collector  
 omar, 121 Riverside ave . . . Receiver  
 Edrington, 1822 W. 7th st . . . Magazine Agent

**UMPHANT; Chicago, Ill.**

in Prosperity Hall, N. E. cor. State and 18th st Monday at 8 P. M. and 3d Sunday at 2 P. M.  
 McKenna, 1240 Michigan ave . . . Master  
 Burns, 48 E. 16th st . . . Secretary  
 el Thometz, 726 S. Canal st . . . Collector  
 eahan, 1240 Michigan ave . . . Receiver  
 eyl, Everett . . . Magazine Agent

**F. HYNES; Peoria, Ill.**

in K. P. Hall, Observatory Building, 2d Friday at 8 P. M. and 4th Sunday at 2 P. M.  
 llander, 307 Antoinette st . . . Master  
 Langelberg, 414 W. Madison st . . . Secretary  
 Potter, 617 Howette st . . . Collector  
 Watt, 617 1st st . . . Receiver  
 Cromwell, 126 Green st . . . Mag. Agent

**L. RAYMOND; Decatur, Ill.**

in Engineer's Hall, E. Eldorado st., 2d and Sundays at 2 P. M.  
 Lonnon, 1057 N. Clayton st . . . Master  
 Doster, 1145 E. North st . . . Secretary  
 Lonnon, 1057 N. Clayton st . . . Collector  
 Sutton, 975 N. Water st . . . Receiver  
 Marsh, 638 E. Eldorado st . . . Mag. Agent

**EDEN CITY; Chicago, Ill.**

in Brown's Hall, 47th and State sts, 1st Friday evening and 3d Sunday afternoon.  
 Hannah, 4069 Dearborn st . . . Master  
 Powley, 5126 Sherman st . . . Secretary  
 Watson, 230 Swan st . . . Collector  
 Parry, 4916 Armour ave . . . Receiver  
 Powley, 5108 S. Halstead st . . . Mag. Agent

**1800; North Springfield, Mo.**

in G. A. R. Hall, Springfield, 1st and 3d Tuesdays at 2:30 P. M., and 2d and 4th Tuesdays at 7:30 P. M.  
 Gano, 1934 N. Roberson ave . . . Master  
 Turner, Sta. A., Springfield . . . Secretary  
 Hulise, 1153 Thomas st . . . Collector  
 Johnston, 934 Garfield ave., Sta. A. . . . Receiver  
 Macroft, 1507 Lyon st. Station A. . . . Magazine Agent

**OD WILL; Logansport, Ind.**

in Firemen's Hall, N. E. cor. Fourth and Market sts., 1st and 3d Sundays at 2 P. M.  
 Teas, cor. Broadway and 4th st . . . Master  
 Jackson, 632 Linden ave . . . Secretary  
 Jackson, 632 Linden ave . . . Collector  
 Brown . . . Receiver  
 Jackson, 631 Linden ave . . . Magazine Agent

**D. ROBINSON; Logansport, Ind.**

in Firemen's Hall, Market and 4th sts., 2d and 4th Sundays at 2 P. M.  
 Flanagan, 131 W. Market st . . . Master  
 Smith, 403 Miami st . . . Secretary  
 Chapman, 107 7th st . . . Collector  
 Goddard, 1129 North st . . . Receiver  
 Fitzgerald, Washington st . . . Magazine Agent

**54. ANCHOR; Moberly, Mo.**

Meets in Odd Fellow's Hall, 1st and 3d Tuesdays.  
 J. T. Grimes, 612 Vincel st . . . Master  
 J. S. Sours, 323 Hagood st . . . Secretary  
 Max Owen, 438 E. Rollins st . . . Collector  
 J. J. Cain, 334 N. Williams st . . . Magazine Agent

**55. BLUFF CITY; Memphis, Tenn.**

Meets in Collins' Hall, 176 Johnson st., 1st and 3d Mondays.  
 J. M. Burns, 235 High st . . . Master  
 L. J. Lucke, 237 Greenlaw st . . . Secretary  
 Robt. Campbell, 94 1/2 Robertson st . . . Collector  
 L. J. Lucke, 237 Greenlaw st . . . Receiver  
 Michael Cady, 510 Bender st . . . Magazine Agent

**56. BANNER; Stanberry, Mo.**

Meets in B. of L. E. Hall every Saturday at 7:30 P. M.  
 T. B. Cambron, Box 155 . . . Master  
 Thos. Sanford, Box 44 . . . Secretary  
 Nealy Stamper . . . Collector  
 T. B. Cambron, Box 155 . . . Receiver  
 J. S. McLaughlin . . . Magazine Agent

**57. BOSTON; Boston, Mass.**

Meets in Rathborn Hall, 694 Washington st., 2d and 4th Sundays at 10:30 A. M.  
 J. P. Vasque, 8 Hillsdale Park, Somerville, Master  
 L. M. Howard, 45 Everett st., Jamaica Plain . . . Secretary  
 W. H. Taylor, N.Y. & N.E. eng. house . . . Collector  
 C. P. Shufelt, 11 Sarsfield st., Roxbury . . . Receiver  
 G. A. Canon, Mattapan . . . Mag. Agent

**58. SACRAMENTO; Rocklin, Cal.**

Meets in Masonic Hall, every Monday and Thursday.  
 J. H. Penney . . . Master  
 W. B. Morton, Box 2 . . . Secretary  
 A. R. Walther . . . Collector  
 A. E. Harter . . . Receiver  
 H. W. Noethig, Box 2 . . . Magazine Agent

**59. ROYAL GORGE; Pueblo, Colo.**

Meets in B. of L. F. Hall, cor. D st. and Union ave., every Monday at 7:30 P. M.  
 T. W. Hughes, 13 Block L . . . Master  
 J. C. Waddle, 809 S. Union ave . . . Secretary  
 Robt. Wilmunder, 50 Shaw ave . . . Collector  
 J. F. Garrett, 7 Terrace View . . . Receiver  
 J. K. Allen . . . Magazine Agent

**60. UNITED; Philadelphia, Pa.**

Meets in Dover Hall, 2204 Marshall st., 1st and 3d Saturday evenings.  
 F. O. Metzger, 2067 Monmouth st . . . Master  
 J. H. Mohr, 2312 Fawn st . . . Secretary  
 Jas. Wertz, 2312 Fawn st . . . Collector  
 B. F. Pettit, 1727 N. 9th st . . . Receiver  
 B. F. Pettit, 1727 N. 9th st . . . Magazine Agent

**61. MINNEHAHA; St. Paul, Minn.**

Meets in Druid's Hall, cor. Seventh and Jackson sts., 2d and 4th Sundays at 2 P. M.  
 J. F. Driscoll, 180 Penna ave . . . Master  
 H. E. Kemp, 132 Granite st . . . Secretary  
 J. V. Piper, 107 Sycamore st . . . Collector  
 T. T. Hart, 709 Tuscarora ave . . . Receiver  
 Jos. Kellow, 605 Mississippi st . . . Magazine Agent

**62. VANBERGEN; Carbondale, Pa.**

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 2 P. M.  
 M. J. McLaughlin . . . Master  
 E. B. Gardner, 34 N. Washington st . . . Secretary  
 W. W. Knapp . . . Collector  
 W. H. Brokenshire, 51 Garfield ave . . . Receiver  
 G. P. Berry, 79 Park st . . . Magazine Agent

**63. HERCULES; Danville, Ill.**

Meets in E. of H. Hall, over N. E. cor. Main and Walnut sts., 1st and 3d Sundays at 2:30 P. M.  
 W. J. Harter, 720 Wellington st . . . Master  
 E. E. Partlow, Box 927 . . . Secretary  
 Fred Krauel . . . Collector  
 W. J. Harter, 720 Wellington st . . . Receiver  
 F. J. Lorenz, 421 Short st . . . Magazine Agent

**64. SIOUX; Sioux City, Iowa.**

Meets in I. O. O. F. Hall, 707 4th st., 2d and 4th Sundays at 2:30 P. M.  
 P. J. Kelly, Room 32, Evans Block . . . Master  
 T. F. Dolan, 2013 3d st . . . Secretary  
 F. J. Anderson, 511 Wall st . . . Collector  
 T. F. Dolan, 2013 3d st . . . Receiver  
 M. J. Mangan, 1516 E 7th st . . . Magazine Agent

**65. FORT RIDGELY; Waseca, Minn.**

Meets in Engineers' Hall, 1st and 8d Sundays at 2:30 P. M.

R. G. Faes . . . . . Master  
W. H. Jones . . . . . Secretary  
Geo. Woskie . . . . . Collector  
W. J. Pagenhart . . . . . Receiver  
R. G. Faes . . . . . Magazine Agent

**66. CHALLENGE; Belleville, Ontario.**

Meets in B. of L. E. Hall, Belleville Station, 2d and 4th Sundays.

Geo. Collins, G. T. Ry., Belleville Station, . . . . . Master  
Jno. McDonald, G. T. Ry., Belleville Station . . . . . Secretary  
M. A. Bonisteel, G. T. Ry., Belleville Station . . . . . Collector  
W. J. Logue, G. T. Ry. Belleville Station, Receiver  
W. Barlow, G. T. Ry. P. O. . . . . Magazine Agent

**67. DOMINION; Toronto, Canada.**

Meets in I. O. O. F. Hall, cor. Queen st and Spadine ave, 2d and 4th Sundays at 2:30 P. M.

Jno. Sheldon, 52 Clyde st . . . . . Master  
Thos. Hueston, 131 Spadina ave . . . . . Secretary  
Philip Richardson, 30 Stafford st . . . . . Collector  
Jas. Pratt, 172 Huron st . . . . . Receiver  
Frederick Fox, 342 Adelaide st, W. . . . . Magazine Agent

**68. LAU CLAIRE; Altoona, Wis.**

Meets in Fireman's Hall, 2d and 4th Sundays.

J. F. Powell . . . . . Master  
Wm. McLyman . . . . . Secretary  
Jno Morgan . . . . . Collector  
Stanley Ives . . . . . Receiver  
Wm. McLyman . . . . . Magazine Agent

**69. ISLAND CITY; Brockville, Ontario.**

Meets in Merrill's Hall every Tuesday at 7:30 P. M.

W. J. Dowell, Box 183 . . . . . Master  
C. J. Brownlow, Box 541 . . . . . Secretary  
Alexander Wood . . . . . Collector  
J. J. Dowell, Box 183 . . . . . Receiver  
J. B. Hislop, Box 620 . . . . . Magazine Agent

**70. LONE STAR; Longview, Texas.**

Meets in Firemen's Hall every Saturday at 7:30 P. M.

B. M. Dobbs . . . . . Master  
W. L. Patrick, Box 185 . . . . . Secretary  
L. D. Oden, Box 185 . . . . . Collector  
Harry Finnegan, Box 141 . . . . . Receiver  
Jno. Fogarty . . . . . Magazine Agent

**71. SUSQUEHANNA; Oneonta, N. Y.**

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 3 P. M.

H. A. Wickham, 27 Fairview st. . . . . Master  
G. P. Eaton, 53 Main st. . . . . Secretary  
Jno Klopms, 36 London ave . . . . . Collector  
Jas. Walters, 48 River st. . . . . Receiver  
J. J. Carr, 25 Fairview st. . . . . Magazine Agent

**72. WELCOME; Camden, N. J.**

Meets 2d and Taylor ave., 2d and 4th Sundays

F. A. Potts, 643 Clinton st. . . . . Master  
Jno Colton, 412 S. 6th st. . . . . Secretary  
G. W. Tash, 529 S. 8d st. . . . . Collector  
Jno Colton, 412 S. 6th st. . . . . Receiver  
G. W. Tash, 529 S. 8d st. . . . . Magazine Agent

**73. BAY STATE; Worcester, Mass.**

Meets at Commonwealth Hall, 566 Main st., 2d and 4th Sundays at 1 P. M.

L. D. Chaffin, 38 Cutler st. . . . . Master  
Thos. Loynd, 8 Glenwood st . . . . . Secretary  
A. N. Hoyt, 2 Davis Court . . . . . Collector  
Thos. Loynd, 8 Glenwood st. . . . . Receiver  
G. P. Newton, 6 Penn ave . . . . . Magazine Agent

**74. KANSAN CITY; Argentine, Kan.**

Meets in Noke Opera House, Silver ave., bet. 1st and 2d sts., 2d and 4th Sundays at 2 P. M.

Henry Best . . . . . Master  
E. W. Bidwell . . . . . Secretary  
Anton Vogel . . . . . Collector  
G. F. Dewey . . . . . Receiver  
Thos. Donohue, Box 421 . . . . . Magazine Agent

**75. ENTERPRISE; Philadelphia, Pa.**

Meets in Rodgers' Hall, 4118 Lancaster ave., alternate Sunday afternoons.

W. H. Acker, 3951 Wallace st. West Philadelphia . . . . . Master  
J. L. Strouse, 3305 Rockland st., West Philadelphia . . . . . Secretary  
D. S. Moore, 681 N. 37th st., West Philadelphia . . . . . Collector  
J. S. Hemphill, 763 N. 38th st, West Philadelphia . . . . . Receiver  
D. S. Moore, 681 N. 37th st., West Philadelphia . . . . . Magazine Agent

**76. OCEAN; Norfolk, Va.**

Meets in Acree Hall, cor. Brambleton and Windsor sts., 1st and 3d Sundays at 2 P. M.

Sam'l Winslow, 1289 Brambleton ave . . . . . Master  
W. F. Keeling, 1310 Brambleton ave . . . . . Secretary  
Moses Capps, 82 Granville ave . . . . . Collector  
Robt. Addison, 30 Maltby ave . . . . . Receiver  
D. D. Dozler, 772 Brambleton ave . . . . . Mag. Agent

**77. ROCKY MOUNTAIN; Denver, Colo.**

Meets at 3804 Market st., every Thursday at 7:30 P. M.

F. H. Lehman, 3931 Franklin st . . . . . Master  
W. F. Brundage, 1216 Larimer st . . . . . Secretary  
S. L. Kanaga, 3832 Market st . . . . . Collector  
W. F. Brundage, 1216 Larimer st . . . . . Receiver  
J. W. Hevener, 3137 Arapahoe st . . . . . Magazine Agent

**78. GOLDEN EAGLE; Sedalia, Mo.**

Meets in Hoffman's Hall, 731 E. 5th st., every Thursday at 7:30 P. M.

J. P. Alcorn, 1223 Engineer st . . . . . Master  
C. T. Pratt, 1115 E. 6th st. . . . . Secretary  
C. T. Pratt, 1115 E. 6th st. . . . . Collector  
W. O. Webster, 1206 E. 3d st. . . . . Receiver  
J. P. Baty, 1700 E. 4th st. . . . . Magazine Agent

**79. J. M. DODGE; Goodhouse, Ill.**

Meets in K. of P. Hall, Worcester Building, every Monday at 2:00 P. M.

C. A. Sheppard . . . . . Master  
C. A. Hannaford, Box 847 . . . . . Secretary  
Alexander Banks . . . . . Collector  
Dan'l Sultz . . . . . Receiver  
Alonso Griffin, Box 364 . . . . . Magazine Agent

**81. PINE CITY; Staples, Minn.**

Meets in Miller's Hall, 2d and 4th Sundays.

Jas. Riley . . . . . Master  
P. F. McDonnell, Box 47 . . . . . Secretary  
Jacob Everhart . . . . . Collector  
Geo. Harter . . . . . Receiver  
J. H. Greenhalgh, Box 95 . . . . . Magazine Agent

**82. NORTHWESTERN; Minneapolis, Minn.**

Meets in Lodge Parlors, 55 4th st. S., 1st and 3d Sundays at 2 P. M.

F. X. Holl, 804 22d ave S . . . . . Master  
W. E. Richmond, 820 N. Girard ave . . . . . Secretary  
Gustave Ludwig, 24 5th st. N. E. . . . . Collector  
W. E. Richmond, 820 N. Girard ave . . . . . Receiver  
Edw. Sheasgreen, 2025 Emerson ave. N. . . . . Magazine Agent

**83. TRINITY; Fort Worth, Texas.**

Meets in B. of L. F. Hall, S. Rusk st., every Wednesday at 9 P. M.

T. E. Caulfield, 204 E. Daggett ave . . . . . Master  
Jacob Weeman, cor. Calhoun and Elizabeth sts. . . . . Secretary  
M. E. Finnegan, 113 Josephine st . . . . . Collector  
I. M. Dean, 501 Crawford st . . . . . Receiver  
Burk Michael, Clarendon . . . . . Magazine Agent

**84. CALHOUN; Battle Creek, Mich.**

Meets in B. of L. F. Hall, 97 Marshall st., 2d and 4th Sunday afternoons and 1st Monday evening.

Harry White, 97 Marshall st. . . . . Master  
E. E. Hawkins . . . . . Secretary  
Richard Reid, Warren st . . . . . Collector  
J. R. McDonald, 431 Marshall st . . . . . Receiver  
E. J. Roach, 36 Lansing ave . . . . . Magazine Agent

**85. FARGO; Fargo, N. Dakota.**

Meets in G. A. R. Hall 2d and 4th Tuesday at 7:30 P. M.

Paul Boleyn, 15 9th st . . . . . Master  
C. H. Sheppard, 1540 Front st. . . . . Secretary  
Silas Zweigt, Arlington Hotel . . . . . Collector  
L. G. Snyder, cor. 16th st. and 1st ave. S. . . . . Receiver  
N. A. Nielsen, 1421 3d ave. N. . . . . Magazine Agent

**86. BLACK HILLS; Laramie, Wyoming.**

Meets in A. O. U. W. Hall, cor. 2d and Garfield sts., every Friday evening.

J. S. Gugerty . . . . . Master  
John A. Anderson, 355 W. Garfield st . . . . . Secretary  
W. P. Davis . . . . . Collector  
John A. Anderson, 355 W. Garfield st . . . . . Receiver  
O. A. Anderson, 358 W. Grand ave. . . . . Mag. Agent

**EMMIT; Rawlins, Wyoming.**

Meets in I.O.O.F. Hall 1st and 3d Thursdays.  
 Parkins . . . . . Master  
 and Smith . . . . . Secretary  
 and Smith . . . . . Collector  
 Hayes . . . . . Receiver  
 Rhodenbaugh . . . . . Magazine Agent

**MORNING STAR; Evanston, Wyoming.**

Meets in K. P. Hall, every Saturday at 2 P. M.  
 Cramer, L. Box 2 . . . . . Master  
 Hollingworth, L. Box 212 . . . . . Secretary  
 Austin, Box 155 . . . . . Collector  
 Hollingworth, L. Box 212 . . . . . Receiver  
 Clement . . . . . Magazine Agent

**SEHAW; Selma, Ala.**

Meets in Mechanics' Hall, every Thursday at 2 P. M.  
 Oldham . . . . . Master  
 Briggs . . . . . Secretary  
 Booth, 321 Selma and St. Ann sts. . . . . Collector  
 Cranford, 321 Selma and St. Ann . . . . . Receiver  
 Tyman, 129 Water st . . . . . Magazine Agent

**SAN DIEGO; Los Angeles, Cal.**

Meets in McDonald's Hall, 127 N. Main st, alternate Saturdays at 8:00 P. M.  
 Fleming, 417 Amelia st. . . . . Master  
 Hayes, 626 Stephenson ave. . . . . Secretary  
 Quackenbush, 1902 E. 3d st. . . . . Collector  
 Higgins, 808 E. 3d st . . . . . Receiver  
 Quackenbush, 1902 E. 3d st . . . . . Magazine Agent

**OLDEN GATE; San Francisco, Cal.**

Meets in Wood and Coal Yard Hall, 725 Valencia st, 1st Monday at 8 P. M.  
 Lockwood, 213 Shotwell st . . . . . Master  
 Lange, 725 Valencia st . . . . . Secretary  
 Lange, 725 Valencia st . . . . . Collector  
 H. Powell, 130 18th st . . . . . Receiver  
 M. Flack, 2909 Folson st . . . . . Magazine Agent

**FRONTIER CITY; Oswego, N. Y.**

Meets in Jefferson Hall, W. 1st st., 2d and 4th Sundays.  
 Gorman, 323 W. 8th st . . . . . Master  
 Dowd, 56 W. 9th and Utica sts. . . . . Secretary  
 Whalen, 290 W. 7th st . . . . . Collector  
 Whalen, 290 W. 7th st . . . . . Receiver  
 Cole, 111 W. Liberty st . . . . . Magazine Agent

**GATE CITY; Keokuk, Iowa.**

Meets in Engineer's Hall, 22 So. Third st. 2d and 4th Sundays at 7:30 P. M.  
 Andrew Malum, Walsh . . . . . Master  
 Stanley, Box 18, Walsh . . . . . Secretary  
 Lawrence Walsh, Walsh . . . . . Collector  
 Henry Montgomery, 222 Exchange st . . . . . Receiver  
 Stanley, Box 19, Walsh . . . . . Magazine Agent

**CACTUS; Tucson, Arizona.**

Meets in Masonic Hall, Stone ave, every Monday at 1:30 P. M.  
 E. Shanahan, Box 504 . . . . . Master  
 J. Landon, Box 504 . . . . . Secretary  
 M. Harrison, Box 504 . . . . . Collector  
 E. Howard, Box 504 . . . . . Receiver  
 W. Barnett, Box 504 . . . . . Magazine Agent

**CHICAGO; Chicago, Ill.**

Meets in Concordia Hall, 237 Milwaukee ave., 2d Tuesday at 7:30 P. M. and 4th Sunday at 9 A. M.  
 Seavert, 213 W. Indiana st . . . . . Master  
 H. Evans, 456 W. Adams st . . . . . Secretary  
 M. Leavitt, 70 Central Park ave . . . . . Collector  
 . . . . . Receiver  
 . . . . . Magazine Agent

**ALEXIA; Wellsville, Ohio.**

Meets in Engineers' Hall, Main st, 1st and 3d Sundays.  
 Reed Ralston . . . . . Master  
 W. H. Wilhelm . . . . . Secretary  
 Chas. Maley, Box 310 . . . . . Collector  
 C. H. Kelly . . . . . Receiver  
 L. P. Satow . . . . . Magazine Agent

**ORANGE GROVE; Los Angeles, Cal.**

Meets in B. of L. F. Hall, cor. Leroy and New Main sts, every Friday.  
 L. A. Hayes . . . . . Master  
 H. C. Forsyth, 122 E. E. st . . . . . Secretary  
 B. F. Lytle, 135 S. Chestnut st. . . . . Collector  
 L. A. Hayes . . . . . Receiver  
 J. A. Fenton, 1440 San Fernando st . . . . . Magazine Agent

**96. PERSEVERANCE; Terrace, Utah.**

Meets in Engineers' Hall every Wednesday evening.  
 L. F. Zimmerman . . . . . Master  
 R. P. Moffett, Box 24 . . . . . Secretary  
 F. J. Berryessa . . . . . Collector  
 R. P. Moffett, Box 24 . . . . . Receiver  
 Hyrum Ohlson . . . . . Magazine Agent

**99. ROCHESTER; Rochester, N. Y.**

Meets in Royal Arcanum Hall, Cook Opera House Bld., S. St. Paul st., 1st and 3d Tuesday evenings.  
 E. E. Frun, 41 First ave . . . . . Master  
 W. P. Couch, 24 Thompson ave . . . . . Secretary  
 G. N. Kingsley, 71 Hayward ave . . . . . Collector  
 G. N. Kingsley, 71 Hayward ave . . . . . Receiver  
 H. H. Meyers, 211 N. Goodman st . . . . . Magazine Agent

**100. ADAIR; Bowling Green, KY.**

Meets in Wright's Hall cor. Main and Adams sts. every Monday at 2:30 P. M.  
 Andrew McHugh . . . . . Master  
 T. H. Glenn, 220 10th st . . . . . Secretary  
 W. D. Perry, 232 6th st . . . . . Collector  
 Harold Porter, 1149 Adams st . . . . . Receiver  
 R. C. Johnson, 232 6th st . . . . . Magazine Agent

**101. ADMIRATION; Buffalo, N. Y.**

Meets in Burgard's Hall, cor. Walden and Bailey aves., Buffalo, every Thursday at 8 P. M.  
 Edw. Cooke, 150 Keystone st. E. Buffalo . . . . . Master  
 Robt. Fowler, 182 May st. E. Buffalo . . . . . Secretary  
 Frank McKnight, 108 Fay st., E. Buffalo . . . . . Collector  
 J. G. Smith, 69 St. Joseph ave, E. Buffalo, . . . . . Receiver  
 W. M. Ellis, 109 May st, E. Buffalo . . . . . Magazine Agent

**102. CONFIDENCE; West Des Moines, Iowa.**

Meets in Flynn's Hall, cor. 7th and Locust sts., Des Moines, alternate Sundays at 2:30 P. M.  
 Jos. Harkness, Wabash Rd. House . . . . . Master  
 Wm. Beese, 1457 E. Court ave., Des Moines . . . . . Secretary  
 Jos. Krissinger, Jr., 1005 E. Maple st., Des Moines . . . . . Collector  
 Wm. Beese, 1457 E. Court ave., Des Moines . . . . . Receiver  
 Jos. Krissinger, Jr., 1005 E. Maple st, Des Moines . . . . . Magazine Agent

**103. FALLS CITY; Louisville, Ky.**

Meets in Colgan's Hall, cor. 10th and Walnut sts., every Thursday.  
 Oscar Ball, 1023 W. Broadway . . . . . Master  
 Patrick Filburn, 1415 W. Broadway . . . . . Secretary  
 R. L. Crow . . . . . Collector  
 Patrick Filburn, 1415 W. Broadway . . . . . Receiver  
 Henry Blume, Scottsburg, Ind. . . . . Magazine Agent

**104. "OLD KENTUCKY;" Ladlow, Ky.**

Meets in Odd Fellows Hall, 1st and 3d Fridays at 7:30 P. M.  
 H. E. Jordan . . . . . Master  
 Jas. Quinn . . . . . Secretary  
 Chas. Heimbürger, Box 151 . . . . . Collector  
 E. A. Fleming, Box 82 . . . . . Receiver  
 Michael Cooney, Jr., W. Covington . . . . . Magazine Agent

**105. PROGRESS; Chillicothe, Ill.**

Meets in Dougherty's Hall, 1st and 3d Mondays and 2d and 4th Tuesdays at 8 P. M.  
 Geo Jones . . . . . Master  
 A. G. Gillen, N. Chillicothe . . . . . Secretary  
 Peter Artz, N. Chillicothe . . . . . Collector  
 Fred Cornell, N. Chillicothe . . . . . Receiver  
 R. E. Lawrence, N. Chillicothe, Magazine Agent

**106. KEY CITY; Dubuque, Iowa.**

Meets in Doff's Hall, 19th and Jackson sts., 2d and 4th Tuesday evenings.  
 Sam Schauer, Box 46 E. Dubuque, Ill. . . . . Master  
 Martin Boleyn, C. M. & St. P. shops . . . . . Secretary  
 Chas Schauer, Box 46 E. Dubuque, Ill. . . . . Collector  
 O. B. Ridgeway, 1615 Elm st . . . . . Receiver  
 A. S. Graham, 446 Rhomborg ave, Magazine Agent

**107. ECLIPSE; Gallon, Ohio.**

Meets in Carhart's Hall, E. Main st., every Wednesday at 7:30 P. M.  
 August Gerhart, Box 196 . . . . . Master  
 S. L. Manherz, Box 366 . . . . . Secretary  
 W. A. Townsend, Box 65 . . . . . Collector  
 P. D. Gregg, Box 6 . . . . . Receiver  
 F. P. Motinger, Box 155 . . . . . Magazine Agent

**108. PIONEER; Chama, New Mexico.**

Meets in Pioneer Hall, 1st and 3d Thursdays at 7 P. M.  
 Oscar Duxstad . . . . . Master  
 J. W. Hopper . . . . . Secretary  
 P. F. Voigt . . . . . Collector  
 J. M. Hayden . . . . . Receiver  
 V. L. Coulson . . . . . Magazine Agent

- 109. PEACE; St. Louis, Mo.**  
Meets in Summit Hall, Ewing ave and Market st., 2d and 4th Mondays at 7:30 P. M.  
Jno. Woods, 7516 O'Reilly ave, So. St. Louis  
H. L. Allison, 3147 Caroline st. . . . . Master  
W. J. Pourcille, 2949 Clark ave . . . . . Secretary  
G. A. Bee, 8219 S Broadway . . . . . Collector  
G. H. Baird, 3009 Butler st. . . . . Receiver  
Magazine Agent
- 110. OLD GUARD; Bucyrus, Ohio.**  
Meets in Engineers' Hall, 2d and 4th Sundays at 2 P. M.  
Wm. Fitzmaurice, 633 E. Rensslear st. . . . . Master  
B. A. Huson, 623 E. Rensslear st. . . . . Secretary  
G. L. Hutchison, 665 E. Rensslear st. . . . . Collector  
T. E. Lowry, 841 cor. Wiley and Charles sta. . . . . Receiver  
B. A. Huson, 623 Rensslear st. . . . . Magazine Agent
- 111. BEACON; Mattoon, Ill.**  
Meets in K. of L. Hall, over Cunningham's dry goods store, Sundays at 1:30 P. M.  
W. P. Fitzgerald, cor. E. 6th st. and Broadway . . . . . Master  
W. P. Fitzgerald, cor. E. 6th st. and Broadway . . . . . Secretary  
A. E. Marshall, 74 Richmond st . . . . . Collector  
Lee Sommer . . . . . Receiver  
Magazine Agent
- 112. EVENING STAR; Howell Sta., Evansville, Ind.**  
Meets in Curry's Hall, 2d and 4th Mondays at 7:30 P. M.  
M. J. Rietzhan, Howell . . . . . Master  
G. T. Colvin, 1811 Fulton st. . . . . Secretary  
Mart Whitford . . . . . Collector  
T. P. Stephenson . . . . . Receiver  
L. A. Jacobs, 500 N. 3d st., E. St. Louis, Ill., . . . . . Magazine Agent
- 113. CLARK-KIMBALL; Pocatello, Idaho.**  
Meets in I. O. O. F. Hall, Cleveland ave. and B. st. every Monday at 7:30 P. M.  
H. H. Maguire . . . . . Master  
J. F. Holloway, Box 165 . . . . . Secretary  
W. H. Zeiter . . . . . Collector  
S. G. Doane, Box 86 . . . . . Receiver  
H. F. Best . . . . . Magazine Agent
- 114. BLACK HAWK; Keithsburg, Ill.**  
Meets in Mason Hall, 4th and Washington sts., 1st and 3d Sundays.  
W. M. Marks . . . . . Master  
Ellsworth Newell, L Box 39 . . . . . Secretary  
Dan'l. Hammond . . . . . Collector  
W. E. Burch . . . . . Receiver  
F. E. Cole . . . . . Magazine Agent
- 115. GULF CITY; Galveston, Texas.**  
Meets in Old Masonic Hall P. O. st., between 22d and 23 sts.  
H. L. Briggs, 802 Mechanic st. . . . . Master  
E. W. Boddeker, 910 ave 1 . . . . . Secretary  
C. H. Hawkins, 38th st. and ave H . . . . . Collector  
Fred. Oehlert, 31st st. and ave N . . . . . Receiver  
E. W. Boddeker, 910 ave 1 . . . . . Magazine Agent
- 116. ST. CLAIR; Fort Gratiot, Mich.**  
Meets in Engineers' Hall 1st and 3d Sundays at 1:30 P. M.  
Jno. Gould . . . . . Master  
C. G. Miller, Box 197 . . . . . Secretary  
R. S. Wilson . . . . . Collector  
C. E. Topp . . . . . Receiver  
Magazine Agent
- 117. BEAVER; London, Ontario.**  
Meets in Castle Hall, cor. Clarence and Dundas sts., 2d and 4th Sundays at 2 P. M.  
Geo. Black, 460 Simcoe st. . . . . Master  
E. R. Atkins, 268 Clarence st. . . . . Secretary  
Geo. Black, 460 Simcoe st. . . . . Collector  
Geo. Thody, 724 King st. . . . . Receiver  
Wm. Kermath, 560 Grey st. . . . . Magazine Agent
- 118. STAR OF THE EAST; Richmond, Quebec.**  
Meets in McMorine's Hall, Main st., 1st and 3d Sundays at 2 P. M.  
R. A. Leonard, Richmond Station . . . . . Master  
J. E. Linahen, Richmond Station . . . . . Secretary  
Geo. Goyette, Richmond Station . . . . . Collector  
G. A. Pye, Melbourne . . . . . Receiver  
Jas. Campbell, Richmond Sta., Quebec . . . . . Magazine Agent
- 119. COLONIAL; River du Loup, Quebec.**  
Meets in English School, River du Loup Station, 2d and 4th Sundays.  
Timothy Berube, River du Loup Station, Master  
J. V. Dion, River du Loup Station . . . . . Secretary  
S. G. Ferguson, River du Loup Station, Collector  
C. J. Levesque, River du Loup Station, Receiver  
Felix Gagnon, River du Loup Station, . . . . . Magazine Agent
- 120. FORTUNE; Syracuse, N. Y.**  
Meets in B. of L. E. Hall, cor. Seymore and Oswego sts., Wednesdays at 8 P. M.  
Fred Demars, 720 Marcellus st. . . . . Master  
Wm. Houston, 107 Oswego st. . . . . Secretary  
L. G. Rousson, 101 Bertha Place . . . . . Collector  
Issac Gibbo, 138 Richmond ave . . . . . Receiver  
Jno. Martin, 465 Shonnard st. . . . . Magazine Agent
- 121. FELLOWSHIP; Corral, N. Y.**  
Meets in Huber's Hall cor. Market and Cedar sts., 1st and 3d Sundays at 8 P. M.  
Chas. McCarthy, 364 E. 2d st. . . . . Master  
E. E. Beales, 313 E. 3d st. . . . . Secretary  
E. E. Beales, 313 E. 3d st. . . . . Collector  
E. E. Evera, 87 Mill st. . . . . Receiver  
W. L. Carson, 321 E. Market st. Magazine Agent
- 122. FEDERATION; Pana, Ill.**  
Meets in I. O. O. F. Hall 2nd and 4th Sundays at 2:30 P. M.  
W. J. Miller . . . . . Master  
W. E. Gray, L. Box 306 . . . . . Secretary  
C. A. Davis . . . . . Collector  
W. E. Gray, L. Box 306 . . . . . Receiver  
Wm. Cruthers . . . . . Magazine Agent
- 123. OVERLAND; Omaha, Neb.**  
Meets in Patterson's Hall, S. E. Cor. 17th and Farnham sts., 2d and 4th Wednesdays at 8 P. M.  
I. N. Wright . . . . . Master  
B. S. Briggs, 1136 S. 29th st. . . . . Secretary  
C. H. Forster, 1540 S. 17th st. . . . . Collector  
Jno. Nilsson, 1018 S. 11th st. . . . . Receiver  
B. H. Winkelman, 1204 S. 9th st. Magazine Agent
- 124. PILOT; Perry, Iowa.**  
Meets in K. P. Hall, 2d st, 2d and 4th Tuesdays at 7:30 P. M.  
W. B. Howe, Box 153 . . . . . Master  
R. R. Stockwell, Box 332 . . . . . Secretary  
J. E. Banyard, Box 27 . . . . . Collector  
Oscar Woods . . . . . Receiver  
W. F. Bower, Box 404 . . . . . Magazine Agent
- 125. GUIDE; Marshalltown, Iowa.**  
Meets in I. O. O. F. Hall, 125 E. Main st., 2d and 4th Sundays at 1:30 P. M.  
C. A. Bach, 406 S. Center st. . . . . Master  
T. R. Long, 305 S. 1st st. . . . . Secretary  
Wm. Jennings, 508 W. Boone st. . . . . Collector  
A. L. Johnson, 405 S. Center st. . . . . Receiver  
W. A. Holmes, 207 W. Boone st. Magazine Agent
- 126. COMET; Austin, Minn.**  
Meets in B. of L. E. Hall, 1st and 3d Mondays and 2d and 4th Sundays.  
R. W. Beecher . . . . . Master  
J. C. Erickson . . . . . Secretary  
W. H. Teeter . . . . . Collector  
J. C. Erickson . . . . . Receiver  
Magazine Agent
- 127. NORTHERN LIGHT; Winnipeg, Manitoba.**  
Meets in K. P. Hall, Clement Block, Main st., 1st Tuesdays and 3d Wednesdays.  
W. H. H. Goodwin, 496 Logan st. . . . . Master  
Paul Elcombe, 357 Jarvis ave . . . . . Secretary  
J. B. Russell, 712 Pacific ave . . . . . Collector  
Geo. Maneely, 405 Alexander st. . . . . Receiver  
U. H. H. Goodwin, 496 Logan ave . . . . . Magazine Agent
- 128. LANDMARK; Glendive, Montana.**  
Meets in Masonic Hall, every Tuesday evening.  
Jas. Blair . . . . . Master  
Robt. McNelly . . . . . Secretary  
Alex McDonald, Forsyth . . . . . Collector  
Jas. McKenzie . . . . . Receiver  
T. G. Sorenson, Forsyth . . . . . Magazine Agent
- 129. MINERAL KING; Escanaba, Mich.**  
Meets in Engineer's Hall, 2d and 4th Sundays at 2 P. M.  
Coleman Nee, General Delivery . . . . . Master  
C. J. Dady, Box 452 . . . . . Secretary  
M. A. Berrigan, 819 Ludington st. . . . . Collector  
H. C. Gibbs, 425 Campbell st. . . . . Receiver  
E. A. Young, 510 Sarah st. . . . . Magazine Agent
- 130. GUIDING STAR; Milwaukee, Wis.**  
Meets in Firemen's Hall, Lake and Reed sts. M and 4th Sundays.  
J. H. Brady, 794 Scott st. . . . . Master  
A. J. Hall, 337 Brady st. . . . . Secretary  
J. E. Roberts, 34 34th st. . . . . Collector  
J. E. Roberts, 34 34th st. . . . . Receiver  
P. J. Yerick, 678 National ave. . . . . Magazine Agent
- 131. GOLDEN RULE; Stevens Point, Wis.**  
Meets in Adams' Hall, 2d and 4th Sundays at 2:30 P. M.  
T. E. McPhail, 402 Center st. . . . . Master  
E. G. Zimmer, 918 Center ave . . . . . Secretary  
E. G. Zimmer, 918 Center ave . . . . . Collector  
T. E. McPhail, 402 Center st. . . . . Receiver  
F. C. Holman, 418 Dixon st. . . . . Magazine Agent



**IAEVIN HUGHITT; Eagle Grove, Iowa.**  
 Meets in I. O. O. F. Hall, 1st and 3d Sundays at 3:30 P. M.  
 F. Schoonover . . . . . Master  
 R. Tillinghast . . . . . Secretary  
 Isom Marshall . . . . . Collector  
 H. Howell . . . . . Receiver  
 J. Robinson . . . . . Magazine Agent  
**IPRAGUE; Sprague, Wash.**  
 Meets in B. of L. F. Hall every Monday at 1:30 P. M.  
 J. Burns . . . . . Master  
 W. Shunk . . . . . Secretary  
 K. Stormont . . . . . Collector  
 S. Burns . . . . . Receiver  
 K. Stormont . . . . . Magazine Agent  
**EASTMAN; Farnham, Quebec.**  
 Meets in I. O. O. F. Hall every Sunday at 8 P. M.  
 m. Watts . . . . . Master  
 E. Cowan . . . . . Secretary  
 as. McGuire . . . . . Collector  
 W. Gibson . . . . . Receiver  
 E. Blackburn . . . . . Magazine Agent  
**NEW YEAR; El Paso, Texas.**  
 Meets in O. R. C. Hall every Monday evening.  
 L. Hankins 1107 Franklin st. . . . . Master  
 E. Hughes, Box 106 . . . . . Secretary  
 W. McGinley, Box 108 . . . . . Collector  
 J. Menninghoff, Box 108 . . . . . Receiver  
 E. Welsh, 406 Texas st. . . . . Magazine Agent  
**J. SCOTT; Lindsay, Ontario.**  
 Meets in S. O. K. Hall alternate Sundays at 2:30 P. M.  
 m. Dolby, Box 516 . . . . . Master  
 H. Drummond, Box 516 . . . . . Secretary  
 as. Pym, Box 516 . . . . . Collector  
 H. Drummond, Box 516 . . . . . Receiver  
 m'l. Harris . . . . . Magazine Agent  
**PROTECTION; Eldon, Iowa.**  
 Meets in K. of P. Hall 2d Sunday and 4th Monday at 2:30 P. M.  
 m. Taylor . . . . . Master  
 H. Finney, Box 422 . . . . . Secretary  
 L. Chinn . . . . . Collector  
 W. Trotter . . . . . Receiver  
 C. Wright . . . . . Magazine Agent  
**UNION; Freeport, Ill.**  
 Meets in A. O. U. W. Hall, 2d and 4th Sundays.  
 J. Schmidt, 41 Iroquois st. . . . . Master  
 J. Scanlan, 209 Van Buren st. . . . . Secretary  
 C. Stevenson, 47 Float st. . . . . Collector  
 J. Scanlan, 209 Van Buren st. . . . . Receiver  
 B. Taylor, 151 Spring st. . . . . Magazine Agent  
**MT. WHITNEY; Sumner, Cal.**  
 Meets in Druids' Hall every Saturday at 2 P. M.  
 A. Devins, Kern . . . . . Master  
 A. Crosby, Box 39, Kern . . . . . Secretary  
 obt. Phillips, Box 39, Kern . . . . . Collector  
 A. Crosby, Box 39, Kern . . . . . Receiver  
 Milton Nicholson . . . . . Magazine Agent  
**MOUNT OURAY; Salida, Colo.**  
 Meets in I. O. O. F. Hall, every Monday at 7:30 P. M.  
 S. Grove, Box 463 . . . . . Master  
 W. Woody, Box 181 . . . . . Secretary  
 J. Templeton, Box 591 . . . . . Collector  
 M. Smith, Box 591 . . . . . Receiver  
 A. Coupland, Box 125 . . . . . Magazine Agent  
**A. G. PORTER; Fort Wayne, Ind.**  
 Meets in B. of L. F. Hall, 79 and 81 Calhoun st., every Sunday at 2 P. M.  
 J. Matz, 48 W. Main st. . . . . Master  
 H. Ryan, 210 Lafayette st. . . . . Secretary  
 G. Cole, 8 Mechanic st. . . . . Collector  
 B. Arenhart, 62 Boon st. . . . . Receiver  
 Dick Truesdale . . . . . Mag. Agent  
**SAFETY; Toledo, Ohio.**  
 Meets in Emery Hall, Broadway, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.  
 E. Starkey, 918 Broadway . . . . . Master  
 Geo. Bittman, 634 S. St. Clair st. . . . . Secretary  
 E. Starkey, 918 Broadway . . . . . Collector  
 Geo. Bittman, 634 S. St. Clair st. . . . . Receiver  
 J. E. Cole, 128 Jarvis st. . . . . Magazine Agent  
**E. C. FELLOWS; West Oakland, Cal.**  
 Meets in Bartlett Hall every Wednesday evening.  
 H. Follrath, 1361 E. 11th st, E Oakland, Master  
 F. J. Roberts, 1762 1/2 8th st. . . . . Secretary  
 W. J. Edwards, 1255 7th st. . . . . Collector  
 T. J. Roberts, 1762 1/2 8th st. . . . . Receiver  
 C. B. Danielson, 1787 7th st. . . . . Magazine Agent

**144. DECORATION Chicago, Ill.**  
 Meets in Society Hall, cor. Ogden ave. and 12th st. 1st Sunday afternoons and 2d and 4th Thursday evenings.  
 Martin Murphy, 979 12th st. . . . . Master  
 F. E. Neely, 470 Campbell ave. . . . . Secretary  
 Frank Lump, 834 Hastings st. . . . . Collector  
 F. E. Neely, 470 Campbell ave. . . . . Receiver  
 E. G. Aldrich, 1017 W. 12th st. . . . . Magazine Agent  
**145. DAVY CROCKETT; San Antonio, Texas.**  
 Meets in Jones' Hall, 710 Austin st., every Tuesday at 2:00 P. M.  
 J. E. Norton, 104 River ave. . . . . Master  
 G. A. Cook, 1211 Ave. D . . . . . Secretary  
 Jos. Braun, 418 Milan st. . . . . Collector  
 G. A. Cook, 1211 Ave D . . . . . Receiver  
 S. C. Ramsey, 805 ave. D . . . . . Magazine Agent  
**146. BAYOU CITY; Houston, Texas.**  
 Meets in Bell's Hall, Liberty ave, Fifth Ward, every Monday at 2:30 P. M.  
 Jno. Roach, 1410 Liberty ave. . . . . Master  
 Thos. Ballard, 1508 Nance st. . . . . Secretary  
 Pat'k DeCourcy Jr., 1508 Brooks st. . . . . Collector  
 W. H. Kimmer 1018 McKee st. . . . . Receiver  
 E. J. Speer . . . . . Magazine Agent  
**147. MIDLAND; Temple, Texas.**  
 Meets in B. of R. T. Hall every Thursday at 8 P. M.  
 Arthur Haines, L Box 105 . . . . . Master  
 H. C. Pitts, L. Box 105 . . . . . Secretary  
 W. T. McGinnis . . . . . Collector  
 T. H. Boyd, L. Box 105 . . . . . Receiver  
 B. P. Wellborn, Call Box 166 . . . . . Magazine Agent  
**148. SUNNY SOUTH; Tyler, Texas.**  
 Meets in Engineers' Hall every Thursday at 7:30 P. M.  
 Wm. Fox . . . . . Master  
 J. T. Peyton, 317 Poplar st. . . . . Secretary  
 W. H. McCormick, 1001 Nand B. sts. . . . . Collector  
 Daniel Fogarty, 524 Valentine st. . . . . Receiver  
 W. T. Phillips, 822 N. Fannie ave. . . . . Mag. Agent  
**149. JUST IN TIME; New York, N. Y.**  
 Meets in Horton Hall, 110 E. 125th st., 2d and 4th Thursdays at 8 P. M. and 2d Sunday forenoon.  
 Jno. Ritter, 70 E. 115th st. . . . . Master  
 S. D. Lappine, 1863 Park ave. . . . . Secretary  
 P. J. Gahagan, 309 W. 119 st. . . . . Collector  
 B. T. Roscoe, cor. Clinton ave and Elmwood Place . . . . . Receiver  
 J. F. MacVeigh, Lind ave. and Union st., High Bridge . . . . . Magazine Agent  
**150. S. M. STEVENS; Marquette, Mich.**  
 Meets in L. Huillier's Hall, 1st and 3d Sundays.  
 J. W. Watt, 847 Fisher st. . . . . Master  
 J. B. Crowley, 127 Fisher st. . . . . Sec' etar  
 H. R. Roberts, 406 W. Bluff st. . . . . Collector  
 G. McK. Gibson, 212 Division st. . . . . Receiver  
 W. S. Cooke, W. Ridge st. . . . . Magazine Agent  
**151. MAPLE LEAF; Hamilton, Ontario.**  
 Meets in K. O. I. M. Hall, 14 Hughson st, 1st and 3d Sundays.  
 Wm. Perkins, 304 Chatharine st, N . . . . Master  
 Alex. McColl, 25 Crook st. . . . . Secretary  
 Chas. Evans, 167 Locke st. . . . . Collector  
 J. D. Mills, 82 Inchbury st. . . . . Receiver  
 Wm. Perkins, 304 Catherine st N . . . . Mag. Agent  
**152. NORTH POLE; West Bay City, Mich.**  
 Meets in New K. P. Hall, 1st and 3d Sundays at 2 P. M.  
 Fred Roach . . . . . Master  
 R. A. McPeak, 514 State st. . . . . Secretary  
 J. B. Miller, 703 N. Union st. . . . . Collector  
 R. A. McPeak, 514 State st. . . . . Receiver  
 Thos. Doyle . . . . . Magazine Agent  
**153. H. C. LORD; Fort Scott, Kansas.**  
 Meets in K. of P. Hall, Main and 2d sts., 1st and 3d Mondays at 2 P. M.  
 W. F. Pritchard, 306 Margrave st. . . . . Master  
 W. H. Pool, 116 N. Little st. . . . . Se crary  
 W. E. Pierson, Gulf Rnd House . . . . . Collector  
 W. F. Pritchard, 306 Margrave st. . . . . Receiver  
 J. M. Parmley, 102 S. Barbee st. . . . . Mag. Agent  
**154. MCKEN; Chanute, Kansas.**  
 Meets in Red Men's Hall every Thursday at 8 P. M.  
 P. M. Roby, Box 629 . . . . . Master  
 J. E. Flint, L. Box 46 . . . . . Secretary  
 S. J. Kester . . . . . Collector  
 J. E. Flint, L. Box 46 . . . . . Receiver  
 E. B. Fortney . . . . . Magazine Agent  
**155. J. F. BINGHAM; New York, N. Y.**  
 Meets in Central Hall, 147 W. 32d st, 1st and 3d Saturdays at 8 P. M.  
 Sam'l Baines, 17 P'tchen ave, Brooklyn. Master  
 J. J. Lovett, 802 W. 146th st. . . . . Secretary  
 G. W. Smith, 307 W. 144th st. . . . . Collector  
 Theo. Fry, 506 W. 125th st. . . . . Receiver  
 W. C. O'Donnell, 235 W. 142d st. . . . . Magazine Agent

- 156. NECHES; Palestine, Texas.**  
Meets in Engineers' Hall every Monday at 7:30 P. M.  
Leo Delaney, Box 232 . . . . . Master  
S. E. Burkhead, Box 232 . . . . . Secretary  
Milton Meridith, Box 232 . . . . . Collector  
W. T. Murrell, Box 232 . . . . . Receiver  
Geo Batt . . . . . Magazine Agent
- 157. ECHO; Pers, Ind.**  
Meets in Echo Hall, 1st and 2d Sundays at 2 P. M. and 2d and 4th Tuesdays at 7 P. M.  
M. E. Whetsel . . . . . Master  
F. E. O'Connell . . . . . Secretary  
M. E. Whetsel . . . . . Collector  
T. P. Doud, 181 W. 8th st. . . . . Receiver  
G. M. Jackson . . . . . Magazine Agent
- 158. STANDARD; Detroit, Mich.**  
Meets in B. of R. T. Hall, 82 and 84 Gratiot st., 1st and 3d Sundays at 2 P. M.  
H. E. Rice, 392 Congress st. E. . . . . Master  
C. E. McAuliffe, 420 Fort st. E. . . . . Secretary  
Thos. Johnson, 315 Catherine st. . . . . Collector  
H. E. Rice, 392 Congress st. E. . . . . Receiver  
Jno. O'Neil, 378 Welch ave . . . . . Magazine Agent
- 159. W. H. THOMAS; Nashville, Tenn.**  
Meets in K. of P. Hall, Palmer Building, Union st., every Monday at 9 P. M.  
Chas. Griffin, 1507 Church st. . . . . Master  
S. P. Whitlitt, 933 S. Summer st. . . . . Secretary  
S. P. Whitlitt, 933 S. Summer st. . . . . Collector  
W. C. McCombs, McLemore st. . . . . Receiver  
J. M. Fleming, 1910 State st. . . . . Magazine Agent
- 160. C. J. HEPBURN; Evansville, Ind.**  
Meets in Royal Arcanum Hall, cor. Main and Fifth sts., 2d and 4th Sundays at 2 P. M.  
J. M. Clark, 402 William st. . . . . Master  
F. M. Paine, 1320 Walnut st. . . . . Secretary  
Richard Witt, 1046 Main st. . . . . Collector  
Lou. Helmroth, 924 E. Indiana st. . . . . Receiver  
E. F. Stlker, 1120 Cherry st. . . . . Magazine Agent
- 161. HERBALD; Burlington, Iowa.**  
Meets in K. P. Hall, 210-214 N. 4th st., 2d and 4th Sundays.  
J. A. Richards, 1709 Orchard st. . . . . Master  
Lewis Benthel, 818 N. 10th st. . . . . Secretary  
J. A. Richards, 1709 Orchard st. . . . . Collector  
J. D. Hawksworth, 2803 Madison st. . . . . Receiver  
H. C. Sieben, 820 N. Oak st. . . . . Magazine Agent
- 162. PROSPECT; Elkhart, Ind.**  
Meets in B. of L. F. Hall, Blackburn Bl'k, every Sunday at 2 P. M.  
Wallace Marker, 122 State st. . . . . Master  
J. C. Doty, 510 Harrison st. . . . . Secretary  
J. C. Doty, 510 Harrison st. . . . . Collector  
Stephen Dusseau, 323 Jefferson st. . . . . Receiver  
J. C. Doty, 510 Harrison st. . . . . Magazine Agent
- 163. ETNA; Pine Bluff, Ark.**  
Meets in Atkinson Hall, cor. Main and 2d ave, 1st and 3d Fridays at 2:30 P. M., and 2d and 4th Fridays at 7:30 P. M.  
Thaddeus Coshey, 1905 E. Boreque st. . . . . Master  
Ernest Deane, 321 E. 6th ave. . . . . Secretary  
J. A. Frazier, 1020 E. 2d ave. . . . . Collector  
J. F. Franey, 615 Morris st. . . . . Receiver  
W. H. Graves, 1005 Alabama st. . . . . Mag. Agent
- 164. KEL RIVER; Ashley, Ind.**  
Meets in Engineer's Hall every Wednesday evening.  
F. M. Kelley . . . . . Master  
C. E. Blair . . . . . Secretary  
G. E. Schoville . . . . . Collector  
W. H. Tucker . . . . . Receiver  
F. M. Stafford, 648 LaFayette ave., Detroit, Mich. . . . . Magazine Agent
- 165. ROBERT ANDREWS; Andrews, Ind.**  
Meets in Firemen's Hall every Monday evening.  
L. L. Wisner . . . . . Master  
G. W. Adams, Box 166 . . . . . Secretary  
C. H. Keefer . . . . . Collector  
G. W. Adams, Box 166 . . . . . Receiver  
T. J. Henderson . . . . . Magazine Agent
- 166. WM. HUGO; Huntington, Ind.**  
Meets in Firemen Hall, every Wednesday at 7:30 P. M.  
C. M. Keller, 111 Washington st. . . . . Master  
W. H. Willets, 58 Webster st. . . . . Secretary  
L. A. Ertzinger, 8 Market st. . . . . Collector  
Alvin McEnderfer, 14 N Jefferson st. . . . . Receiver  
G. C. Marston, 16 Briant st. . . . . Magazine Agent
- 167. MOUNT HOOD; The Dalles, Oregon.**  
Meets in K. of P. Hall, first and last Wednesdays at 7:30 P. M.  
J. C. McCoy, 114½ Russell st., Sta. B, Portland . . . . . Master  
L. D. Miller . . . . . Secretary  
Chas. K. Rees . . . . . Collector  
G. A. McCurdy, 402 Knott st, Station B, Portland . . . . . Receiver  
F. E. Adams . . . . . Magazine Agent
- 168. GUARD RAIL; North La Crosse, Wis.**  
Meets in K. of P. Hall, 715 Rose st., N. La Crosse, 1st and 3d Mondays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M.  
J. H. Schaller, 424 Caledonia st., La Crosse . . . . . Master  
J. E. Wells, Batavian Bank Building, La Crosse . . . . . Secretary  
J. J. Murphy, 430 Avon st., La Crosse . . . . . Collector  
T. C. Murphy, Portage . . . . . Receiver  
Chauncy Winn . . . . . Magazine Agent
- 169. H. G. BROOKS; Hornellsville, N. Y.**  
Meets in B. of L. F. Hall every Monday at 7:30 P. M.  
C. L. Burt, 25 Jane st. . . . . Master  
T. J. Glynn, 11 Pardee st. . . . . Secretary  
L. E. Reed, 10 Vanscooter st. . . . . Collector  
J. L. Collins, 43 E. Main st. . . . . Receiver  
J. R. Saunders, 43 Hartshorn st. . . . . Magazine Agent
- 170. PRAIRIE; Huron, S. Dakota.**  
Meets in I. O. O. F. Hall, cor. 3d and Wisconsin sts, 2d and 4th Sundays at 10 A. M.  
W. H. Bliss, 584 Utah st. . . . . Master  
T. R. Cooper, 355 Frank st. . . . . Secretary  
T. C. Lauters, 445 6th st. . . . . Collector  
G. E. Briggs . . . . . Receiver  
A. W. Harvey, Beach st. . . . . Magazine Agent
- 171. SUNBEAM; Truro, Nova Scotia.**  
Meets in Caledonia Hall, 1st Saturday and 3d Wednesday.  
Alex. Robbins, Box 239 . . . . . Master  
T. G. Dickson, Box 239 . . . . . Secretary  
T. A. Edwards . . . . . Collector  
J. K. Fraser, Box 436 . . . . . Receiver  
J. A. Gazeley . . . . . Magazine Agent
- 172. F. G. LAWRENCE; Ottawa, Ontario.**  
Meets in Manchester Hall, Wellington st., alternate Sundays.  
W. H. Wood, 217 Bridge st. . . . . Master  
R. H. Fraser, 131 Spruce st. . . . . Secretary  
Chas. Dow, 794 Wellington st. . . . . Collector  
Chas. Sims, 680 Albert st. . . . . Receiver  
R. H. Fraser, 131 Spruce st. . . . . Magazine Agent
- 173. PACIFIC; Winslow, Arizona.**  
Meets in B. of L. F. Hall every Sunday at 2 P. M.  
H. H. Downs . . . . . Master  
B. A. Workman, L Box 3 . . . . . Secretary  
T. T. Harris . . . . . Collector  
B. A. Workman, L Box 8 . . . . . Receiver  
Mark Whitaker . . . . . Magazine Agent
- 174. HARRISBURG; Harrisburg, Pa.**  
Meets in Sible's Hall, S. E. cor. 3d and Cumberland sts., 2d and 4th Sundays at 1 P. M.  
Caradoc Edwards, 1004 Logan ave . . . . . Master  
B. F. Huber, 1716 N. 5th st. . . . . Secretary  
E. J. Belts, 618 Harris st. . . . . Collector  
Wm. Blessing, 422 Riley st. . . . . Receiver  
E. E. Ewing, 104 Calder st. . . . . Magazine Agent
- 175. TAYLOR; Newark, O.**  
Meets in O. R. C. Hall, south side square, every Wednesday at 7:30 P. M.  
Louis Kastla, Cedar st. . . . . Master  
O. A. Simcox, 49 Cedar st. . . . . Secretary  
Samuel Work, 49 Cedar st. . . . . Collector  
J. C. Sudbury, 21 Clinton st. . . . . Receiver  
W. R. Stone, 76 Gay st. . . . . Magazine Agent
- 176. MAIN LINE; Clinton, Ill.**  
Meets in B. of L. F. Hall Room 21, Union Block, every Monday evening.  
Henry Lynch . . . . . Master  
Kent Hannah, Box 130 . . . . . Secretary  
L. P. Kurt . . . . . Collector  
B. F. Goodwin . . . . . Receiver  
J. B. Johnson, Box 31 . . . . . Magazine Agent
- 177. SUNSET; Marshall, Texas.**  
Meets in B. of L. F. Hall, 614 Railroad ave., every Tuesday at 7:30 P. M.  
J. A. Rodgers . . . . . Master  
E. S. Hardy, Box 184 . . . . . Secretary  
E. S. Hardy, Box 184 . . . . . Collector  
H. H. Edwards, Box 184 . . . . . Receiver  
J. C. Brown . . . . . Magazine Agent

**T LAKE; Salt Lake City, Utah.**  
 in Temple of Honor Hall, cor. Main and  
 south sts., every Monday at 8 P. M.  
 Brown, 22 German ave. . . . . Master  
 Davis, Box 17 . . . . . Secretary  
 Woodruff, Box 17 . . . . . Collector  
 face, 634 S. 8th West st. . . . . Receiver  
 Selby, 346 S. 7th West at . . . . . Mag. Agent  
**EL RIVE; Lincoln, Neb.**  
 in Young's Hall, 1519 O st., 2d and 4th  
 days at 2 P. M.  
 Hall, 229 N. 10th st. . . . . Master  
 Robinson, Box 931 . . . . . Secretary  
 y Shafer, 637 N. 11th st. . . . . Collector  
 Robinson, Box 931 . . . . . Receiver  
 Rambo . . . . . Magazine Agent  
**REE STATES; Cairo, Ill.**  
 in Casino Hall, cor. 12th st. and Washing-  
 ave., 1st and 3d Tuesday evenings.  
 O'Connell, 2017 Poplar st. . . . . Master  
 Kelly, 2501 Poplar st. . . . . Secretary  
 Pollock, 210 26th st. . . . . Collector  
 Gilman, 509 Center st. . . . . Receiver  
 White, 3101 Park ave. . . . . Magazine Agent  
**ILLINOIS; Palmerston, Ontario.**  
 in A. O. U. W. Hall, Main st., 1st and 3d  
 days.  
 inbar . . . . . Master  
 Wilson, Box 43 . . . . . Secretary  
 d Nicoll . . . . . Collector  
 Nicholson, Box 21 . . . . . Receiver  
 Edmiston, Box 41 . . . . . Magazine Agent  
**GIC CITY; Roanoke, Va.**  
 in Mountain Dale Hall, I. O. O. F., 205  
 erson st. S., every Sunday at 9 A. M.  
 Moore, 514 4th ave. N. E. . . . . Master  
 Chafin, 621 1st ave. N. W. . . . . Secretary  
 Westwood, 1319 2d ave. N. W. . . . . Collector  
 Best, 731 1st ave. N. W. . . . . Receiver  
 Dickens, 301 10th st. S. W. . . . . Mag. Agent  
**KE SHORE; Colliwood, Ohio.**  
 in I. O. O. F. Hall every Thursday evening.  
 Pierce . . . . . Master  
 Sturges, Box 19 . . . . . Secretary  
 Pickard, Box 385 . . . . . Collector  
 Sherman . . . . . Receiver  
 Gordon . . . . . Magazine Agent  
**MA; Lima, Ohio.**  
 in B. of L. F. Hall every Sunday.  
 Clutter, 817 W. High st. . . . . Master  
 Gustason, 233 W. Kibby st. . . . . Secretary  
 Roberts, 537 E. McKibben st. . . . . Collector  
 Clutter, 817 W. High st. . . . . Receiver  
 Tolby, 609 N. West st. . . . . Magazine Agent  
**DELITY; Delphos, Ohio.**  
 in G. A. R. Hall, Main st., every Sunday  
 2 P. M.  
 Baker . . . . . Master  
 ry Buckpitt, Box 119 . . . . . Secretary  
 Baker . . . . . Collector  
 Washburn, L. Box 78 . . . . . Receiver  
 Ackerly . . . . . Magazine Agent  
**AMBEELIN; Chicago, Ill.**  
 in Walther's Hall, 3934 State st., 1st and 3d  
 ndays.  
 I. E. Green, 3609 Portland st. . . . . Master  
 Manning, 419 Duncan Park . . . . . Secretary  
 Koch . . . . . Collector  
 Vass, 1087 E. North st, Decatur . . . . . Receiver  
 Killer, 4235 Princeton ave. . . . . Magazine Agent  
**TILE GIANT; Charleston, Ill.**  
 in Red Men's Hall 1st and 3d Sundays at 2  
 M. and 2d and 4th Tuesdays at 7:30 P. M.  
 Smith . . . . . Master  
 Freeman, Box 156 . . . . . Secretary  
 oy Anderson . . . . . Collector  
 Freeman, Box 156 . . . . . Receiver  
 Barnes . . . . . Magazine Agent  
**S. HERRILL; Chicago, Ill.**  
 in Miehe Hall, cor. Western ave. and In-  
 ana St., 1st and 3d Sundays at 2:30 P. M.  
 Roderick, 869 Indiana st . . . . . Master  
 Myers, 1107 Chicago ave . . . . . Secretary  
 Vells, 1120 Superior st. . . . . Collector  
 Gay, 82 California ave. . . . . Receiver  
 Roderick, 869 Indiana st. . . . . Magazine Agent  
**ALDWIN; Ft. Howard, Wis.**  
 in B. of L. F. Hall, 2d and 4th Sundays at  
 P. M.  
 tin Sheehy . . . . . Master  
 E. Hogan, L. Box 305 . . . . . Secretary  
 Crane, 321 S. Washington st., Green  
 ay . . . . . Collector  
 tin Sheehy . . . . . Receiver  
 J. Kull . . . . . Magazine Agent

**190. FERGUSON; Sanborn, Iowa.**  
 Meets in I. O. O. F. Hall, 2d and 4th Sundays at 7  
 P. M.  
 Emmet Wentworth, Box 102 . . . . . Master  
 Henry Kiasler . . . . . Secretary  
 C. J. Walston . . . . . Collector  
 C. J. Walston . . . . . Receiver  
 Thos. Helman . . . . . Magazine Agent  
**191. CUSTER; Livingston, Montana.**  
 Meets in Miles' Hall every Wednesday at 7:30  
 P. M.  
 J. A. Marshall, Box 303 . . . . . Master  
 J. M. Lannon, L. Box 412 . . . . . Secretary  
 A. C. Wilson, L. Box 303 . . . . . Collector  
 A. M. Getchell, 521 Utah ave., Butte . . . . . Receiver  
 O. F. Wessel . . . . . Magazine Agent  
**192. MT. TACOMA; Tacoma, Wash.**  
 Meets in I. O. O. F. Hall, 814 E. 26th st., 1st  
 and 3d Tuesdays at 7:30 P. M.  
 Jas. Clark, 218 E. 26th st. . . . . Master  
 Wm. Moscrop, 218 E. 26th st. . . . . Secretary  
 Jas. Clark, 218 E. 26th st. . . . . Collector  
 C. W. Meyer, East F. and 26th st. . . . . Receiver  
 G. O. Phelps, 314 E. 25th st. . . . . Magazine Agent  
**193. J. B. MAYNARD; East Portland, Oregon.**  
 Meets in Ross Hall, Portland, East Side, alter-  
 nate Thursdays, at 7:30 P. M.  
 J. F. McQuaid, S. P. R. R. Shops, Portland . . . . . Master  
 C. S. Sweeney, 385 Benton st., Portland Secretary  
 W. D. Jesse, 10 N. Union ave. . . . . Collector  
 D. J. Byrne, 20th and E. Glisan sts., Port-  
 land . . . . . Receiver  
 J. J. Lynch, 249 Kearney st., Portland, . . . . . Magazine Agent  
**194. BONANZA; Missoula, Montana.**  
 Meets in Odd Fellows' Hall 1st and 3d Sundays  
 at 2:30 P. M.  
 W. G. Marshall . . . . . Master  
 N. J. Bostwick . . . . . Secretary  
 S. L. Kelley . . . . . Collector  
 J. B. Powers . . . . . Receiver  
 A. S. Ericsson . . . . . Magazine Agent  
**195. RE-ECHO; Montpelier, Idaho.**  
 Meets in Brennan Hall, 1st and 3d Fridays at  
 7:30 P. M.  
 Ira Chaffin . . . . . Master  
 W. H. McGilvray, Call Box 13 . . . . . Secretary  
 Jos. McIlwain . . . . . Collector  
 Henry Douglas, Box 12 . . . . . Receiver  
 Ira Chaffin . . . . . Magazine Agent  
**196. CLOUD CITY; Leadville, Colo.**  
 Meets in P. O. S. of A. Hall, 1st and 2d Tuesdays  
 at 7:30 P. M.  
 A. F. Taylor, Delaware Block . . . . . Master  
 G. W. Buehr, 219 E. 12th st. . . . . Secretary  
 Geo. McGonigal, 306 W. 4th st. . . . . Collector  
 Fred Hyde, Box 653 . . . . . Receiver  
 F. W. Strasser, Minturn . . . . . Magazine Agent  
**197. RIVERSIDE; Savannah, Ill.**  
 Meets in Engineers' Hall, 1st and 3d Mondays at  
 9:30 A. M.  
 C. P. Ingmundson, Box 1 . . . . . Master  
 L. D. McKee, Box 227 . . . . . Secretary  
 J. H. Pulford, Jr, Box 375 . . . . . Collector  
 Jas. Bailey, L. Box B . . . . . Receiver  
 F. L. Williams . . . . . Magazine Agent  
**198. MAPLE CITY; Massillon, Ohio.**  
 Meets in I. O. U. A. M. Hall, 17 E. Main st.,  
 every Monday at 7 P. M.  
 W. Y. Dennis, South East st . . . . . Master  
 M. E. Church . . . . . Secretary  
 D. E. Barker, 29 Bank st. . . . . Collector  
 A. L. Spencer, Ironville, Ohio . . . . . Receiver  
 D. E. Barker . . . . . Magazine Agent  
**199. MAHONING; Youngstown, Ohio.**  
 Meets in B. of R. T. Hall, 23 Central Square, 2d  
 Sunday at 10:30 A. M. and 4th Thursday at 7  
 P. M.  
 D. J. Madden, 1018 Ford ave . . . . . Master  
 W. S. Neeley, 18 N. Hine st . . . . . Secretary  
 Jno. Farragher, 117 Holmes st. . . . . Collector  
 Michael Hallisy, 719 Covington st. . . . . Receiver  
 M. J. Welch, 25 Darrow st . . . . . Magazine Agent  
**200. FAITH; Meridian, Miss.**  
 Meets in B. of L. E. Hall, cor. 23d ave. and 5th st.,  
 every Monday at 2 P. M.  
 J. L. Stutz, 809 21st ave . . . . . Master  
 Albert Stockdale, 419 38th ave. . . . . Secretary  
 R. E. Crook . . . . . Collector  
 J. L. Stutz, 809 21st ave . . . . . Receiver  
 M. A. Cassidy, 642 35th ave . . . . . Magazine Agent

- 101. FRIENDLY HAND; Jackson, Tenn.**  
Meets in Machinist Hall every Thursday evening.  
Wm. Cook, M. & O. R. R. Shops . . . Master  
J. S. King, 304 Middle ave. . . . . Secretary  
Wm. Cook, M. & O. R. R. Shops . . . . . Collector  
J. D. Bledsoe 303 Prince Edward st. . . Receiver  
Mark Lawrence, I.C.R.R. Shops, Magazine Agent
- 102. SCIOTO; Chillicothe, O.**  
Meets in Clough Hall, cor. Main and Mulberry  
sta., 1st and 3d Sundays at 2 P. M.  
J. R. Schooley, 351 Eastern ave. . . . . Master  
J. D. Stage, 284 E. Main st. . . . . Secretary  
E. C. Brant, 96 N. Hickory st. . . . . Collector  
J. R. Schooley, 351 Eastern ave. . . . . Receiver  
Alfred Dakin, 231 E. 2d st. . . . . Magazine Agent
- 103. GARFIELD; Garrett, Ind.**  
Meets in Frederick Hall every Sunday at 2 P. M.  
G. E. Campbell, L. Box 272 . . . . . Master  
S. G. Pierce, Box 168 . . . . . Secretary  
Jno. Larkins . . . . . Collector  
C. F. Reneman, Box 96 . . . . . Receiver  
H. C. Barretta, Box 270 . . . . . Magazine Agent
- 104. COTTON BELT; Jonesborough, Ark.**  
Meets in K. of P. Hall every Saturday at 2 P. M.  
J. W. Blakeburn . . . . . Master  
W. E. Smith . . . . . Secretary  
J. L. Spence . . . . . Collector  
A. A. Goin . . . . . Receiver  
J. A. Blackwood . . . . . Magazine Agent
- 105. FLOWER OF THE WEST; Topeka, Kan.**  
Meets in A. O. U. W. No. 3 Hall, 418 Kansas ave.,  
2d and 4th Sundays at 2:30 P. M.  
B. H. Tobias, 520 Lawrence st. . . . . Master  
H. B. Stillman, 420 Quincy st. . . . . Secretary  
E. H. Powell, 1301 E. 4th st. . . . . Collector  
Christ. McGinnis, 822 Jefferson st. . . Receiver  
W. M. Robinson, 714 E. 4th st. . . . . Magazine Agent
- 106. FORT PICKERING; Memphis, Tenn.**  
Meets in Miller's Hall, cor. Penna. and Iowa  
aves, every Tuesday at 7:30 P. M.  
J. J. Quinn, 85 Kansas ave. . . . . Master  
Robt. Hall, 85 Kansas ave. . . . . Secretary  
C. F. Lonergan, Station A . . . . . Collector  
Robt. Hall, 85 Kansas ave. . . . . Receiver  
J. E. Hellon, 185 Pennsylvania ave. . Mag. Agent
- 107. LOYAL; Meadville, Pa.**  
Meets in B. of L. F. Hall, 912 Water st., every  
Tuesday afternoon.  
W. A. Smith, 10 Atlantic ave. . . . . Master  
J. H. Kerr, 868 Water st. . . . . Secretary  
W. P. Herrington, Phoenix Hotel . . . Collector  
W. F. Emerick, Vallowia . . . . . Receiver  
W. I. Schadt, 868 Water st. . . . . Magazine Agent
- 108. KEYSTONE; Susquehanna, Pa.**  
Meets in C. M. E. A. Hall, alternate weeks.  
J. J. Hogan, Box 837 . . . . . Master  
Dan'l. Craggan, Box 291 . . . . . Secretary  
Jno Hille, Box 82 . . . . . Collector  
C. W. Anderson, Box 337 . . . . . Receiver  
J. J. Hogan, Box 987 . . . . . Magazine Agent
- 109. SARATOGA; Whitehall, N. Y.**  
Meets in B. of L. F. Hall, Old National Bank  
building, alternate Sundays at 2:30 P. M.  
G. W. McChesney, Box 138 . . . . . Master  
J. S. C. Peck, Box 413 . . . . . Secretary  
B. A. Long, Box 302 . . . . . Collector  
J. W. Farrar, Box 361 . . . . . Receiver  
L. C. Gray, Box 414 . . . . . Magazine Agent
- 110. 18-K; Schenectady, N. Y.**  
Meets in Carpenters' and Joiners' Hall, 336 State  
st., 1st and 3d Tuesdays.  
Jno. Vrooman, Box 497 . . . . . Master  
Homer Eygnar, 302 Paige st. . . . . Secretary  
Jno. Vrooman, Box 497 . . . . . Collector  
J. E. VanVranken, Box 497 . . . . . Receiver  
August Ruter, 606 Peck st. . . . . Magazine Agent
- 111. ONOKO; South Easton, Pa.**  
Meets in Bragg's Hall, cor. Burwick and Aaron  
sta., 1st and 3d Sundays at 2 P. M.  
Jas. Tharp, 843 Wilkes Barre st. . . . Master  
C. N. Conline, 821 Wilkes Barre st. . . Secretary  
J. D. Leibensperger, 374 Berwick st. . Collector  
F. O. Reber, 109 Delaware at . . . . . Receiver  
G. W. Moyer, 504 Mauch Chunk st. . Mag. Agent
- 112. EMPIRE; Watertown, N. Y.**  
Meets in Red Men's Hall, 2d and 4th Sundays.  
Thos. Barnett . . . . . Master  
T. H. Lynch, 101 Factory st. . . . . Secretary  
G. W. Stumpf, 2 Orchard st. . . . . Collector  
F. C. Nichols, 12 Poplar st. . . . . Receiver  
F. A. Fisher, Waltham st. . . . . Magazine Agent
- 113. WEST SHORE; Syracuse, N. Y.**  
Meets in Olbeter Hall, 1120 Burnett ave, every  
Thursday evening.  
A. F. Riley, 642 Burnett st. . . . . Master  
F. L. Crosby, 1513 Burnett st. . . . . Secretary  
A. Pfeiffer, 140 Oak st. . . . . Collector  
M. J. Melroy, 140 Oak st. . . . . Receiver  
H. J. Hoolihan, 140 Oak st. . . . . Magazine Agent
- 114. ORIOLE; Baltimore, Md.**  
Meets in Smith's Hall, 3 w. 20th st., 2d and 4th  
Sundays.  
I. H. White, 20 W. Oliver st. . . . . Master  
Jas. Magraw, 600 E. Biddle st. . . . . Secretary  
J. W. Berthold, 2106 Jefferson Place . Collector  
W. H. Kennedy, 2123 Jefferson Place . Receiver  
E. J. McCleary, 702 E. Chase st. . . . Mag. Agent
- 115. EAST ALBANY; East Albany, N. Y.**  
Meets in B. of L. F. Hall, every Tuesday even-  
ing.  
H. A. Morris, 398 Broadway . . . . . Master  
D. F. Teeling, 21 Broadway, Bath-on-  
Hudson . . . . . Secretary  
G. A. March, 358 Broadway . . . . . Collector  
G. B. Cone, 7 Park st, Bath-on-Hudson . Receiver  
Thos. Paul, Jr., 5 Aiken ave. Greenbush  
Magazine Agent
- 116. LYON BROOK; Norwich, N. Y.**  
Meets in B. of L. F. Hall, Daniels Block, 191  
Broad st., 1st Monday evening and 3d Sunday  
afternoon.  
Frank Espbeck, 16 Mechanic st. . . . . Master  
R. E. Rowe, Globe Hotel . . . . . Secretary  
W. T. Haight, State st. . . . . Collector  
F. V. Thorp, L. Box 120 . . . . . Receiver  
J. M. Coleman, 6 Mechanic st. . . . . Magazine Agent
- 118. PIKE'S PEAK; Colorado City, Colo.**  
Meets in I. O. O. F. Hall, Tuesday evenings.  
F. H. Burton . . . . . Master  
C. N. Snyder, L. Box 847 . . . . . Secretary  
W. J. Southers . . . . . Collector  
C. N. Snyder, L. Box 847 . . . . . Receiver  
C. B. Oren . . . . . Magazine Agent
- 119. SMOKY CITY; Allegheny, Pa.**  
Meets in B. of L. E. Hall, cor. Pennsylvania ave  
and Bidwell st., every Monday at 1:30 P. M.  
J. H. Rockenstein, 297 Franklin st. . . Master  
H. W. Robb, 131 Juanita st. . . . . Secretary  
Peter Martin, 50 Kirkpatrick ave . . . Collector  
U. A. Simpson, 278 Franklin st. . . . Receiver  
I. E. Stahl, 107 Lake st. . . . . Magazine Agent
- 120. PROVIDENT; Sunbury, Pa.**  
Meets in P. O. S. of A. Hall, Market st., 1st and 3d  
Sundays at 1 P. M.  
H. W. Schoffstall, Box 836 . . . . . Master  
Wm. Park, Box 836 . . . . . Secretary  
G. H. Morton, Box 836 . . . . . Collector  
Solomon Cherry, Box 836 . . . . . Receiver  
H. S. Beverlin . . . . . Magazine Agent
- 121. HUBON; Point Edward, Ontario.**  
Meets in Odd Fellows' Hall 1st and 3d Tues-  
days.  
Jno. Knowles . . . . . Master  
E. J. Everett . . . . . Secretary  
F. J. Burgess . . . . . Collector  
J. S. Crawford . . . . . Receiver  
Frank McNally . . . . . Magazine Agent
- 122. WEBSTER; Fort Dodge, Iowa.**  
Meets in Engineer's Hall, 5th st., 2d and 4th Sun-  
days at 2 P. M.  
Frank Evans, 713 3d ave S. . . . . Master  
O. G. Andersen, 1 River st. . . . . Secretary  
F. E. Rogers . . . . . Collector  
O. G. Andersen, 1 River st. . . . . Receiver  
G. H. Trusty, cor. 5th and Locust sta. . Magazine Agent
- 123. GREEN VALLEY; Grafton, W. Va.**  
Meets in I. O. O. F. Hall, 1st and 3d Wednesdays  
at 7:30 P. M.  
W. S. Bishop . . . . . Master  
J. D. E. Huffman . . . . . Secretary  
J. W. Shaffer . . . . . Collector  
J. D. E. Huffman . . . . . Receiver  
M. J. Tighe . . . . . Magazine Agent

**C. BOORN, St. Cloud, Minn.**  
 Meets in Stone Cutter's Hall, 515 St. Germain st.,  
 Sunday at 2:30 P. M. and 4th Wednesday at  
 0 P. M.  
 J. Harding, 511 22d ave N . . . . . Master  
 J. Ford, 407 19th ave N . . . . . Secretary  
 Jordan, 1107 1st st. N . . . . . Collector  
 J. Bach, Box 159 . . . . . Receiver  
 Mournan, 815 10th ave. N . Magazine Agent

**PERIOR, Fort William West, Ontario.**  
 Meets in McDougall Hall, Fort William, every  
 Wednesday at 2 P. M.  
 J. M. Hodgson, Fort William . . . . . Master  
 J. Hall, Fort William . . . . . Secretary  
 S. Rumsey, Fort William . . . . . Collector  
 A. McPhalen, Fort William . . . . . Receiver  
 W. Garrett, Box 141, Ft. William, Mag. Agent

**AGNOLIA; Ennis, Texas.**  
 Meets in I. O. O. F. Hall 2d and 4th Wednesdays  
 7:30 P. M.  
 J. Kendall, L. Box 63 . . . . . Master  
 M. Nicol, L. Box 136 . . . . . Secretary  
 M. Nicol, L. Box 136 . . . . . Collector  
 M. Nicol, L. Box 136 . . . . . Receiver  
 G. Snodgrass, H. & T. C. Shops. Mag. Agent

**AGNET; Binghamton, N. Y.**  
 Meets in Red Men's Hall, Robinson Bl'k, 2d and  
 4th days at 2 P. M.  
 J. Williams, 24 Virgil st . . . . . Master  
 J. Cunningham, Robinson st . . . . . Secretary  
 J. Williams, 24 Virgil st . . . . . Collector  
 J. Haskins, 25 Frederick st . . . . . Receiver  
 J. Hamblin, 8 Morgan st . . Magazine Agent

**CHIEF; Scranton, Pa.**  
 Meets in G. A. R. Hall 1st and 3d Sundays at 2  
 P. M.  
 J. Deputy, 524 N. Lincoln ave . . . . . Master  
 H. Gable, 117 S. Garfield ave . . . . . Secretary  
 J. Thomas, 817 S. Hyde Park ave . . . . . Collector  
 S. Gillingham, 301 10th st . . . . . Receiver  
 J. Trumbower, 706 Scranton st.,  
 . . . . . Magazine Agent

**HICKARD; Utica, N. Y.**  
 Meets in Post Bacon Hall 2d and 4th Sundays  
 at 2 P. M.  
 J. Quirk, Albany at . . . . . Master  
 A. Pease, 72 1/2 Whitesboro st . . . . . Secretary  
 F. Foley, 72 2d st . . . . . Collector  
 A. Pease, 72 1/2 Whitesboro st . . . . . Receiver  
 J. n. Barren, 122 Whitesboro st . . . . . Mag. Agent

**ALBANY CITY; Albany, N. Y.**  
 Meets in Stremple Hall, 241 Central ave, 1st, 3d  
 and 5th Mondays at 7:30 P. M.  
 G. Riddick, 216 Broadway, East Albany. Master  
 M. Jeffers, 36 Ontario st . . . . . Secretary  
 J. M. Hartland, 11 Prospect ave . . . . . Collector  
 M. Jeffers, 36 Ontario st . . . . . Receiver  
 H. Vincent, 15 Hunter ave . . Magazine Agent

**DELAWARE; Wilmington, Del.**  
 Meets in B. of L. F. Hall, 3d and Market sts., 1st  
 and 3d Sundays.  
 C. Collison, 938 Pine st . . . . . Master  
 C. Dunn, 410 Taylor st . . . . . Secretary  
 A. Donlin 305 E. 3d st . . . . . Collector  
 C. Dunn, 410 Taylor st . . . . . Receiver  
 H. Adams, 406 E 4th st . . . . . Magazine Agent

**LUCKY THOUGHT, Middletown, N. Y.**  
 Meets in A. O. of H. Hall, 2d and 4th Sundays.  
 J. Kerrigan, 75 Linden Terrace . . . . . Master  
 L. Powell, 28 Broad st . . . . . Secretary  
 J. Leddy, 277 North st . . . . . Collector  
 J. O'Farrell, 331 North st . . . . . Receiver  
 L. Powell, 28 Broad st . . . . . Magazine Agent

**GLAD TIDINGS; Moncton, New Brunswick.**  
 Meets in K. of P. Hall 1st and 3d Sundays at 2  
 P. M.  
 M. Rippey . . . . . Master  
 G. Jefferson . . . . . Secretary  
 W. Speer . . . . . Collector  
 S. Cutton . . . . . Receiver  
 M. King . . . . . Magazine Agent

**NORTH BAY; North Bay, Ontario.**  
 Meets in I. O. O. F. Hall 1st and 3d Tuesdays.  
 no Lindsay . . . . . Master  
 no Lyons . . . . . Secretary  
 V. J. McCambly . . . . . Collector  
 A. Lynch, Box 126 . . . . . Receiver  
 A. Lynch, Box 126 . . . . . Magazine Agent

**235. THREE BROTHERS; Pittsburgh, Pa.**  
 Meets in Welsh Bros. Hall, cor. 26th st. and  
 Penn ave. alternat Sundays at 1:30 P. M.  
 Chas Longacre, Jr., 3038 Penn ave . . . . . Master  
 W. H. Phillips, 4010 Liberty ave . . . . . Secretary  
 C. E. Woods, 2814 Penn ave . . . . . Collector  
 G. W. Caldwell, 6006 Center ave. East End  
 . . . . . Receiver  
 Chas. Longacre, Jr., 3038 Penn ave . . . . . Mag. Agent

**236. HINTON; Hinton, West Virginia.**  
 Meets in Masonic Hall, every Saturday even-  
 ing.  
 C. J. Andrews . . . . . Master  
 F. A. Cundiff . . . . . Secretary  
 J. F. Lear . . . . . Collector  
 J. E. Hogan . . . . . Receiver  
 J. M. Morrison . . . . . Magazine Agent

**237. CENTRAL PARK; Chicago, Ill.**  
 Meets in Rebmann's Hall, 1974 Lake st., Chi-  
 cago, 1st and 3d Sundays.  
 W. H. Bradley, 185 N. Avers ave, Chicago . . . . . Master  
 Harry Lynch, 2062 Carroll ave. Chicago . . . . . Secretary  
 W. N. Code, 1811 W. Ohio st., Chicago . . . . . Collector  
 E. H. Brown, 119 S. Green st., Chicago . . . . . Receiver  
 Robt. Todd . . . . . Magazine Agent

**238. PLAIN CITY; Paducah, Ky.**  
 Meets in Rogers' Hall, 12th and Broadway, every  
 Tuesday at 7 P. M.  
 Lloyd Grimes, 1301 Broadway . . . . . Master  
 L. L. Hutchinson, 1214 Monroe st . . . . . Secretary  
 Thos. Challenor, 430 S. 10th st . . . . . Collector  
 J. P. Wesley, 1131 Madison st . . . . . Receiver  
 M. J. Ervin, 1120 Madison st . . . . . Magazine Agent

**239. BUCKEYE; Delaware, Ohio.**  
 Meets in Henry's Hall, 51 Lake st., 2d. and 4th  
 Sundays at 1 P. M.  
 J. W. Hettenbaugh, 169 E. William st . . . . . Master  
 E. S. Odell, 151 1/2 N. High st., Room 28,  
 Columbus . . . . . Secretary  
 Chris Bechhold, 225 E. Central ave . . . . . Collector  
 W. J. Potter, 217 E. William st . . . . . Receiver  
 Jas. Guinan, 161 W. Spruce st. . . . . Mag. Agent

**240. GILBERT; Jackson, Mich.**  
 Meets in Engineers' Hall, cor. Jackson and Main  
 sts., every Monday at 7:30 P. M.  
 J. N. Powell, 140 S. Pleasant st . . . . . Master  
 G. A. Holden, 1023 E. Main st . . . . . Secretary  
 Henry Mosher, 223 W Main st . . . . . Collector  
 F. C. Pierce, 312 Francis st . . . . . Receiver  
 C. G. Conklin, 114 E. Wilkins st . . . . . Magazine Agent

**241. LAKE ERIE; Buffalo, N. Y.**  
 Meets in B. L. E. Hall, 412 So Division st., alter-  
 nate Fridays.  
 F. H. Coe, 4 Hickory st . . . . . Master  
 C. W. Halbin, 17 Superior st . . . . . Secretary  
 F. C. Loomis, 391 Myrtle st . . . . . Collector  
 I. H. Crossman, 500 Swan st . . . . . Receiver  
 F. C. Loomis, 391 Myrtle st . . . . . Magazine Agent

**242. LIBERTY; Elmira, N. Y.**  
 Meets in D., L. & W.-Y. M. C. A. Hall, 2d and  
 4th Sundays at 2 P. M.  
 Dennis McCarthy, 405 Crescent ave . . . . . Master  
 A. J. Keefe, 360 W. 5th st . . . . . Secretary  
 Michael Kendrick, 152 W. Washington st  
 . . . . . Collector  
 C. H. Carr, 387 Warren st . . . . . Receiver  
 L. F. Burke, 365 Thurston st . . . . . Magazine Agent

**243. J. H. SELBY; Texarkana, Texas.**  
 Meets cor. Broad and Spruce sts. 1st and 3d  
 Fridays at 7:30 P. M.  
 E. Fitzgerald, Box 71 . . . . . Master  
 W. A. Smith . . . . . Secretary  
 Oscar Deltz, Box 372 . . . . . Collector  
 E. H. Deltz . . . . . Receiver  
 L. P. Brandon, Box 164 . . . . . Magazine Agent

**244. T. P. O'BROURKE; Chicago, Ill.**  
 Meets at 314 W. 12th st., 1st Sunday at 2 P. M. and  
 3d Friday at 8 P. M.  
 P. C. Winn, 314 W. 12th st. . . . . Master  
 Jno. O'Malley, 5783 Wrightst., Englewood  
 . . . . . Secretary  
 Jno. O'Malley, 5783 Wright st., Englewood  
 . . . . . Collector  
 P. C. Winn, 314 W. 12th st. . . . . Receiver  
 . . . . . Magazine Agent

- 344. MACON; Macon, Ga.**  
Meets in McGoldrick's Hall, 704 4th st., 2d and 4th Sundays at 2:30 P. M.  
Chas. Green, 416 Elm st. . . . . Master  
J. T. Roach, 13 2d st., S. Macon . . . . . Secretary  
J. E. Sires, 452 Oak st . . . . . Collector  
Chas. Green, 416 Elm st . . . . . Receiver  
J. M. Richards, 1537 2d st . . . . . Magazine Agent
- 347. KENNESAW; Atlanta, Ga.**  
Meets in Red Men's Hall, 6½ N. Broad st, every Sunday at 2 P. M.  
H. O. Teat, 85 Hood st. . . . . Master  
C. H. Elliott, 29 Walker st . . . . . Secretary  
W. B. Watters, 305 Woodward ave. . . . . Collector  
T. L. Francis, Clara . . . . . Receiver  
Reinhold Wurrechke, 1 N Boulevard st  
Magazine Agent
- 348. WESTERN RESERVE; Ashtabula, Ohio.**  
Meets in Knights of Honor Hall, 2d and 4th Sundays at 1:30 P. M.  
E. W. Johnson, 31 Prospect st . . . . . Master  
H. S. Redhead, 11 Spencer st . . . . . Secretary  
A. V. Hillier, 218 West st . . . . . Collector  
Jas. Coutts, 56 Lockwood st . . . . . Receiver  
M. E. Benham, 76 Flek st . . . . . Magazine Agent
- 349. CALUMET; South Chicago, Ill.**  
Meets in I. O. O. F. Hall, cor. 92d street and South Chicago ave, 2d and 4th Sundays at 7:30 P. M.  
Wm. Muldoon . . . . . Master  
Daniel O'Connell, 8852 Houston ave. . . . . Secretary  
B. J. Lynch, 9306 Ontario ave . . . . . Collector  
H. A. Purvis, 3012 Houston ave . . . . . Receiver  
Wm. Zacher, 10203 Ave L, Colehour, Ind.,  
Magazine Agent
- 350. GOLDEN LINK; Wilkes Barre, Pa.**  
Meets in Grand Army Hall, 1st and 3d Sundays at 2 P. M.  
Frank Downs, Kingston, Luzerne Co. . . . . Master  
E. O. Hale, Box 322, Kingston, Lu-  
zerne Co. . . . . Secretary  
A. E. Canfield, Kingston, Luzerne Co., Collector  
P. L. Keefer, Kingston, Luzerne Co. . . . . Receiver  
A. E. Canfield, Kingston, Luzerne Co.  
Magazine Agent
- 351. LEHIGH; Mauch Chunk, Pa.**  
Meets in Stahl's Hall, Upper Mauch Chunk, 1st and 3d Sundays at 2 P. M.  
H. L. Sandhas . . . . . Master  
J. H. Ricker, East Mauch Chunk . . . . . Secretary  
W. F. McGinley . . . . . Collector  
H. B. Fulton . . . . . Receiver  
Wm. Spencer . . . . . Magazine Agent
- 352. COLUMBIA; Columbia, Pa.**  
Meets in Bitner's Hall, every Monday at 7:30 P. M.  
J. A. Miller, Tremont House . . . . . Master  
H. G. Klugh, 242 N. 2d st . . . . . Secretary  
H. M. Hinkle, 670 Walnut st . . . . . Collector  
Jos. Dennison, 640 Chestnut st. . . . . Receiver  
Edw. Dennell, 313 and 315 Locust st.,  
Magazine Agent
- 353. TRENTON; Trenton, N. J.**  
Meets in A. P. A. Hall, cor. Broad and State sts., at 2 P. M.  
J. B. Salter, 231 Walnut ave . . . . . Master  
Robt. Stackhouse, 306 Genesee st . . . . . Secretary  
M. J. Shelly, 411 Monmouth st . . . . . Collector  
F. P. Parsons, 175 Brunswick ave. . . . . Receiver  
F. N. Caffey, 17 Southard st . . . . . Mag. Agent
- 354. CLINAX; Missouri Valley, Iowa.**  
Meets in G. A. R. Hall 1st and 3d Thursdays at 7:30 P. M.  
J. S. Halstead . . . . . Master  
W. L. French, Box 561 . . . . . Secretary  
Jno. Perry, Box 459 . . . . . Collector  
D. J. Kennedy . . . . . Receiver  
Andrew Dryden, Box 675 . . . . . Magazine Agent
- 355. CANAL CITY; Arkansas City, Kan.**  
Meets in I. O. O. F. Hall, 1st and 3d Wednesdays at 2:30 P. M.  
Jno. Bienfang, Room 2, Syndicate Bldg Master  
T. L. Rowland, 510 E. Monroe st. . . . . Secretary  
E. R. Fleischer, 1201 So. K. st . . . . . Collector  
Phillip Enderweisen . . . . . Receiver  
Patrick Caldron, 1826 So. G st . . . . . Magazine Agent
- 356. HIGH LINE; Como, Colo.**  
Meets in Slater's Hall, every Sunday at 2:30 P. M.  
Daniel McGreevey . . . . . Master  
Jno. Olson . . . . . Secretary  
Edw. Conahan . . . . . Collector  
C. D. Adams . . . . . Receiver  
J. R. Morgan . . . . . Magazine Agent
- 357. KIT CARSON; Eaton, New Mexico.**  
Meets in I. O. O. F. Hall every Monday at 9 A. M.  
C. T. Morehouse . . . . . Master  
J. D. Shy . . . . . Secretary  
C. S. Wolf . . . . . Collector  
Magazine Agent
- 358. MONTICELLO; Charlottesville, Va.**  
Meets in Bank Bld'g, Main and 6th sts., every Monday at 2 P. M.  
R. L. Brown, 219 9th st . . . . . Master  
J. H. Power, 1103 Duke st, Alexandria. Secretary  
C. E. Howell, King st . . . . . Collector  
J. L. Almond, 1102 Grove st . . . . . Receiver  
Magazine Agent
- 359. D. J. CHASE; Ashland, Wis.**  
Meets in Good Templars' Hall, cor. Second st. and 4th ave. W., 1st and 3d Sundays at 2:30 P. M.  
R. W. Harrison, 311 8th ave. W. . . . . Master  
T. W. Driscoll, 2100 5th st. E. . . . . Secretary  
Fred. Godfrey, 818 4th ave W . . . . . Collector  
Wm. Buckley, 720 Ellis ave . . . . . Receiver  
W. C. Vallie, 411 7th ave E . . . . . Magazine Agent
- 360. CALIFORNIA; Sacramento, Cal.**  
Meets in New Forster's Hall, 1 st. bet. 7th and 8th sts., every Tuesday at 7:30 P. M.  
C. P. Wilson, Box 48 . . . . . Master  
C. P. Wilson, Box 48 . . . . . Secretary  
W. Lambert, Box 107 . . . . . Collector  
W. J. Fetherston, Box 107 . . . . . Receiver  
Magazine Agent
- 361. MAGDALENA; San Marcial, New Mexico.**  
Meets in Masonic Hall every Sunday at 7 P. M.  
W. R. Fisher . . . . . Master  
J. R. Williams . . . . . Secretary  
H. H. Kochler . . . . . Collector  
W. R. Fisher . . . . . Receiver  
Jno. Snyder . . . . . Magazine Agent
- 362. QUEEN CITY; West Toronto Junct., Ont.**  
Meets in Campbell Hall, alternate Sundays at 2:30 P. M.  
Ernest McConnell, 77 Vine st., Toronto Junction . . . . . Master  
Fred Sharpe, 103 Quebec ave., Toronto Junction . . . . . Secretary  
G. W. Riley, 34 Union st., N. Toronto Junction . . . . . Collector  
Geo. Waules, Clendenning ave., Tor-onto Junction . . . . . Receiver  
W. D. Donaldson, Toronto Junct. . . . . Mag. Agent
- 363. ALAMO; Taylor, Texas.**  
Meets in Union Hall, every Saturday at 7:30 P. M.  
W. S. Goff . . . . . Master  
C. P. Chritzberg . . . . . Secretary  
G. W. Payne . . . . . Collector  
J. R. Steadman, Box 165 . . . . . Receiver  
J. R. Steadman, Box 165 . . . . . Magazine Agent
- 364. J. K. GILBREATH; Butte City, Montana.**  
Meets in Frost's Hall, South Butte, 2d and 4th Thursdays at 8 P. M.  
A. R. McDuffie, Box 94, S. Butte . . . . . Master  
J. M. Henneay, 126 Utah ave, S. Butte. Secretary  
C. H. DeCamp, S. Butte . . . . . Collector  
A. R. McDuffie, Box 94, S. Butte . . . . . Receiver  
J. H. Ryan, S. Butte . . . . . Magazine Agent
- 365. GRAND RIVER; Grand Rapids, Mich.**  
Meets in K. P. Hall, 2d and 4th Sundays at 1 P. M.  
Frank McManaway, Room 12, Winegar Block . . . . . Master  
L. A. Ogden, 219 Central ave . . . . . Secretary  
Jno. Cunningham, 505 Ionia st . . . . . Collector  
L. A. Ogden, 219 Central ave . . . . . Receiver  
Jno. Cunningham, 505 Ionia st. Magazine Agent
- 366. JOHN HICKEY; South Kaukauna, Wis.**  
Meets in Duggan Hall 2d and 4th Sundays at 1:30 P. M.  
Luther Clark, Box 267 . . . . . Master  
B. W. Hayes . . . . . Secretary  
Wm. Martens . . . . . Collector  
Richard Callahan . . . . . Receiver  
F. L. Fosh, Box 272 . . . . . Magazine Agent
- 367. ENDEAVOR; Algiers, La.**  
Meets in K. of P. Hall every Wednesday at 1:30 P. M.  
Rudolph Engler, Box 36, McDonoghville, Master  
R. J. McCluney, 111½ Atlantic ave. . . . . Secretary  
F. J. Myers, 45½ Pacific ave. . . . . Collector  
Jno. Mitchell, 113½ Atlantic ave. . . . . Receiver  
S. S. Andress, 99½ Elmira st . . . . . Magazine Agent

**CLIFTON HEIGHTS; New Albany, Ind.**

Meets in A. O. U. W. Hall, N. E. cor. State and Market sts., 1st and 3d Sundays at 2 P. M.

E. Dillard, Box 74 . . . . . Master  
 E. Tharp, 94 E. Main st. . . . . Secretary  
 D. Stevens, E. 4th st. . . . . Collector  
 L. Teives, 485 Culbertson ave. . . . . Receiver  
 D. Austin . . . . . Magazine Agent

**O. K.; Cincinnati, Ohio.**

Meets in Queen City Hall, 8th and Freeman aves., 1st and 3d Tuesdays at 7 P. M.

Sam Dods, Montgomery . . . . . Master  
 Irl Snyder, Montgomery . . . . . Secretary  
 J. Haight, 98 Glenway ave., 21st ward Collector  
 O. Page, 309 Chase ave., 25th ward . . . . . Receiver  
 J. M. Smith, Hamilton . . . . . Magazine Agent

**MINNEAPOLIS; Minneapolis, Minn.**

Meets in A. O. U. W. Lodge Parlors, 2413 Bloomington ave., 2d Sunday at 2 P. M. and 4th Thursday at 7:30 P. M.

W. H. Johnson, 2106 Bloomington ave. . . . . Master  
 H. Titus, 3103 Cedar ave S. . . . . Secretary  
 S. Deming, 2201 21st ave S. . . . . Collector

W. H. Johnson, 2106 Bloomington ave. . . . . Receiver  
 H. Dickinson, 2301 18th ave S. . . . . Mag. Agent

**BYRAM; Port Morris, N. J.**

Meets in Union Hall 1st and 3d Sundays at 2 P. M.

L. Miller . . . . . Master  
 M. Weller, Box 25 . . . . . Secretary  
 R. Losaw . . . . . Collector

M. Weller, Box 25 . . . . . Receiver  
 R. McConnell, Box 42 . . . . . Magazine Agent

**WILSON; Junction, N. J.**

Meets in Wells' Hall 1st and 3d Sundays at 3:30 P. M.

S. Eveland, Jr., Box 106 . . . . . Master  
 M. Walsh . . . . . Secretary  
 E. Quick . . . . . Collector

E. Quick . . . . . Receiver  
 S. Eveland, Jr., Box 106 . . . . . Magazine Agent

**DENVER; Denver, Colo.**

Meets in Goody Hall, 8th and Santa Fe ave., every Friday at 7:30 P. M.

W. H. Curtis, 731 S. Water st. . . . . Master  
 H. Curtis, 860 S. 9th st. . . . . Secretary  
 H. Curtis, 860 S. 9th st. . . . . Collector

M. Schrik, 744 S. 9th st. . . . . Receiver  
 W. H. Curtis, 731 S. Water st. . . . . Magazine Agent

**JACKSON; Clifton Forge, Va.**

Meets in Masonic Hall, 2d and 4th Tuesdays at 7:30 P. M.

W. Matthews . . . . . Master  
 G. Monroe, L. Box 145 . . . . . Secretary  
 S. Snyder, Box 14 . . . . . Collector

M. Anderson . . . . . Receiver  
 S. Snyder, Box 14 . . . . . Magazine Agent

**WEST CHICAGO; Chicago, Ill.**

Meets in Rebman's Hall, 2074 W. Lake st., 1st and 3d Sundays at 2 P. M.

W. H. Curtis, 731 S. Water st. . . . . Master  
 P. Sheffield, 264 N. May st. . . . . Secretary  
 W. H. Curtis, 731 S. Water st. . . . . Collector

W. H. Curtis, 731 S. Water st. . . . . Receiver  
 W. H. Curtis, 731 S. Water st. . . . . Magazine Agent

**BEGINA; Vancouver, B. C.**

Meets in Good Templar's Hall every Monday at 8 P. M.

W. H. Curtis, 731 S. Water st. . . . . Master  
 J. D. Coombs . . . . . Secretary  
 J. D. Coombs . . . . . Collector

W. H. Curtis, 731 S. Water st. . . . . Receiver  
 W. H. Curtis, 731 S. Water st. . . . . Magazine Agent

**ALABAMA; Mobile, Ala.**

Meets at J. F. McDonnell's residence 1st and 3d Sundays.

V. A. Smith, 450 Hamilton st. . . . . Master  
 F. McDonnell, 463 S. Lawrence st. . . . . Secretary  
 F. McDonnell, 463 S. Lawrence st. . . . . Collector

F. McDonnell, 463 S. Lawrence st. . . . . Receiver  
 F. McDonnell, 463 S. Lawrence st. . . . . Magazine Agent

**WHITE BEAST; Laredo, Texas.**

Meets in K. P. Hall, cor. Convent and Farragut sts., 1st and 3d Sundays at 7:30 P. M.

B. G. Shell, Mex. Nat'l Shops . . . . . Master  
 S. Chamberlain, 615 Hidalgo st. . . . . Secretary  
 B. G. Shell, Mex. Nat'l Shops . . . . . Collector

S. Chamberlain, 615 Hidalgo st. . . . . Receiver  
 A. Fink . . . . . Magazine Agent

**MONTE SANO; Tusculum, Ala.**

Meets in K. P. Hall every Saturday at 7:30 P. M.

I. A. Johnson . . . . . Master  
 I. A. Johnson . . . . . Secretary  
 I. P. Moody . . . . . Collector

I. A. Johnson . . . . . Receiver  
 I. M. Kerby . . . . . Magazine Agent

**280. OZARK; Thayer, Mo.**

Meets in Boyd's Hall, cor. 2d and Chestnut sts. every Wednesday at 7 P. M.

C. F. Stevens, Box 143 . . . . . Master  
 J. H. Kellner . . . . . Secretary  
 C. F. Stevens, Box 143 . . . . . Collector  
 W. H. Adams . . . . . Receiver  
 J. H. Kellner . . . . . Magazine Agent

**281. MISSION; Yoakum, Texas.**

Meets in I. O. O. F. Hall, Front st., every Wednesday at 7:20 P. M.

O. L. Kinsley . . . . . Master  
 C. T. Wade, L. Box 107 . . . . . Secretary  
 Thos. Smith . . . . . Collector

Jno. Mameron, Box 38 . . . . . Receiver  
 E. E. Potillo, Box 38 . . . . . Magazine Agent

**282. BURNSIDE; Mt. Carmel, Ill.**

Meets in Union Hall every Thursday evening.

J. D. Devore . . . . . Master  
 G. E. Poole . . . . . Secretary  
 C. H. Tennyson . . . . . Collector

W. M. Birkitt . . . . . Receiver  
 Henry Volght . . . . . Magazine Agent

**283. LACKAWANNA; Great Bend, Pa.**

Meets in Boosa Hall 2d and 4th Sundays at 2:30 P. M.

W. B. Trowbridge, Hallstead . . . . . Master  
 R. A. Barber, Hallstead . . . . . Secretary  
 W. B. Trowbridge, Hallstead . . . . . Collector

S. H. Wells, Hallstead . . . . . Receiver  
 R. A. Barber, Hallstead . . . . . Magazine Agent

**284. ELK CITY; New Haven, Conn.**

Meets in Elk's Hall, 852 Chapel st., 1st and 3d Sundays.

W. H. Norton, 63 Hurlbut st. . . . . Master  
 J. F. Farrell, 295 W. Water st. . . . . Secretary  
 Louis Bassemier, 133 Spring st. . . . . Collector

R. A. Bishop, 100 Park st. . . . . Receiver  
 J. W. Kenney, 119 Putnam st. . . . . Magazine Agent

**285. CHARTER OAK; Hartford, Conn.**

Meets in Bliss Hall, cor. Pratt and Main sts., 2d and 4th Sundays.

W. B. Fish, E. Hartford . . . . . Master  
 B. E. Bowne, Box 10, Burnside . . . . . Secretary  
 J. H. Osmond, 6 Atlantic st. . . . . Collector

Henry Vanderburgh, E. Hartford . . . . . Receiver  
 F. S. Fish, 918 Main st. . . . . Magazine Agent

**286. SAGINAW VALLEY; Saginaw E. S., Mich.**

Meets in Lester Adams' Hall, Potter st., 2d and 4th Sundays.

Chas. Hawker, Sevis st. . . . . Master  
 Alfred Bush, 110 Dwight st. . . . . Secretary  
 Jas. Killen, 706 N. 5th st. . . . . Collector

J. H. Abraham, 833 N. 6th st. . . . . Receiver  
 J. H. Abraham, 833 N. 6th st. . . . . Magazine Agent

**287. ALTOONA; Altoona, Pa.**

Meets in Couch's Hall, 11th ave. and 13th st. 2d and 4th Sundays.

F. A. Davis, 2406 11th ave. . . . . Master  
 J. B. Fogle, 1819 Union ave. . . . . Secretary  
 J. I. Anthony, Box 185 . . . . . Collector

W. J. Buhr, 1003 Bridge st. . . . . Receiver  
 J. B. Fogle, 1819 Union ave. . . . . Magazine Agent

**288. EMMET; Estherville, Iowa.**

Meets in Masonic Hall, 1st Tuesday and 3d Monday.

Thos. Baird, L. Box 214 . . . . . Master  
 P. J. Sullivan, Box 48 . . . . . Secretary  
 A. L. Houdtousner, Box 5 . . . . . Collector

Wm. McArthur, Box 109 . . . . . Receiver  
 C. V. Pendergast . . . . . Magazine Agent

**289. MT. LOOKOUT; Chattanooga, Tenn.**

Meets in B. of L. E. Hall, 1st, 3d and 5th Tuesdays at 7:30 P. M., and 2d and 4th Tuesdays at 2 P. M.

T. P. Pennbaker, Box 268 . . . . . Master  
 M. W. Manker, Box 268 . . . . . Secretary  
 T. P. Pennbaker, Box 268 . . . . . Collector

R. M. Smith, Box 268 . . . . . Receiver  
 R. M. Smith, Box 268 . . . . . Magazine Agent

**290. MARION; Hannibal, Mo.**

Meets in A. O. U. W. Hall, cor. Main and Broadway, 1st and 3d Wednesday evenings.

J. S. Ott, 312 Center st. . . . . Master  
 Jno. Hyde, 421 Hill st. . . . . Secretary  
 Jno. Hyde, 421 Hill st. . . . . Collector

J. T. Hart, 416 Washington st. . . . . Receiver  
 John Hyde, 421 Hill st. . . . . Magazine Agent

**291. ATLANTIC; Brooklyn, N. Y.**

Meets in Triangle Hall, Halsey st. and Broadway, 2d and 4th Wednesday afternoons and 2d and 4th Sunday forenoons.

Julius Schieler, 275 Moffatt st. . . . . Master  
 Arthur Stewart, 978 Halsey st. . . . . Secretary  
 W. O. Price, 299 Liberty ave. . . . . Collector

Horace Penson, Logan st. near Liberty ave. . . . . Receiver

J. M. Kuhn, 260 Cleveland st. . . . . Magazine Agent

- 292. J. L. HARRIS, East Grand Forks, Minn.**  
Meets in Brotherhood Hall 2d Saturday at 7:30 P. M. and 4th Sunday at 1:30 P. M.  
Mark Purcell, L. Box 20 . . . . . Master  
Alex. Thomson, L. Box 20 . . . . . Secretary  
Geo. Clifton, L. Box 20 . . . . . Collector  
T. E. Frost, L. Box 20 . . . . . Receiver  
J. J. Best . . . . . Magazine Agent
- 293. LAFAYETTE; Marion, Iowa.**  
Meets in A. O. U. W. Hall, 1st Monday at 9 A. M. and 3d Sunday at 2:30 P. M.  
C. A. Millerke, Box 155 . . . . . Master  
J. W. Johnston, Box 367 . . . . . Secretary  
W. C. Johnson, Box 22 . . . . . Collector  
C. F. Lewis . . . . . Receiver  
C. M. Johnston, Box 367 . . . . . Magazine Agent
- 294. OHIO RIVER; Huntington, W. Va.**  
Meets in Boxley Hall every Sunday at 2:30 P. M.  
A. M. Haight, 1027 7th ave . . . . . Master  
J. E. Persinger, 1840 8th ave . . . . . Secretary  
J. E. Persinger, 1840 8th ave . . . . . Collector  
W. T. Henley, 1323 6th ave . . . . . Receiver  
M. A. Quinlan, 706 6th ave . . . . . Magazine Agent
- 295. IRON RANGE; West Superior, Wis.**  
Meets in A. O. U. W. Hall, Agen Block, 2d and 4th Sundays at 2:30 P. M.  
F. J. Smith, 1616 Oaks ave . . . . . Master  
T. R. Taylor, 1913 11th st N. . . . . Secretary  
Geo. Leek, 514 Ogden ave . . . . . Collector  
T. R. Taylor, 1913 11th st N. . . . . Receiver  
B. W. Pink, 2316 22d st . . . . . Magazine Agent
- 297. CLARK; Jeffersonville, Ind.**  
Meets in Becht Hall, every Sunday at 9 A. M.  
G. T. Sherley, 156 Spring st . . . . . Master  
Edw. Coy, 100 Illinois ave . . . . . Secretary  
Christopher Sellmer, 284 Mechanic st. Collector  
W. H. Phillips, 193 Broadway . . . . . Receiver  
F. A. Hutcherson, 113 E Maple st. . Mag. Agent
- 299. CENTRAL OHIO; Crestline, Ohio.**  
Meets in Engineers' Hall every Wednesday at 7 P. M.  
F. M. Johnson, Alliance . . . . . Master  
H. E. Cotner . . . . . Secretary  
W. J. Wise . . . . . Collector  
G. W. Reed, Box 98 . . . . . Receiver  
Adam Wertenberger, Alliance . Magazine Agent
- 300. HARBOR CITY, Michigan City, Ind.**  
Meets in Amon Lodge, cor. Franklin and 6th sts 2d and 4th Sundays at 2 P. M.  
W. P. Pickett, 112 Michigan st . . . . . Master  
C. F. LaFlare, 206 E. 2d st . . . . . Secretary  
C. C. Holtgreen, 223 W 7th st . . . . . Collector  
Frank Smotzer, 121 E Boston st . . . . . Receiver  
C. C. Holtgreen, 223 W 7th st . . Magazine Agent
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**  
Meets in Engineers' Hall 1st and 3d Sundays at 10 A. M. and 2d Friday at 7 P. M.  
G. F. Devins . . . . . Master  
A. C. Eastman . . . . . Secretary  
E. P. Rickaby . . . . . Collector  
L. A. Emerson . . . . . Receiver  
G. O. Fowler . . . . . Magazine Agent
- 302. YOUGHIOGHENY; Connellsville, Pa.**  
Meets in Reisinger's Hall 2d and 4th Sundays at 2 P. M.  
Edw. Stephens . . . . . Master  
W. A. Wallace, Box 324 . . . . . Secretary  
S. A. McPhee Box 387 . . . . . Collector  
W. A. Wallace, Box 324 . . . . . Receiver  
W. A. Wallace, Box 324 . . . . . Magazine Agent
- 303. VILLA PARK; Streator, Ill.**  
Meets in Union Hall, 127 N. Bloomington st., 2d and 4th Tuesdays at 7:30 P. M.  
E. J. Cantlin, 611 N. Park st . . . . . Master  
Wm. Quigley, 620 E. Main st . . . . . Secretary  
E. J. Cantlin, 611 N. Park st . . . . . Collector  
Milford Rathbun, 260 Johnson st . . . . . Receiver  
Chas. Snyder, 109 Stanton st . . . . . Magazine Agent
- 304. THREE BRANCH; Argenta, Ark.**  
Meets in Vogel Bros' Hall, cor. Newton ave. and Beulah st. every Tuesday evening at 7:30 P. M.  
H. H. Cole, Box 124 . . . . . Master  
A. H. Andrews, Box 147 . . . . . Secretary  
J. S. Wagner . . . . . Collector  
A. H. Andrews, Box 147 . . . . . Receiver  
C. D. Gregg . . . . . Magazine Agent
- 305. UNWIN; Rat Portage, Ontario.**  
Meets in Garfield Hall every Wednesday evening.  
J. B. Baxter . . . . . Master  
J. M. Fleming . . . . . Secretary  
Cornelius Canty . . . . . Collector  
F. C. Munt . . . . . Receiver  
J. B. Baxter . . . . . Magazine Agent
- 306. GRANITE STATE; Concord, N. H.**  
Meets in B. of L. E. Hall, No. 60 N. Main st., Room No. 12, 2d Saturday and 4th Sunday.  
C. E. Barlett, 25 Franklin st . . . . . Master  
G. H. Maxfield, 41 Franklin st . . . . . Secretary  
C. E. Newman, 99 N. State st . . . . . Collector  
E. B. Chandler, Box 187 West Concord Receiver  
J. M. Donovan, 5 Grove st . . . . . Magazine Agent
- 307. HAMPDEN; Springfield, Mass.**  
Meets in Crescent Hall, 1st Friday at 7:30 P. M., and 3d Sunday at 1 P. M.  
L. E. Marble, 8 Auburn st . . . . . Master  
E. E. Leander, 16 Boylston st . . . . . Secretary  
E. C. Pierce, L. Box 967 . . . . . Collector  
E. E. Dunham, 63 Auburn st . . . . . Receiver  
F. B. Child, 9 Greenwood st . . . . . Magazine Agent
- 308. SANTA ROSA; Porfiorio Diaz, Mexico.**  
Meets in Odd Fellows' Hall every Sunday at 1 P. M.  
J. C. Graham, Box 109 Eagle Pass, Tex. . Master  
G. P. Jennings, Box 109, Eagle Pass, Tex. . Secretary  
T. C. Larson, Monclova, Mex. . . . . Collector  
Henry Scheyer, Box 109, Eagle Pass, Tex. . Receiver  
Henry Scheyer, Box 109, Eagle Pass, Tex. . Magazine Agent
- 309. BARTHOLDI; Long Island City, N. Y.**  
Meets in Schwallenberg's Hall, 2d Monday and 4th Saturday.  
W. R. Kelly . . . . . Master  
Alfred Lilja, 127 Jackson ave. . . . . Secretary  
Patrick Mahoney Inwood, L. I. . . . . Collector  
A. H. Rautile, 17 Ely ave . . . . . Receiver  
Jos. Cole, Kent st, Greenpoint, L.I., Mag. Agent
- 310. CHESTNUT RIDGE; Derry Station, Pa.**  
Meets in Odd Fellows' Hall, 2d ave. and Chestnut st., 2d and 4th Saturday evenings.  
J. H. Brantlinger . . . . . Master  
D. M. Glipson . . . . . Secretary  
Lee Keltz . . . . . Collector  
T. S. Krepps . . . . . Receiver  
C. F. Shirey . . . . . Magazine Agent
- 311. BELLE PLAINE; Belle Plaine, Iowa.**  
Meets in Guthrie's Hall, Main st., 1st and 3d Sundays.  
Edw. Zimmerman . . . . . Master  
G. H. Willis, L. Box 47 . . . . . Secretary  
Robt. Hart . . . . . Collector  
C. M. Bair, Box 277 . . . . . Receiver  
M. A. Quigley . . . . . Magazine Agent
- 312. KAW VALLEY; Armourdale, Kan.**  
Meets in Melville Hall, 4th st. and Kansas ave., 2d and 4th Mondays at 1:30 P. M.  
W. D. Robbins, Kansas City . . . . . Master  
David Cronen, 217 N. 7th st., Kansas City . Secretary  
David Cronen, 217 N. 7th st., Kansas City . Collector  
W. D. Robbins, 618 St. Paul st., Kansas City . Receiver  
H. W. Evans, 22 Perry sq., Kansas City . . Magazine Agent
- 313. TROY CITY; Green Island, N. Y.**  
Meets in Odd Fellows' Hall, 286 River st., Troy, 2d and 4th Sundays at 2 P. M.  
H. J. Stander, 50 Madison ave. Albany Master  
Wilbur Livingston, 258 S. Pearl st., Albany . Secretary  
Christopher Haverly, 67 Hudson ave . Collector  
J. M. Williams, 20 Ingalis ave., Troy . . . Receiver  
Fred Levens, 1 Cannon st. . . . . Magazine Agent
- 314. OMEGA; Buffalo, N. Y.**  
Meets in Yox's Hall, Howard and Walton sts., 1st and 3d Mondays.  
Wm. Oliver, 544 S. Division st . . . . . Master  
G. M. Petrie, 459 Eagle st . . . . . Secretary  
G. B. Twitchell, 80 Moore ave . . . . . Collector  
Allen Nicol, 270 Fillmore ave . . . . . Receiver  
H. A. Smith, 187 Jefferson st. . . . . Magazine Agent



**WELCOME HOME; Henderson, Ky.**

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.

B. Crowder, care O. V. Ry . . . . . Master  
J. Kramer, 934 3d st . . . . . Secretary  
V. F. Rogers, care O. V. Ry . . . . . Collector  
Richard Newcom, care O. V. Ry . . . . . Receiver  
P. Shoemaker, care O. V. R. R. Magazine Agent

**IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.**  
Meets in Feer's Hall 1st and 3d Mondays at 7:30 P. M.

F. Kane, Versailles . . . . . Master  
C. Fitzsimmons, 2264 2nd ave . . . . . Secretary  
H. Nelville, 43 Renova st . . . . . Collector  
H. Rosenlieb, 683 Lytle st . . . . . Receiver  
H. Nelville, 43 Renova st . . . . . Magazine Agent

**MOUNT MORIAH; Philadelphia, Pa.**

Meets in Mt. Moriah Hall, 6235 Woodland ave., every Sunday at 2 P. M.

D. Lewis, 219 Bailey st, Camden, N. J., Master  
E. Sentman, 59th st & Woodland ave, Secretary  
D. Spicer, 5513 Blkniss st . . . . . Collector  
D. Lewis, 219 Bailey st, Camden, N.J. Receiver  
W. Coyle, 1419 S. 56th st., West Philadelphia . . . . . Magazine Agent

**ARBITRATION; East St. Paul, Minn.**

Meets in Wild Hall, E. 7th st, 1st Sunday at 2:30 P. M., and 3d Wednesday at 7:30 P. M.

R. O'Donnell, 889 Hudson ave., St. Paul, Master  
S. Montgomery, 468 Hopkins st, St. Paul . . . . . Secretary  
F. Dekeman, 1026 York st., St. Paul, Collector  
E. Davidson, White Bear Lake, Minn . . . . . Mag. Agent

**SNOW DRIFT; Chapeau, Ont.**

Meets in Firemen's Hall, 1st and 3d Monday at 8 P. M.

B. Nicholson, Box 113 . . . . . Master  
L. Loomis, Box 129 . . . . . Secretary  
B. Nicholson, Box 113 . . . . . Collector  
A. Rose . . . . . Receiver  
M. Measor . . . . . Magazine Agent

**JULIEN; Dubuque, Iowa.**

Meets in Stults Hall, S. E. cor 25th and Jackson sts., 1st and 3d Mondays at 7:30 P. M.

J. Curley, cor. 27th st. and Couler ave, Master  
H. Murray, 2850 Couler ave . . . . . Secretary  
Elson Gibbs, 3308 Jackson st. . . . . Collector  
U. Schneider, cor. 25th st. and Couler ave . . . . . Receiver  
W. Robinson, 2998 Couler ave, Magazine Agent

**MUSCOGEE; Columbus, Ga.**

Meets in Odd Fellows' Hall, 1st ave. bet. 10th and 11th sts, every Thursday at 4 P. M.

F. Castleberry . . . . . Master  
H. Ward, 631 20th st . . . . . Secretary  
W. Webster . . . . . Collector  
H. Ward, 6120th st. . . . . Receiver  
W. Webster . . . . . Magazine Agent

**SOUTHERN CROSS; Gainesville, Texas.**

Meets in K. of L. Hall every Tuesday evening.

D. Varner . . . . . Master  
Henry Dee, 215 Taylor st. . . . . Secretary  
H. Garmany . . . . . Collector  
D. Varner . . . . . Receiver  
An Murphy, 510 Cotton st. . . . . Magazine Agent

**SATILLA; Way Cross, Ga.**

Meets in B. of L. E. Hall 2d and 4th Sundays. at 2 P. M.

M. Fesperman . . . . . Master  
B. Lee . . . . . Secretary  
L. Bailey . . . . . Collector  
M. Duncan . . . . . Receiver  
G. Peirce . . . . . Mag. Agent

**FOLWELL; Bradford, Pa.**

Meets in G. A. R. Hall 1st and 3d Sundays at 2:30 P. M.

E. Dufley, 112 Main st . . . . . Master  
D. King, 14 Potter st. . . . . Secretary  
P. Clough, 59 Davis st. . . . . Collector  
P. Clough, 59 Davis st. . . . . Receiver  
Frank Schoolmaster, 51 Jefferson st. Mag. Agent

**SILVER MOUNTAIN; Needles, Cal.**

Meets in B. of L. E. Hall every Saturday at 8 P. M.

Harry Ringham . . . . . Master  
W. Smith . . . . . Secretary  
Collector  
Receiver  
Magazine Agent

**323. SPANISH PEAKS; La Junta, Colo.**

Meets in Manley's Hall 1st and 3d Thursdays at 2 P. M., 2d and 4th Thursdays at 7 P. M.

W. E. Alexander . . . . . Master  
J. M. Grieve . . . . . Secretary  
J. H. Shaw . . . . . Collector  
J. H. Shaw . . . . . Receiver  
J. R. Holm . . . . . Magazine Agent

**329. RIVER VIEW; Kansas City, Kansas.**

Meets in Chamber of Commerce Hall, 1st and 3d Thursday evenings.

S. M. Davenport, 559 Park ave . . . . . Master  
C. H. Smelser, 568 Park ave . . . . . Secretary  
F. W. Fisher, 520 N. 6th st. . . . . Collector  
C. H. Smelser, 568 Park ave . . . . . Receiver  
Henry Eavers, M. P. freight house, Omaha, Neb . . . . . Magazine Agent

**331. CHICAGO BELT LINE; Auburn Junction, Ill.**

Meets in Berndt's Hall, South Englewood, 1st and 3d Mondays at 8:30 P. M.

Matthew Bauer, 8414 Union ave., South Englewood . . . . . Master  
E. W. Thomas, 8719 Murray ave, Chicago, Secretary  
S. H. Lucas, 88th st. and Murray ave, Chicago . . . . . Collector  
W. H. Gray, Auburn Park . . . . . Receiver  
W. J. Kershau, Box 82, South Englewood, . . . . . Magazine Agent

**332. STONE MOUNTAIN; Augusta, Ga.**

Meets in Montgomery Hall 1st and 4th Sundays.

G. E. Florence, 1342 May ave . . . . . Master  
E. J. Graham, 461 Taylor st . . . . . Secretary  
O. M. Burch, 247 Walker st. . . . . Collector  
G. E. Florence, 1342 May ave . . . . . Receiver  
Magazine Agent

**333. FAIRMOUNT; Philadelphia, Pa.**

Meets in Erickson's Hall, 3947 Lancaster ave, alternate Wednesdays at 8 P. M.

Bellville Graham, 514 N. 40th st., W. Philadelphia . . . . . Master  
W. H. Elliott, 3830 Linwood st, W. Philadelphia . . . . . Secretary  
H. B. Howerter, 3835 Linwood st., W. Philadelphia . . . . . Collector  
J. I. Hubbs, 3717 Wallace street, W. Philadelphia . . . . . Receiver  
C. H. Maul, 830 N. 40th st. . . . . Magazine Agent

**334. LONG DOUBLER; East Syracuse, N. Y.**

Meets in Masonic Hall every Tuesday at 7:30 P. M.

Geo. Hammond . . . . . Master  
J. E. Shaffer . . . . . Secretary  
P. M. Joslin . . . . . Collector  
Isaac West . . . . . Receiver  
G. W. Studer . . . . . Magazine Agent

**335. SAINT ADOLPHUS; Hochelaga, Canada.**

Meets in B. of L. F. Hall alternate Sundays. at 9:30 A. M.

Maurice Cody, 305 Stadecona ave., Montreal, . . . . . Master  
J. J. C. Wight, 33 Moreau st., Montreal . . . . . Secretary  
W. Singleton, Mile End, Que. . . . . Collector  
Geo. Smith, 715 St. Catherine st., Montreal . . . . . Receiver  
Maurice Cody, 305 Stadecona ave . . . . . Mag. Agent

**336. FALL RIVER; Needlesha, Kansas.**

Meets in Pierce's Hall, 1st and 2d Tuesdays at 8:00 P. M.

Chas. Koehler . . . . . Master  
C. R. Baxendale . . . . . Secretary  
T. C. Bensley . . . . . Collector  
Ellis Poe . . . . . Receiver  
J. A. Miner . . . . . Magazine Agent

**337. BIG FOUR; Kansas City, Mo.**

Meets in Denison Hall, 14th and Penn sts., every Tuesday evening.

W. T. Barker, 1609 Madison Ave. . . . . Master  
C. T. Largent, 1639 Madison ave . . . . . Secretary  
N. F. Clough, 1812 Holly st. . . . . Collector  
Frank Dickens, 1311 Reservoir ave . . . . . Receiver  
J. D. Gould, 1735 Jarboe st. . . . . Magazine Agent

- 338. WEST BRANCH; Renovo, Pa.**  
Meets in Spangler's Hall, cor. 6th st. and Huron ave., 1st and 3d Sundays at 1:30 P. M.  
L. L. Smart . . . . . Master  
Hector Hughes . . . . . Secretary  
Fred Kerby . . . . . Collector  
Fred Kerby . . . . . Receiver  
O. W. Long . . . . . Magazine Agent
- 340. STAR OF THE WEST; Newton, Kansas.**  
Meets in Engineer's Hall, 1st Thursday evening and 3d Sunday at 2 P. M.  
N. W. Smith, 127 Main st. . . . . Master  
P. D. Benfer, 612 E. 2d st. . . . . Secretary  
J. E. Jett, 126 W. 2d st. . . . . Collector  
F. B. Watkins, 124 W. 4th st. . . . . Receiver  
H. E. Cox, 944 S. Water st., Wichita . . . . . Magazine Agent
- 341. GOLD RANGE; Donald, B. C.**  
Meets in Firemen's Hall 1st and 2d Wednesdays, and 3d and 4th Sundays.  
Wm. Nicholson . . . . . Master  
Thos. Needham . . . . . Secretary  
J. J. Nealon . . . . . Collector  
Robt. Somes, Revelstoke . . . . . Receiver  
A. J. Brandrett . . . . . Magazine Agent
- 342. CASCADE; Medicine Hat, Northwest Ter.**  
Meets in Colter's Hall, 1st Tuesday and 3d Wednesday.  
Phillip Hamel, Box 102 . . . . . Master  
Phillip Hamel, Box 102 . . . . . Secretary  
Jas. Smeaton, Box 102 . . . . . Collector  
Jas. Canty, Box 102 . . . . . Receiver  
W. S. Brears . . . . . Magazine Agent
- 343. NEW STATE; Lima, Montana.**  
Meets in Bailey's Hall every Wednesday at 7:30 P. M.  
A. T. Butler . . . . . Master  
A. T. Butler . . . . . Secretary  
A. T. Butler . . . . . Collector  
A. T. Butler . . . . . Receiver  
A. T. Butler . . . . . Magazine Agent
- 344. LAS ANIMAS; Trinidad, Colo.**  
Meets at Odd Fellow's Hall 1st and 3d Saturdays.  
E. H. Godfrey, 129 Pine st. . . . . Master  
H. F. Holser . . . . . Secretary  
Edwin Cackley . . . . . Collector  
J. W. Sheppard, 516 State st. . . . . Receiver  
Albert Butler, cor. Chacon st. and Linden ave. . . . . Magazine Agent
- 345. FRONT END; Paris, Texas.**  
Meets in Braden's Hall every Saturday night.  
J. N. Atkinson . . . . . Master  
C. S. McCall, 318 S. Wright st. . . . . Secretary  
J. N. Atkinson . . . . . Collector  
A. J. Riggins, 706 W. Austin st. . . . . Receiver  
M. N. Mishler, 318 S. Wright st., Magazine Agent
- 346. FLOWERY LAND; Pensacola, Florida.**  
Meets in Paramount Hall, Wright st., 1st and 2d Mondays.  
J. I. Sizer, care L. & N. Shops . . . . . Master  
J. E. Lawless, care L. & N. Shops . . . . . Secretary  
J. B. Ross, L. & N. shops . . . . . Collector  
H. A. Smith, 819 E Belmont st. . . . . Receiver  
E. J. Amos, L. & N. shops . . . . . Magazine Agent
- 347. COKE KING; Scottdale, Pa.**  
Meets in I. O. O. F. Hall alternate Sundays at 1:30 P. M.  
W. P. Kinkead, Box 304 . . . . . Master  
W. P. Kinkead, Box 304 . . . . . Secretary  
Herbert Crippen, Box 335 . . . . . Collector  
G. A. Jackson . . . . . Receiver  
H. M. Kinkead . . . . . Magazine Agent
- 348. BLUE MOUNTAIN; La Grande, Oregon.**  
Meets in I. O. O. F. Hall, 1st and 3d Wednesdays at 2 P. M.  
C. H. Norris . . . . . Master  
I. L. Road, L. Box 187 . . . . . Secretary  
J. R. Oliver, L. Box 116 . . . . . Collector  
I. L. Road, L. Box 187 . . . . . Receiver  
J. R. Oliver, L. Box 116 . . . . . Magazine Agent
- 349. HUDSON RIVER; Union Hill, N. J.**  
Meets in Concordia Hall, 225 Bergenline ave., 2d and 4th Sundays.  
Samuel Alsleben, New Durham . . . . . Master  
J. J. Lawless, New Durham . . . . . Secretary  
J. J. Lawless, New Durham . . . . . Collector  
Henry Poynton, Box 2, New Durham . . . . . Receiver  
O. O. Ostrum, New Durham . . . . . Mag. Agent
- 350. JAMES DONNELLY; Perth Amboy, N. J.**  
Meets in Lyceum Hall, Smith st, 2d and 4th Sundays.  
W. H. Cheshire, 95 Market st. . . . . Master  
J. B. Voorhees, 14 William st. . . . . Secretary  
Geo Durra, Washington st. . . . . Collector  
T. R. Mertz, 163 Broad st. . . . . Receiver  
Jno Fahy, 34 N. 1st st. . . . . Magazine Agent
- 351. HOME; White Haven, Pa.**  
Meets in Odd Fellows' Hall 2d and 4th Sundays.  
Michael Mulligan . . . . . Master  
J. N. Deterline . . . . . Secretary  
N. M. Smith . . . . . Collector  
G. S. Heimbach . . . . . Receiver  
Robert Bush . . . . . Magazine Agent
- 352. CHAMPLAIN; St. Albans, Vt.**  
Meets in Engineers' Hall, 1st and 3d Sundays at 1:45 P. M. and 4th Monday at 7:30 P. M.  
G. W. H. Kilburn, 12 Farrar st. . . . . Master  
J. W. Murphy, 19 Cedar st. . . . . Secretary  
A. E. Smith, Messenger st. . . . . Collector  
J. W. Murphy, 19 Cedar st. . . . . Receiver  
M. C. Foster, 22 Bishop st. . . . . Magazine Agent
- 353. MARBLE CITY; Rutland, Vt.**  
Meets in Pythian Hall, cor. Wales and Centre sts., 1st and 3d Sundays at 2:30 P. M.  
W. A. Sanvidge, Salem, N. Y. . . . . Master  
Wm. Connell, 143 West st. . . . . Secretary  
F. E. Bixby, 30 Howe st. . . . . Collector  
F. H. Earle, 224 Howe st. . . . . Receiver  
F. E. Bixby, 30 Howe st. . . . . Magazine Agent
- 354. NOBOKEN; Hoboken, N. J.**  
Meets in Holstine's Hall, cor. 1st and Bloomfield sts. 2d and 4th Saturdays at 8 P. M.  
Patrick Ash, South Orange . . . . . Master  
Chris. Dugan, 165 N. 5th st, Newark . . . . . Secretary  
Hudson Blanchard, Boonton . . . . . Collector  
Patrick Ash, South Orange . . . . . Receiver  
J. R. Bilby, 239 M. & E. R. R., Newark . . . . . Magazine Agent
- 355. STONE CITY; Joliet, Ill.**  
Meets in B. of L. F. Hall, 222 Jefferson st., 1st Tuesday at 7:30 P. M. and 3d Sunday at 2:30 P. M.  
Chas. Quinlan, 213 Beach st. . . . . Master  
Jos. McGrath, 405 S. Chicago st. . . . . Secretary  
F. C. McGuire, 412 S. Chicago st. . . . . Collector  
Chas. Quinlan, 213 Beach st. . . . . Receiver  
J. D. Pollard, 200 N. Eastern ave . . . . . Mag. Agent
- 356. A. E. CAVNEB; Lorain, O.**  
Meets at Royal Arcanum Hall, cor. Broadway and Bank st, 1st and 3d Sundays.  
J. O. Hills, 25 Livingston ave . . . . . Master  
H. H. Ripley, Box 1156 . . . . . Secretary  
F. A. Bloom . . . . . Collector  
H. H. Ripley, Box 1156 . . . . . Receiver  
E. N. Rapstock . . . . . Magazine Agent
- 357. JUSTICE; Carleton, N. B.**  
Meets in City Hall, 1st and 3d Sundays.  
Frank Franley, Box 81, Fairville . . . . . Master  
F. W. Henderson, Fairville . . . . . Secretary  
W. S. Beattie, Fairville . . . . . Collector  
W. A. Smith, Box 85, Fairville . . . . . Receiver  
W. B. Robertson, 88 Orange st, St. John . . . . . Magazine Agent
- 358. COOKE; West St. Paul, Minn.**  
Meets in Paul Martin Hall, cor. Colorado and So Wabasha sts, 1st Saturday at 7:45 P. M., 3d Sunday 2:30 P. M.  
Jno. Lynch, 246 Dunedin Terrace, St. Paul, Master  
T. P. Foley, 88 Augusta st, St. Paul . . . . . Secretary  
Patrick Hurler, 88 Augusta st, St. Paul, Collector  
Jno. Trulander, 516 12th ave. S., Minneapolis . . . . . Receiver  
J. W. Norton, 224 Dunedin Terrace . . . . . Mag. Agent
- 359. BIG FLINT; Wellington, Kansas.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays and 2d and 4th Tuesdays.  
S. H. Barner, 810 E. Lincoln ave . . . . . Master  
S. J. Cotton, 515 E. Lincoln ave . . . . . Secretary  
J. G. Bead, 228 E. Lincoln ave . . . . . Collector  
Louis Brinkmier, E. 4th st. . . . . Receiver  
Harrison Beard . . . . . Magazine Agent
- 360. COLD SPRING; Springfield, Ohio.**  
Meets in Engineers' and Firemen's Hall, F Main st, 1st and 3d Sundays.  
H. J. Teagarden, 207 Clifton st. . . . . Master  
T. E. Janes, 445 E. Harrison st. . . . . Secretary  
Bert Summers, Box 33 . . . . . Collector  
T. E. Janes, 445 E. Harrison st. . . . . Receiver  
Lang McGhee, 268 East st. . . . . Magazine Agent

**IED AND TRUE; Washington, Ind.**  
 Meets in B. of L. E. Hall 1st and 3d Sundays at 2 P. M.  
 J. Mischler . . . . . Master  
 Wagoner . . . . . Secretary  
 Cunningham . . . . . Collector  
 Myers, Box 346 . . . . . Receiver  
 Mayes . . . . . Magazine Agent

**TARACT; Suspension Bridge, N. Y.**  
 Meets in Sons of St. George Hall, cor. Falls and  
 sts, Niagara Falls, 1st and 3d Thursdays  
 at 3:30 P. M.  
 Shrimpton, 615 E. Elmwood st., Niagara  
 Falls . . . . . Master  
 Baker, 522 4th st., Niagara Falls . . . . . Secretary  
 d Sinclair, 522 4th st., Niagara Falls . . . . . Collector  
 Baker, 522 4th st., Niagara Falls . . . . . Receiver  
 Pitts, 4th st, Niagara Falls . . . . . Mag. Agent

**TROPOLITAN; New York, N. Y.**  
 Meets in Webster Hall, cor. 140th st. and 3d ave.,  
 and 3d Thursdays at 8 P. M.  
 Lynch, 361 Madison ave, Reading Room  
 . . . . . Master  
 utterfield, 46 Amsterdam ave. . . . . Secretary  
 Anderson, 227 Alexander ave. . . . . Collector  
 Kelly, White Plains . . . . . Receiver  
 Pitts, 359 Alexander ave. . . . . Magazine Agent

**UTHERN STAR; Sanford, Fla.**  
 Meets in A. O. U. W. Hall, Hotchkiss Block, 1st  
 and 3d Sundays.  
 Bunker . . . . . Master  
 Osteen . . . . . Secretary  
 Fowler . . . . . Collector  
 Moxley, care J. T. & K. W. R. R., Jack-  
 sonville . . . . . Receiver  
 Adams, Palatka . . . . . Magazine Agent

**VOLET; Bellows Falls, Vt.**  
 Meets in Red Men's Hall, 1st Sunday at 10:30 A.  
 and 3d Saturday at 7:30 P. M.  
 Young, Box 535 . . . . . Master  
 Whitman, Box 614 . . . . . Secretary  
 Young, Box 535 . . . . . Collector  
 Whitman, Box 614 . . . . . Receiver  
 Hoffman, Box 267, Windsor . . . . . Mag. Agent

**ASIS; Ogden, Utah.**  
 Meets in Thomas Hall every Sunday at 7:30 P. M.  
 Farrish . . . . . Master  
 V. Johnston, 2429 Grant ave . . . . . Secretary  
 Ward, Terrace . . . . . Collector  
 Farrish . . . . . Receiver  
 Dwyer . . . . . Magazine Agent

**ORGAN CRANE; Somerset, Ky.**  
 Meets in The Dill Moss Hall, Griffin ave, 1st  
 Saturday at 2 P. M., and 3d Saturday at 6 P. M.  
 J. Peffer . . . . . Master  
 M. Hines . . . . . Secretary  
 McCabe . . . . . Collector  
 L. Manplin . . . . . Receiver  
 Heath . . . . . Magazine Agent

**DEEP WATER; Springfield, Mo.**  
 Meets in K. of P. Hall, cor. College and Camp-  
 ell sts, every Wednesday at 2 P. M.  
 id Dingler, Hamilton st . . . . . Master  
 us. Kirchgraber, 727 W. Walnut st . . . . . Secretary  
 M. Shoup . . . . . Collector  
 B. Aquires, L. Box 168 . . . . . Receiver  
 M. George, 731 W. Scott st . . . . . Magazine Agent

**VALMUT VALLEY; El Dorado, Kan.**  
 Meets in B. of L. F. Hall, cor. Main st and Cen-  
 tral ave, every Thursday at 2 P. M.  
 W. Durham . . . . . Master  
 P. Mettler . . . . . Secretary  
 T. Scott . . . . . Collector  
 L. Temple . . . . . Receiver  
 A. Maxwell, 246 Waco st, Wichita,  
 . . . . . Magazine Agent

**TEOSHIO VALLEY; Council Grove, Kan.**  
 Meets in K. of C. Hall, 1st and 3d Tuesdays.  
 H. Benson . . . . . Master  
 C. Furguson . . . . . Secretary  
 A. Flynn . . . . . Collector  
 N. Leeman, Box 271 . . . . . Receiver  
 S. De Hof . . . . . Magazine Agent

**COVENANT; Nevada, Mo.**  
 Meets in B. of R. T. Hall, E. Cherry st., 2d and  
 4th Thursdays at 7:30 P. M.  
 J. Rooney, 421 E. Walnut st . . . . . Master  
 A. Renwick . . . . . Secretary  
 H. Schrader, 711 Elea st . . . . . Collector  
 ure Rhodes, 903 N. Commercial st . . . . . Receiver  
 P. Rhodes, 1043 Pennsylvania ave, Joplin,  
 . . . . . Magazine Agent

**372. SIGNAL MOUNT; Big Springs, Texas.**  
 Meets at Union Hall every Saturday at 2 P. M.  
 F. W. Fahrenkamp, Box 33 . . . . . Master  
 Jno. Price, Box 33 . . . . . Secretary  
 Reynold Schwartzbach, Box 83 . . . . . Collector  
 Dennis Ryan, Box 33 . . . . . Receiver  
 Reynold Schwartzbach, Box 33 . . . . . Mag. Agent

**373. PAWNEE; Fairbury, Neb.**  
 Meets in I. O. O. F. Hall 2d and 4th Wednesdays  
 at 7:30 P. M.  
 J. D. Neville . . . . . Master  
 J. P. Turner . . . . . Secretary  
 A. A. Wood . . . . . Collector  
 Wm. Costello . . . . . Receiver  
 T. H. Jones, Box 496, Des Moines, Iowa,  
 . . . . . Magazine Agent

**374. McALLISTER; Herington, Kan.**  
 Meets in Odd Fellow's Hall, 1st and 3d Sundays  
 at 1:30 P. M.  
 J. E. Cushman, Box 273 . . . . . Master  
 A. J. Hoatson, Box 153 . . . . . Secretary  
 J. B. Dugan . . . . . Collector  
 J. D. Hornberger . . . . . Receiver  
 O. P. Amick . . . . . Magazine Agent

**375. FRIENDSHIP; Dayton, Ohio.**  
 Meets in Witholt's Hall 2d and 4th Wednesday  
 evenings.  
 N. W. Rose, 121 Torrence st . . . . . Master  
 W. F. Millikan, 2312 E. 3d st. . . . . Secretary  
 C. D. Jenkins, E. May st . . . . . Collector  
 H. K. Rossell, 2613 E. 5th st . . . . . Receiver  
 Jos. McMichael, 61 Horton st . . . . . Magazine Agent

**376. J. H. KIRK; Horton, Kan.**  
 Meets in Kemper Hall, cor. Front and Main st.,  
 1st and 3d Mondays at 1 P. M.  
 Albert Westeen . . . . . Master  
 M. E. Clark . . . . . Secretary  
 Wm. Casey . . . . . Collector  
 F. C. Laine . . . . . Receiver  
 F. C. Laine . . . . . Magazine Agent

**377. NICKEL PLATE, Coshocton, Ohio.**  
 Meets in Harrington's Hall, cor. State and Chest-  
 nut sts, 1st and 3d Tuesdays at 8 P. M. and 3d  
 and 4th Tuesdays at 8:30 A. M.  
 Frank Curtis, Box 308 . . . . . Master  
 E. E. Strock, Box 461 . . . . . Secretary  
 L. C. Melson, Box 716 . . . . . Collector  
 O. F. L. Wilkins, Box 596 . . . . . Receiver  
 Jos. Simard . . . . . Magazine Agent

**378. HOLBROOK; Chartiers, Pa.**  
 Meets in Christian Hall, McKees Rocks, every  
 Sunday at 1 P. M.  
 Milo Bowles, McKees Rocks . . . . . Master  
 R. M. Clark, McKees Rocks . . . . . Secretary  
 J. M. Galbraith, McKees Rocks . . . . . Collector  
 C. L. Hinsdale, McKees Rocks . . . . . Receiver  
 S. C. Beeson, McKees Rocks . . . . . Magazine Agent

**379. WEAVER; Sayre, Pa.**  
 Meets in Fireman's Hall 2d and 4th Sundays at 2  
 P. M.  
 E. E. Welton, 137 Chemung st., Waverly,  
 N. Y. . . . . Master  
 A. E. Ridgway, Box 525, Athens . . . . . Secretary  
 J. H. Repp, Box 255 . . . . . Collector  
 Johnson Walt, Box 118 . . . . . Receiver  
 Martin Plumsted, Box 212 . . . . . Magazine Agent

**380. HUB CITY; Aberdeen, South Dakota.**  
 Meets in Odd Fellow's Hall, 1st and 3d Sundays  
 at 1:30 P. M.  
 C. A. Spink . . . . . Master  
 G. B. Abell . . . . . Secretary  
 Humphrey Davis . . . . . Collector  
 G. B. Abell . . . . . Receiver  
 E. A. Conright, Montevideo, Minn. . . . . Mag. Agent

**381. J. W. WALKER; Cosneaug, Pa.**  
 Meets in Kullo Hall, Main st., 1st and 3d Sun-  
 days at 3:30 P. M.  
 B. P. Rankin . . . . . Master  
 D. A. Moyer, Box 182 . . . . . Secretary  
 Alex. McGouch . . . . . Collector  
 P. S. Coy, Box 191 . . . . . Receiver  
 W. F. Stump . . . . . Magazine Agent

**382. BETHESDA; Waukesha, Wis.**  
 Meets in Engineers' Hall 1st and 3d Sundays.  
 R. F. Stroud, Broadway . . . . . Master  
 W. H. Cutting, 4 Wisconsin Cent. ave . . . . . Secretary  
 Wm. Doyle, Sr., 204 Arcadian ave . . . . . Collector  
 C. L. Vrooman, 611 Oakland ave . . . . . Receiver  
 Martin Murray, 200 Main st . . . . . Magazine Agent

**333. PETROLEUM; Oil City, Pa.**

Meets in Trax & Kramer's Hall, alternate Sundays

Jno. Davis 53 Pearl ave. . . . . Master  
S.C. Lowery, cor Bissel and Seecley aves. . . . . Secretary  
W. D. McQuinn, 335 Washington ave. . . . . Collector  
A. G. Stittg, 56 Grove ave. . . . . Receiver  
Michael Fahy, 84 Spruce st. . . . . Magazine Agent

**334. E. H. WILBUR; Leighton, Pa.**

Meets in Reber's Hall, Bank st., 2d and 4th Sundays 2 P. M.

Peter Young, Weissport . . . . . Master  
L. O. J. Strauss . . . . . Secretary  
W. H. H. Plummer, Weissport . . . . . Collector  
Alfred Dreisbach, Weissport . . . . . Receiver  
L. O. J. Strauss . . . . . Magazine Agent

**335. BOWEN CITY; Janesville, Wis.**

Meets in B. of L. E. Hall 2d Sunday at 2:30 P. M. and 4th Wednesday at 7:30 P. M.

R. P. Kay, 158 Center ave. . . . . Master  
I. W. Hagar, 259 Center ave. . . . . Secretary  
W. A. Webber, 10 Pearl st. . . . . Collector  
B. H. Erdman, 407 North st. . . . . Receiver  
H. H. St. John, 159 Center ave. . . . . Magazine Agent

**336. RAMONA; San Diego, Cal.**

Meets in G. A. R. Hall, cor 6th and F. sts., 2d and 4th Sundays at 2 P. M.

D. L. Marra, 957 Columbia st. . . . . Master  
W. C. Etherington, 1632 State st. . . . . Secretary  
D. L. Marra, 957 Columbia st. . . . . Collector  
R. V. Dodge, 5th and D avs. . . . . Receiver  
A. P. Tyler, 1066 3d st. . . . . Magazine Agent

**337. RED ROCK; Schreiber, Ontario.**

Meets in B. of L. F. Hall 1st and 3d Sundays at 2:30 P. M.

P. H. Roemley . . . . . Master  
Alfred Bilbe . . . . . Secretary  
R. J. Craig . . . . . Collector  
Hugh Gwynne . . . . . Receiver  
Albin Davis, C. P. R.R. . . . . Magazine Agent

**338. PHIL. H. SHERIDAN; Milwaukee, Wis.**

Meets in Eggelhoff Hall, cor. Reed and Oregon sts., 1st Sunday at 2:30 P. M. and 3d Sunday at 7:30 P. M.

E. P. Fitch, 330 Cass st. . . . . Master  
W. C. Dunn, 330 Cass st. . . . . Secretary  
C. C. Pier, 504 Grove st. . . . . Collector  
J. C. Pier, 504 Grove st. . . . . Receiver  
G. I. Klotz, 243 Wisconsin st. . . . . Magazine Agent

**339. LIVINGSTONE; Chillicothe, Mo.**

Meets in G. A. B. Hall, east side Public Square, 1st and 3d Sundays.

Jno. Bammer, 100 E. Webster st. . . . . Master  
Frank Harker, 322 E. Jackson st. . . . . Secretary  
H. W. McKinley, 315 E. Webster st. . . . . Collector  
Virgil Glone, 125 Maple st. . . . . Receiver  
H. P. Anderson, Box 68 . . . . . Magazine Agent

**340. IBOX MOUNTAIN; Carondelet, Mo.**

Meets in Druids' Hall, 7001 So. Broadway, 2d and 4th Tuesdays at 8 P. M.

Wm. Cushing, 7807 Minnesota ave., St. Louis . . . . . Master  
C. G. Bauer, 7320 S. 6th st., St. Louis . . . . . Secretary  
Chas. Rochow, 6733 Virginia ave., St. Louis . . . . . Collector

E. F. Paul, 7205 S Broadway, St. Louis . . . . . Receiver

**341. RAUWOO; Ft. Madison, Iowa.**

Meets in A. O. U. W. Hall every Saturday evening.

J. E. Blevins, 1613 2d st. . . . . Master  
Jas. Low, 1906 2d st. . . . . Secretary  
C. S. Tucker, 2631 Santa Fe ave. . . . . Collector  
B. W. Bowser, 1607 2d st. . . . . Receiver  
Jas. Low, 1906 2d st. . . . . Magazine Agent

**342. WEST PENN; Allegheny, Pa.**

Meets in Reinman's Hall, Lowry st., 1st and 3d Wednesdays at 8 P. M.

E. A. Wiley, 10 Hamilton st. . . . . Master  
J. D. Davis, 57 Lowry st., Troy Hill, Allegheny . . . . . Secretary  
L. H. Martin, Box 39, Blairsville . . . . . Collector  
W. R. Ransom, Cokeville . . . . . Receiver  
F. M. Bennett, Blairsville . . . . . Magazine Agent

**343. BIG SANDY; Lexington, Ky.**

Meets in I. O. O. F. Hall, E. Main st., 1st Monday at 7:30 P. M. and 3d Sunday at 2:30 P. M.

F. W. Collier, 121 E. High st. . . . . Master  
T. W. Robertson, 121 E. High st. . . . . Secretary  
W. J. Burgess, C. & O. Round House . . . . . Collector  
J. A. Wyant, 101 S Limestone st. . . . . Receiver  
J. B. Cavins, Clay ave. . . . . Magazine Agent

**344. PLEASANT VALLEY; Beatrice, Nebraska.**

Meets in K. P. Hall, 114 N. Fifth st., 1st, 3d and 5th Sundays at 2 P. M.

E. K. Cole, 809 S. 6th st. . . . . Master  
D. A. McCarter, 1708 E. Ella st. . . . . Secretary  
E. K. Cole, 809 S. 6th st. . . . . Collector  
Henry Cox, N. 4th st. . . . . Receiver  
B. F. Eckles . . . . . Magazine Agent

**345. MILLARD FOSTER; Armourdale, Kan.**

Meets at 601 Kansas ave., every Thursday at 7:30 P. M.

Henry Tambllyn, L. Box 26 . . . . . Master  
W. F. Remington, L. Box 26 . . . . . Secretary  
Henry Tambllyn, L. Box 26 . . . . . Collector  
Thos. Quinn, L. Box 26 . . . . . Receiver  
D. J. Tambllyn, Bellville . . . . . Magazine Agent

**346. TIP TOP; Goodland, Kansas.**

Meets in B. of L. F. Hall every Monday at 7:30 P. M.

W. F. Hackett . . . . . Master  
L. K. Foster . . . . . Secretary  
L. K. Foster . . . . . Collector  
Welcome Sims, Roswell, Colo. . . . . Receiver  
Wm. Swearingen . . . . . Magazine Agent

**347. LONG DIVISION; Holington, Kansas.**

Meets in Masonic Hall, 1st and 3d Wednesdays, at 2 P. M.

J. M. Gleadall . . . . . Master  
C. E. Tindall . . . . . Secretary  
David Rodeck . . . . . Collector  
J. B. M. Cauley . . . . . Receiver  
J. M. Gleadall . . . . . Magazine Agent

**348. CONSTANT; Olean, N. Y.**

Meets in K. O. T. M. Hall alternate Sundays.

C. P. Anderson, 81 3d st. . . . . Master  
Park Driscoll, Jr., N. Washington st. . . . . Secretary  
A. F. Johnson, 192 6th st. . . . . Collector  
A. F. Johnson, 192 6th st. . . . . Receiver  
A. F. Johnson, 192 6th st. . . . . Magazine Agent

**349. CRESCENT CITY; New Orleans, La.**

Meets in Teutonia Hall, Exchange Alley and Custom House st., 2d and 4th Thursdays.

J. M. Gordon, 83 N. Rampart st. . . . . Master  
E. J. Boleau, 97 Locust st. . . . . Secretary  
B. J. Meyer, 168 Clara st. . . . . Collector  
J. S. Brasill, 95 Locust st. . . . . Receiver  
G. H. Meyer, 168 Clara st. . . . . Magazine Agent

**400. MARIAS DES CYGNE; Osawatomie, Kan.**

Meets in Firemen's Hall every Friday at 8:00 P. M.

J. E. Stitt . . . . . Master  
G. W. Cook, Box 59 . . . . . Secretary  
Jno. Sims . . . . . Collector  
J. E. Stitt . . . . . Receiver  
T. H. Rader . . . . . Magazine Agent

**401. ITASCA; Two Harbors, Minn.**

Meets in I. O. O. F. Hall, 2d and 4th Sundays.

Martin Muth . . . . . Master  
Paul Tingerthal . . . . . Secretary  
Jas. Shea . . . . . Collector  
J. H. Olson . . . . . Receiver  
J. H. Olson . . . . . Magazine Agent

**402. WATER LILY; Water Valley, Minn.**

Meets in K. of P. Hall, 1st Thursday at 7:30 P. M. and 3rd Thursday at 3:30 P. M.

J. E. Myers . . . . . Master  
W. S. Bosma . . . . . Secretary  
W. S. Bosma . . . . . Collector  
J. M. Collins . . . . . Receiver  
W. S. Bosma . . . . . Magazine Agent

**403. DEVOTION; Portsmouth, Va.**

Meets in K. of P. Hall, 217 High st. 2d and 4th Sundays at 2:30 P. M.

Eugene Eley, 1110 Green st. . . . . Master  
T. B. Griffin, 1413 Green st. . . . . Secretary  
E. J. Hall, 500 4th st. . . . . Collector  
J. E. Morris, 1103 Washington st. . . . . Receiver  
Mag. Agent

**404. GRAVITY; Dunmore, Pa.**

Meets in Swartz Hall, 2d and 4th Sundays at 2 P. M.

Thos. Kelly . . . . . Master  
C. E. Collins . . . . . Secretary  
J. E. Stuart . . . . . Collector  
D. G. Wescott . . . . . Receiver  
C. E. Collins . . . . . Magazine Agent

**405. VANDALIA; Elmhurst, Ill.**

Meets in K. of H. Hall 2d and 4th Sundays at 1 P. M.

W. H. Crise, Box 251 . . . . . Master  
A. J. Cobee, Box 109 . . . . . Secretary  
W. H. Crise, Box 251 . . . . . Collector  
August Underdinner . . . . . Receiver  
F. W. Mascher . . . . . Magazine Agent

**THANKSGIVING; Foxburg, Pa.**

Meets in Odd Fellows' Hall, 1st and 2d Sundays  
2 P. M.  
Jackson . . . . . Master  
Ritts . . . . . Secretary  
Raughton . . . . . Collector  
Keefer . . . . . Receiver  
Ritts . . . . . Magazine Agent

**GET SOUND; Seattle, Wash.**

Meets in Masonic Hall, cor. Second and Pike  
Streets, 1st and 3d Sundays at 8 P. M.  
Clausen, C. & P. S. shops . . . . . Master  
Lovejoy, C. & P. S. shops . . . . . Secretary  
O'Brien, C. & P. S. shops . . . . . Collector  
McGregor, Boulevard . . . . . Receiver  
Joerndt, C. & P. S. Shops . . . . . Mag. Agent

**LYSTAL; Jacksonville, Ill.**

Meets in S. P. & P. H. Hall alternate Sundays at  
2 P. M.  
Drew, 1008 E Lafayette ave . . . . . Master  
McMillan, 469 East st. . . . . Secretary  
Drew, 1008 E. Lafayette ave. . . . . Collector  
Benson, 1216 E Capitol ave., Spring-  
field . . . . . Receiver  
McMillan, 469 East st. . . . . Magazine Agent

**IR LINE; Princeton, Ind.**

Meets in B. of L. F. Hall, cor. State and Main  
Streets, 2d and 4th Sundays at 2 P. M.  
Cox, L. Box 505 . . . . . Master  
Ballard, L. Box 505 . . . . . Secretary  
Small, L. Box 505 . . . . . Collector  
Graetz, L. Box 505 . . . . . Receiver  
H. Shrigley . . . . . Magazine Agent

**HERBERT P. LITTLEJOHN; Fitchburg, Mass.**

Meets in G. A. R. Hall 2d and 4th Sundays at 11  
P. M.  
In Howe, 32 North st . . . . . Master  
Chase, 17 Newton Place . . . . . Secretary  
Hodges, 89 Highland ave. . . . . Collector  
Pope, 46 Blossom st. . . . . Receiver  
In Howe, 32 North st. . . . . Mag. Agent

**OLVERINE; Marshall, Mich.**

Meets in G. A. R. Hall, cor. Madison and State streets,  
1st and 4th Sundays.  
Smith . . . . . Master  
Johnson . . . . . Secretary  
West . . . . . Collector  
Smith . . . . . Receiver  
Owens . . . . . Magazine Agent

**TWO REPUBLICS; San Luis Potosi, Mexico.**

Meets in Firemen's Hall, Calle Morales, 1st and  
3d Sundays at 8 P. M.  
Nolan . . . . . Master  
Richardson, Box 71 . . . . . Secretary  
Quinn, Box 71 . . . . . Collector  
Worsner . . . . . Receiver  
Worsner . . . . . Magazine Agent

**DAMANT; St. Louis, Mo.**

Meets in Masonic Hall, cor. Chouteau ave. and  
Manchester Road, 1st and 3d Mondays at 2 P. M.  
Arnold, 823 Manchester Road . . . . . Master  
Keatley, 4216 Folsom ave. . . . . Secretary  
Stoll, 1119 Talmage ave. . . . . Collector  
Keatley, 4216 Folsom ave. . . . . Receiver  
Brogan, 1131 Talmage ave. Magazine Agent

**AYFLOWER; Louisville, Ky.**

Meets in Market Hall, Shelby st., bet Market  
and Jefferson sts., every Wednesday at 2 P. M.  
Reagan, 416 Bicket ave . . . . . Master  
McKenna, 938 E. Jefferson st . . . . . Secretary  
McKenna, 1116 11th st . . . . . Collector  
McKenna, 938 E. Jefferson st . . . . . Receiver  
McNashold 1310 Reservoir ave . . . . . Mag. Agent

**LADIANT; Mahoningtown, Pa.**

Meets in Smith's Hall 1st Sunday and 3d Tues-  
day.  
Holcomb . . . . . Master  
Jones . . . . . Secretary  
Grace . . . . . Collector  
Grace . . . . . Receiver  
McVenny, Cliff st., New  
Castle . . . . . Magazine Agent

**417. DIAMOND; Champaign, Ill.**

Meets in Kuhn's Hall, 45 Main st, 1st and 3d  
Mondays at 7:30 P. M.  
F. C. Sablin 817 B. Randolph st. . . . . Master  
D. W. O'Brien . . . . . Secretary  
A. G. Frederickson . . . . . Collector  
C. L. Walters . . . . . Receiver  
W. G. Tucker, 15 Eureka st . . . . . Magazine Agent

**418. BALD EAGLE; Jersey Shore, Pa.**

Meets in Engineer's Hall, cor. Allegheny and  
Wiley sts., 2d and 4th Sundays at 1:30 P. M.  
R. R. King . . . . . Master  
F. H. Heinbach . . . . . Secretary  
T. W. Tierney . . . . . Collector  
D. E. Messner . . . . . Receiver  
C. H. Sherry . . . . . Magazine Agent

**419. STEPTOE BUTTE; Tekeo, Wash.**

Meets in Whitmore & McLean Hall, 1st and 3d  
Tuesdays at 7:30 P. M.  
C. A. Painton, Box 35 . . . . . Master  
H. O. Bingham, Box 240 . . . . . Secretary  
D. S. McDonald . . . . . Collector  
H. O. Bingham, Box 240 . . . . . Receiver  
J. H. Walters . . . . . Magazine Agent

**420. ANN ARBOR; Owosso, Mich.**

Meets in Richardson's Hall, Washington st., 2d  
and 4th Sundays.  
A. F. Yerkes, 438 E. Main st . . . . . Master  
A. F. Yerkes, 438 E. Main st . . . . . Secretary  
F. E. Harrington, 403 Michigan ave . . . . . Collector  
F. E. Harrington, 403 Michigan ave . . . . . Receiver  
A. F. Yerkes, 438 E. Main st . . . . . Magazine Agent

**421. WINDSOR; Windsor, Ont.**

Meets in A. O. F. Hall 1st and 3d Wednesdays.  
Thos Howe, G. T. R. . . . . Master  
W. D. Atherton, G. T. R. . . . . Secretary  
J. T. Pryor, G. T. R. . . . . Collector  
Thos. Howe, G. T. R. . . . . Receiver  
M. J. King, G. T. R. . . . . Magazine Agent

**422. LAKE VIEW; Ashtabula Harbor, Ohio.**

Meets in Old Masonic Hall, 1st and 3d Sundays at  
1:30 P. M.  
W. A. Strong, Box 448 . . . . . Master  
Herman Richards, Box 630 . . . . . Secretary  
W. B. Porter, Box 434 . . . . . Collector  
T. A. Kagy, Box 407 . . . . . Receiver  
Herman Richards . . . . . Magazine Agent

**423. MOUNT HELENA; Helena, Mont.**

Meets in A. O. U. W. Hall, cor. Main & Broadway,  
1st and 3d Fridays at 7 P. M.  
J. H. Daily, Bailey Block . . . . . Master  
J. E. Morris, 1508 Phoenix ave . . . . . Secretary  
Jno. Geaney, care J. H. Daily, Bailey Bl'k  
J. H. Daily, Bailey Block . . . . . Collector  
D. R. Bell, 1325 Bolder ave . . . . . Receiver  
J. H. Daily, Bailey Block . . . . . Magazine Agent

**424. FLEETWOOD; Covington, Ky.**

Meets in McCullom Hall, 15th and Russell sts.,  
2d Friday at 7:30 P. M. and 4th Sunday at 2:30  
P. M.  
B. O. Chalkley, 1705 Russell st . . . . . Master  
W. D. Pethel, 1531 St Clair st . . . . . Secretary  
Hewitt Myers, 1111 Banklick st . . . . . Collector  
J. W. Goodhead, 1616 Banklick st . . . . . Receiver  
F. W. Roberts, 1305 Russell st. . . . . Magazine Agent

**425. PETER BURNS; East Nashville, Tenn.**

Meets cor. Stockell and Josephine sts., every  
Monday at 9:30 A. M.  
T. F. McGlyman, 818 Main st., Nashville . Master  
H. L. Tindall, cor. Stockell and Josephine  
sts., Nashville . . . . . Secretary  
D. M. Boyd, 500 Meridian st., Nashville, Collector  
H. L. Tindall, cor. Stockell and Josephine  
sts., Nashville . . . . . Receiver  
Warner Campbell, 500 Meridian st.,  
Nashville . . . . . Magazine Agent

**426. TOMBIGBEE; Avondale, Ala.**

Meets in Moore's Hall, 1st Tuesday and 3d Mon-  
day evenings.  
D. H. O'Neal . . . . . Master  
W. H. Carithers . . . . . Secretary  
I. W. Neal . . . . . Collector  
W. H. Carithers . . . . . Receiver  
G. L. Jones . . . . . Magazine Agent

**427. CONGAREE; Columbia, S. C.**

Meets in K. P. Hall, 225 Main st. every Sunday at 10 A. M.  
 Oscar Land, 156 Taylor st. . . . . Master  
 W. S. Fetner, 41 Richland st. . . . . Secretary  
 A. C. Gruber, cor. Taylor and Barnwell sts. . . . . Collector  
 J. D. Tuck, 209 Richland st. . . . . Receiver  
 W. P. Hutchison, 133 Winn st. . . . . Magazine Agent

**428. CHEROKEE; Van Buren, Ark.**

Meets in A. O. U. W. Hall, 2d Thursday at 7:30 P. M. and 4th Wednesday at 1:30 P. M.  
 Richard Kennesey . . . . . Master  
 Henry Phelps . . . . . Secretary  
 C. I. Clark . . . . . Collector  
 F. D. Gipson . . . . . Receiver  
 Jeff. Cornish . . . . . Magazine Agent

**430. WINCHESTER; Brunswick, Md.**

Meets in K. P. Hall, every Saturday at 2 P. M.  
 W. F. Eberle, Martinsburg, W. Va. . . . . Master  
 Jno. O'Leary . . . . . Secretary  
 C. T. Lindell . . . . . Collector  
 C. H. Edmonston . . . . . Receiver  
 Jno. O'Leary . . . . . Magazine Agent

**431. IONIA; Ionia, Mich.**

Meets in K. P. Hall 2d and 4th Sundays.  
 F. H. Williams, 527 Rich st. . . . . Master  
 A. J. Whitehead, 527 E. Main st. . . . . Secretary  
 G. M. Kling, 412 Washington st. . . . . Collector  
 F. F. Welton, 430 E. Washington st. . . . . Receiver  
 J. A. Garrity, 25 Railroad st. . . . . Magazine Agent

**432. PATAPSCO; Baltimore, Md.**

Meets in Mechanic's Exchange Hall, 2nd floor, 2 E. Fort ave, cor. Charles st, 1st and 3d Sundays at 2 P. M.  
 W. E. Harris, 161 E. Randall st. . . . . Master  
 F. V. Hoesefross, 1637 Hanover st. . . . . Secretary  
 Jacob Fishell, 120 E. Fort ave. . . . . Collector  
 P. F. Donnelly, 22 Beverley st. . . . . Receiver  
 W. A. Tribby, 533 E. Fort ave. . . . . Mag. Agent

**434. WILLOW GROVE; Bennett, Pa.**

Meets in Jr. O. A. M. Hall 1st and 3d Thursday evenings at 7:30 P. M.  
 D. G. Paden . . . . . Master  
 F. E. Woodford, Box 178 . . . . . Secretary  
 C. O. Sprague . . . . . Collector  
 F. E. Woodford, Box 178 . . . . . Receiver  
 Ford Welk . . . . . Magazine Agent

**435. NOTTOWAY; Crews, Va.**

Meets in Masonic Hall, 2d Saturday and 4th Sunday at 2:30 P. M.  
 W. E. Perkinson . . . . . Master  
 J. A. Bradshaw . . . . . Secretary  
 A. A. Clayton . . . . . Collector  
 J. B. Neale, Box 43 . . . . . Receiver  
 L. N. Kelley . . . . . Magazine Agent

**437. EMERALD; Leavenworth, Kan.**

Meets in K. P. Hall, cor. 4th and Delaware sts., 2d Sunday and 4th Saturday evening.  
 Jas. McNeerney, 4th and Kiowa sts. . . . . Master  
 Chas. Curtin, 720 Kiowa st. . . . . Secretary  
 Thos. Cronin, 718 Kiowa st. . . . . Collector  
 Chas. Curtin, 720 Kiowa st. . . . . Receiver  
 E. E. Dustin, 602 So Espanade st, Magazine Agent

**438. COMFORT; Cheyenne, Wyo.**

Meets in Engineers' Hall, 212½ W. 16th st. every Friday at 7:30 P. M.  
 J. K. Baldwin, 608 E. 18th st. . . . . Master  
 Ralph Robertson, 807 E. 16th st. . . . . Secretary  
 G. A. Rockafield . . . . . Collector  
 P. H. Conway, 1715 House st. . . . . Receiver  
 P. H. Conway, 1715 House st. . . . . Magazine Agent

**440. CHERISH; Monett, Mo.**

Meets in Engineer's Hall, Broadway, bet. 3d and 4th sts. every Tuesday at 2 P. M.  
 Thos. Mansfield . . . . . Master  
 W. L. Shaffer . . . . . Secretary  
 F. D. Plavan . . . . . Collector  
 W. L. Shaffer . . . . . Receiver  
 J. D. Heyburn . . . . . Magazine Agent

**441. MIAMI; Cincinnati, Ohio.**

Meets in G. A. R. Hall, Eastern ave. and Rigley st., 1st and 3d Sundays at 2 P. M.  
 W. J. Brennen, 1141 Eastern ave. . . . . Master  
 Geo. Evehart, 170 Tecumphy st. . . . . Secretary  
 Jos. Leen, 116 Walworth ave. . . . . Collector  
 W. J. Brennen, 1141 Eastern ave. . . . . Receiver  
 Mike Carroll, Morrow . . . . . Magazine Agent

**442. BARRIE BAY; Allandale, Ontario.**

Meets in Firemen's Hall 1st and 3d Sundays.  
 T. C. Boyce . . . . . Master  
 W. J. Church, Box 114 . . . . . Secretary  
 J. N. Harps, Box 202 . . . . . Collector  
 W. J. McKinley, Box 207 . . . . . Receiver  
 Luke Spearn . . . . . Magazine Agent

**443. VIRGINIA; Danville, Va.**

Meets in Odd Fellows' Hall, 514 Main st, 2d and 4th Mondays at 1:30 P. M.  
 R. L. Pierce, 848 Battery st. . . . . Master  
 W. H. Moore, Neapolis . . . . . Secretary  
 J. T. Brown, Neapolis . . . . . Collector  
 C. F. Gills, Box 171, North Danville . . . . . Receiver  
 A. E. Boat, L Box 84, North Danville . . . . . Mag. Agent

**444. MISSION RIDGE; Knoxville, Tenn.**

Meets in French & Roberts' Hall, cor. Gay and Depot sts., every Monday at 2:30 P. M.  
 E. A. Lloyd, 509 Williams st. . . . . Master  
 W. N. Goforth, 430 W. Depot st. . . . . Secretary  
 E. B. Love, 901 E. Park st. . . . . Collector  
 C. W. Pry, 708 Richard st. . . . . Receiver  
 E. L. Shell, 817 McGee st. . . . . Magazine Agent

**446. BLUESTONE; Bluefield, W. Va.**

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 7 P. M. and 2d and 4th Sundays at 2 P. M.  
 S. D. Rice . . . . . Master  
 J. G. Etter . . . . . Secretary  
 Jos. Werner, Box 36 . . . . . Collector  
 G. R. Jones . . . . . Receiver  
 M. H. Hair . . . . . Magazine Agent

**447. FRENCH BROAD; Asheville, N. C.**

Meets in B. of L. F. Hall 2d and 4th Sundays at 10:30 A. M.  
 O. M. Losey, Box 228 . . . . . Master  
 T. C. Folsom, Box 412 . . . . . Secretary  
 B. B. Lee, Box 412 . . . . . Collector  
 B. T. Egerton, Box 412 . . . . . Receiver  
 . . . . . Magazine Agent

**448. ALTAMONT; Keyser, W. Va.**

Meets in I. O. O. F. Hall every Tuesday at 1:30 P. M.  
 J. J. Johnston, Jr. . . . . Master  
 T. E. Johnston, Box 124 . . . . . Secretary  
 R. E. Fazenbaker . . . . . Collector  
 W. W. Davis, Box 25 . . . . . Receiver  
 J. W. Jones . . . . . Magazine Agent

**449. NOLAN RIVER; Cleburne, Texas.**

Meets in B. of L. F. Hall every Tuesday at 8 P. M.  
 C. M. Rodgers, L. Box 71 . . . . . Master  
 Jno. Mobley, Box 12 . . . . . Secretary  
 S. J. Elstner . . . . . Collector  
 G. L. Wilson, L. Box 12 . . . . . Receiver  
 Dan'l Ross . . . . . Magazine Agent

**450. CLEVELAND; Cleveland, Ohio.**

Meets in Fraternity Hall, cor. Lorain and Pearl sts 2d Saturday at 7:30 P. M. and 4th Sunday at 1 P. M.  
 J. A. Kreiss, Gustave Court No. 1 . . . . . Master  
 E. L. Banks, 488 Pearl st. . . . . Secretary  
 E. L. Banks, 488 Pearl st. . . . . Collector  
 Jas Hugo, 110 Root st. . . . . Receiver  
 G. C. Woodard, 50 Bridge st. . . . . Magazine Agent

**451. BOIS D'ARC; Bonham, Texas.**

Meets in I. O. O. F. Hall 1st and 3d Sundays at 3:00 P. M.  
 Lawrence Johnson . . . . . Master  
 T. L. Cox . . . . . Secretary  
 W. A. Rea . . . . . Collector  
 T. L. Cox . . . . . Receiver  
 H. E. Collett . . . . . Magazine Agent

**M. BEAZLEY; Parkersburg, W. Va.**

ts in J. O. U. A. M. Hall, 511 Market st.,  
ery Sunday at 2 P. M.  
f. Sayres, 46½ Ann st. . . . . Master  
7. Broughton, 334 9th st. . . . . Secretary  
McLaughlin, 113 6th st. . . . . Collector  
Scroglin, 126 8th st. . . . . Receiver  
i. Carleins, Elborn, Parkersburg. Mag. Agent  
**ADFOED; Radford, Va.**

ts in Odd Fellows' Hall, East Radford, 2d  
d 4th Sundays at 2 P. M. and 1st and 3d  
edays at 8 P. M.  
Snively, Edmund st, Bristol . . . . . Master  
Corvitt, L Box 463, East Radford Secretary  
Herdon, Bristol . . . . . Collector  
Hutton, Bristol . . . . . Receiver  
Magazine Agent

**OUNTAIN PARK; Ashley, Pa.**

ts in Metz's Hall, Main St., 1st and 3d Sun-  
y at 2 P. M.  
Rogers . . . . . Masters  
Miller, Box 171 . . . . . Secretary  
t. Duolap . . . . . Collector  
Buhl, Box 147 . . . . . Receiver  
Buts . . . . . Magazine Agent

**EN BRANDT; Roseburgh, Ore.**

ts in Old Masonic Hall 2d Tuesdays and 4th  
ednesday at 2 P. M.  
s. Everton . . . . . Master  
s. Herbig . . . . . Secretary  
s. Everton . . . . . Collector  
s. Happersett . . . . . Receiver  
s. Singleton . . . . . Magazine Agent

**IN RIVER; Great Falls, Mont.**

ts in Minot Hall, cor. Central ave and 2d st,  
and 4th Sundays at 7:30 P. M.  
Peck, Box 465 . . . . . Master  
i. Locher, Box 630 . . . . . Secretary  
Crawford . . . . . Collector  
O'Reilly, Box 465 . . . . . Receiver  
s. Weller . . . . . Magazine Agent

**ECKLENBERG; Charlotte, N. C.**

ts in Odd Fellows' Hall every Sunday at 9 A.M.  
Smith, 708 W. Trade st. . . . . Master  
Lanyoex, 216 W. 4th st. . . . . Secretary  
s. Nebbett, 412 N. Smith st. . . . . Collector  
s. Sigman . . . . . Receiver  
s. Hanks . . . . . Magazine Agent

**ACKINAW; Van Wert, Ohio.**

ts in Union Hall, 2d and 4th Sundays.  
nd Conway . . . . . Master  
7. Armentrout . . . . . Secretary  
ond Conway . . . . . Collector  
ry Boyer, Box 323 . . . . . Receiver  
Steele . . . . . Magazine Agent

**ILL CITY; Vicksburg, Miss.**

ts in K. of P. Hall, cor. of Washington and  
y sts., 1st and 3d Saturdays at 8:30 P. M. and  
and 4th Saturdays at 7:30 P. M.  
7. Curry, 512 Henry st. . . . . Master  
ene Gallagher, 734 Mulberry st. . . . . Secretary  
i. Shaw, 121 Pearl st. . . . . Collector  
Fletcher, 121 Pearl st. . . . . Receiver  
ry Dold . . . . . Magazine Agent

**AKE CITY; Erie, Pa.**

ts in K. & L. of H. Hall, State st. bet. 7th  
d 8th sts., 1st and 3d Sundays at 2 P. M.  
A. McClain, 234 W 23d st. . . . . Master  
Olmeade, 330 W. 19th st. . . . . Secretary  
Northrup, 811 W. 18th st. . . . . Collector  
i. Burr, 136 W. 20th st. . . . . Receiver  
Brady, Westfield, N. Y. . . . . Magazine Agent

**LMIRA; Elmira, N. Y.**

ts at 224 S. Main st., Miller's Bl'k, 2d and 4th  
ndays at 2 P. M.  
s. Jackson, 273 Baty st. . . . . Master  
s. Washburne, 708 Spaulding st. . . . . Secretary  
s. Davies, 314 Baty st. . . . . Collector  
s. Harper, 332 Baty st. . . . . Receiver  
i. Dunbar, 230 W. Miller st. Magazine Agent

**HEAT CITY; Brandon, Manitoba.**

ts in Workman's Hall, 2d and 4th Sundays  
3 P. M.  
G. Clarke . . . . . Master  
s. Glenn . . . . . Secretary  
s. Holden . . . . . Collector  
s. Crawford, Box 45 . . . . . Receiver  
i. Hardy, Moose Jaw, N. W. Ter.,  
Magazine Agent

**465. ORMSBY; Pittsburgh, South Side, Pa.**

Meets in Weber's Hall, cor. 27th and Sarah sts.,  
1st and 3d Sundays.  
H. K. Smith, 129 24th st. . . . . Master  
A. M. Harvey, Sierra st, 27th Ward . . . . . Secretary  
R. T. Stratton, 111 26th st. . . . . Collector  
J. L. Rogerson, 118 25th st. . . . . Receiver  
Geo. Hoffman, 2352 Sarah st. . . . . Magazine Agent

**466. ORPHANS' HOPE; Dennison, Ohio.**

Meets in Engineer's Hall, cor. Grant and Second  
sts., every Monday at 1:30 P. M.  
H. R. Brown, Box 247 . . . . . Master  
Edw. Englehard, Box 66 . . . . . Secretary  
Jas. Hoffman . . . . . Collector  
David Parks, Box 24 . . . . . Receiver  
C. H. Clendenning . . . . . Magazine Agent

**467. WESLEY CRAIG; Corning, O.**

Meets in K. P. Hall 2d and 4th Sundays.  
D. E. Davis . . . . . Master  
Fabe Cody . . . . . Secretary  
J. B. Pace . . . . . Collector  
Alexander Morrison . . . . . Receiver  
J. B. Pace . . . . . Magazine Agent

**468. ONTARIO; London, Ontario.**

Meets in I. O. O. F. Hall, cor. English and Dun-  
das sts, 1st and 3d Sundays at 2 P. M.  
Wm. Russell, 696 Elias st. . . . . Master  
Russell Pollis, 468 Dundas st. . . . . Secretary  
Geo. Prodger, 11 Alfred st. . . . . Collector  
Geo. Gourlay, 148½ Strachan ave . . . . . Receiver  
P. J. Kane, 672 Adelaide st. . . . . Mag. Agent

**469. MOUNT KATHDIN; Henderson, Me.**

Meets in B. of L. F. Hall 2d Sunday and 4th  
Monday.  
G. S. Allen, Box 215 . . . . . Master  
Alex. Devine, Box 221 . . . . . Secretary  
John Humphreys . . . . . Collector  
Fred Rolfe . . . . . Receiver  
E. G. Ryder, Box 223 . . . . . Magazine Agent

**470. JOHN A. LOGAN; Murphysboro, Ill.**

Meets in Bodaker Hall, 1st and 3d Sundays at  
1:30 P. M.  
W. R. Childers . . . . . Master  
W. F. Snider, Box 406 . . . . . Secretary  
J. J. Norris . . . . . Collector  
J. H. Delano, Jr. . . . . Receiver  
J. J. Norris, Box 381 . . . . . Magazine Agent

**471. INTERNATIONAL; Ft. Erie, Ont.**

Meets in Allen's Hall, International Bridge, 1st  
and 4th Tuesdays at 8 P. M.  
W. G. Bown, Amigari . . . . . Master  
Alex. McIntyre, Amigari . . . . . Secretary  
Geo. Meier, Amigari . . . . . Collector  
Richard Clark, International Bridge . . . . . Receiver  
Reuben Plato, Amigari . . . . . Magazine Agent

**472. JOHN J. MANNING; Buffalo, N. Y.**

Meets in Klocke's Hall, cor. Gold and Lovejoy  
sts. every Tuesday at 8 P. M.  
P. L. Carey, 319 S. Division st. . . . . Master  
F. C. Keebler, 1008 Lovejoy st. . . . . Secretary  
J. L. Ruffy, 45 Chestnut st. . . . . Collector  
F. C. Keebler, 1008 Lovejoy st. . . . . Receiver  
R. W. Ginkinger, 363 Eagle st. . . . . Magazine Agent

**473. MAUMEE; Air Line Junction, Ohio.**

Meets in K. P. Hall, 2d and 4th Sundays and 1st  
and 3d Mondays.  
W. N. Cooper . . . . . Master  
C. L. Boehm . . . . . Secretary  
G. E. Phelps . . . . . Collector  
A. B. Woodman . . . . . Receiver  
Magazine Agent

**474. TAUNTON; Taunton, Mass.**

Meets in Good Templar's Hall 2d and 4th Mon-  
day evenings.  
E. B. Mitchell, 39 Porter st. . . . . Master  
J. T. Bishop, 34 Myrtle st. . . . . Secretary  
Fred Aufford, 29 Maple st. . . . . Collector  
J. T. Bishop, 34 Myrtle st. . . . . Receiver  
C. L. Freeman, 12 Franklin ave. . . . . Mag. Agent

**476. JAMES LEAHY; Grand Junction, Colo.**

Meets in I. O. O. F. Hall every Tuesday at 8 P. M.  
 P. P. Ready, Gunnison . . . . . Master  
 O. H. Kearns . . . . . Secretary  
 Andrew Struthers . . . . . Collector  
 C. L. Crain . . . . . Receiver  
 Robt. Rowe . . . . . Magazine Agent

**476. W. J. WARD; Woodstock, N. B.**

Meets in K. P. Hall, King st, 2d Friday and 4th  
 Saturday at 7:30 P. M.  
 W. H. Parker . . . . . Master  
 Jas. Johnston . . . . . Secretary  
 Andrew Struthers . . . . . Collector  
 Zebedee Gabel, Fredericton . . . . . Receiver  
 John Keezer . . . . . Magazine Agent

**477. GLENWOOD; Kenova, W. Va.**

Meets in Midway Hall every Tuesday evening.  
 S. L. Cryer . . . . . Master  
 Ralph Fields, Ceredo . . . . . Secretary  
 G. E. Osborn . . . . . Collector  
 W. E. Williams . . . . . Receiver  
 C. J. Lindner, 1108 Scott st, Portsmouth O.  
 . . . . . Magazine Agent

**478. NARRAGANSETT; Providence, R. I.**

Meets in Trainmen's Hall, 301 Canal street, 1st  
 and 3d Sundays at 2:30 P. M.  
 G. W. Sawtell, 44 Nichols st. . . . . Master  
 B. E. McCarthy, 240 Charles st . . . . . Secretary  
 J. D. McSheehy, 23 Webster st . . . . . Collector  
 R. E. McCarthy, 240 Charles st . . . . . Receiver  
 Wm. Smith, Valley Falls . . . . . Magazine Agent

**479. ST. GEORGE; Smiths Falls, Ont.**

Meets in Haley's Hall 2d and 4th Mondays.  
 H. C. Pye . . . . . Master  
 Edw. Pennett . . . . . Secretary  
 Stephen Smith . . . . . Collector  
 Andrew Boyd . . . . . Receiver  
 S. B. O'Hara . . . . . Magazine Agent

**480. CHIPETA; Ridgway, Colo.**

Meets in B. of L. F. Hall 1st and 3d Saturdays,  
 at 8 P. M.  
 J. W. Sowers . . . . . Master  
 C. C. Ervin . . . . . Secretary  
 J. J. Manifold . . . . . Collector  
 J. T. Stewart . . . . . Receiver  
 J. T. Stewart . . . . . Magazine Agent

**481. EASTER; St. Louis, Mo.**

Meets in Brighton Hall, cor. Broadway and Sal-  
 isbury sts., 2d and 4th Wednesday at 8 P. M.  
 Henry Mincer, 1931 Dodier st . . . . . Master  
 W. S. Ferguson, 4028 N. 9th st . . . . . Secretary  
 T. M. Lynch, 2718 N. 11th st . . . . . Collector  
 W. C. Linck, 8326 Halls Ferry Road . . . . . Receiver  
 W. C. Linck, 8326 Halls Ferry Road, Mag. Agent

**483. INDEPENDENCE; Barnesville Minn.**

Meets in U. A. O. D. Hall, 1st Sunday at 2 P. M.  
 and 3d Monday at 10 A. M.  
 G. W. Lumm . . . . . Master  
 N. A. Gray . . . . . Secretary  
 N. E. Varney . . . . . Collector  
 Jas. Hendry . . . . . Receiver  
 N. E. Varney . . . . . Magazine Agent

**484. STAR OF JERSEY; South Amboy, N. J.**

Meets in Protection Hall every Tuesday at 7:30  
 P. M.  
 A. T. Kerr . . . . . Master  
 T. C. Ervin . . . . . Secretary  
 R. U. Rue . . . . . Collector  
 Asa Tuomas . . . . . Receiver  
 . . . . . Magazine Agent

**485. PAUL BEVERE; Charlestown, Mass.**

Meets in Bigelow Hall, 8 Eden st, entrance Tib-  
 betts Town Way, 1st and 3d Sundays at 1:30 P. M.  
 H. W. Carson, 13 Pearl st . . . . . Master  
 W. H. Hildreth, 57 Rutherford ave . . . . . Secretary  
 F. G. Derby, 9 Auburn st . . . . . Collector  
 C. F. Bates, 17 Harvard Square . . . . . Receiver  
 B. W. Miller, 31 Russell st . . . . . Magazine Agent

**487. WHIRLPOOL; Niagara Falls, Ont.**

Meets in B. of L. F. Hall, Lundy's New Block,  
 1st and 3d Thursdays at 8 P. M.  
 J. S. Whittaker . . . . . Master  
 W. A. Dalton . . . . . Secretary  
 J. J. O'Rourke . . . . . Collector  
 G. A. Cook . . . . . Receiver  
 Wm. Wright . . . . . Magazine Agent

**488. CUMBERLAND; Cumberland, Md.**

Meets in J. R. O. U. A. N. Hall 1st and 3d Sun-  
 days at 2 P. M.  
 J. F. Little, Elkins, W. Va. . . . . Master  
 C. J. Gaim, 29 Springvale st . . . . . Secretary  
 C. A. Twigg, 61 S. Mechanic st . . . . . Collector  
 W. H. Rice, 11 Harrison st . . . . . Receiver  
 J. H. Strong, 325 N Mechanic st, Magazine Agent

**489. RESURRECTION; Creston, Iowa.**

Meets in Brotherhood Hall, 1st and 3d Mondays  
 at 1:30 P. M. and 2d and 4th Mondays at 7:30  
 P. M.  
 W. N. Nell, 511 N. Vine st . . . . . Master  
 J. P. O'Connor, 100 Howard & Pine sts, Secretary  
 W. H. Van Wormer, 100 Howard and  
 Pine sts . . . . . Collector  
 F. T. Wilson, 614 N. Vine st . . . . . Receiver  
 A. G. Smith, 217 N. Pine st . . . . . Magazine Agent

**490. MIDNIGHT; East Brady, Pa.**

Meets in Odd Fellows' Hall 2d and 4th Sundays  
 at 2 P. M.  
 I. B. Wike . . . . . Master  
 J. E. Patterson . . . . . Secretary  
 T. L. Davis, 74 44th st, Pittsburgh . . . . . Collector  
 Jno. Ruppel, Hulton . . . . . Receiver  
 M. W. Boyd, Verona . . . . . Magazine Agent

**491. BARTON SPRING; Austin, Tex.**

Meets in K. of P. Hall, Congress ave., 2d and 4th  
 Saturdays at 8 P. M.  
 Chas. Enlow, 1311 E. 2d st . . . . . Master  
 E. E. Clappart, 1109 E 8th st . . . . . Secretary  
 H. E. Enlow, 1311 E. 2d st . . . . . Collector  
 E. E. Clappart, 1109 E 8th st . . . . . Receiver  
 A. Davis, care Round House . . . . . Magazine Agent

**492. IVANHOE; Alvarado, Tex.**

Meets in B. of L. F. Hall every Sunday at 2:30  
 P. M.  
 Morgan SHEMELEY . . . . . Master  
 N. F. Avery . . . . . Secretary  
 W. H. Rogers . . . . . Collector  
 Geo. Brinklow . . . . . Receiver  
 W. H. Coble . . . . . Magazine Agent

**493. FULTON; Atlanta, Ga.**

Meets in Industrial Council's Hall, 26 1/2 E. Ala-  
 bama St., every 2d and 4th Sunday at 2:30 P. M.  
 B. B. Plunkett, 285 Cooper st . . . . . Master  
 Harry Huddleston, 64 McDaniel st . . . . . Secretary  
 B. N. Barclay, 64 McDaniel st . . . . . Collector  
 A. N. Thom, 64 McDaniel st . . . . . Receiver  
 Harry Huddleston, 64 McDaniel st . . . . . Mag. Agent

**494. BAY DE NOC; Gladstone, Mich.**

Meets in K. of P. Hall, 2d and 4th Thursday  
 evenings.  
 Jas. Fitzpatrick . . . . . Master  
 J. A. Houle, Box 136 . . . . . Secretary  
 O. V. Kurke . . . . . Collector  
 L. H. Wintel, L Box 646 . . . . . Receiver  
 N. D. McIntyre . . . . . Magazine Agent

**496. ROBERT E. LEE, Manchester, Va.**

Meets in J. W. Tolly's Hall, 11th and Hull sts.  
 1st and 3d Saturdays at 10 A. M.  
 J. T. Ahern, 807 McDonar st . . . . . Master  
 R. M. Hilton . . . . . Secretary  
 R. M. Woodbury, 809 Simms st, . . . . . Collector  
 J. W. Walshall, 21st and Chicago sts . . . . . Receiver  
 J. H. Barnes . . . . . Magazine Agent

**497. SINCERE; Richmond, Va.**

Meets in Odd Fellows' Hall, corner Mayo and  
 Franklin sts., 1st and 3d Mondays at 10 A. M.  
 C. R. Alley, 210 S. Laurell st . . . . . Master  
 W. G. Miller, 403 W. Main st . . . . . Secretary  
 J. A. Turner, 178 S. Cherry st . . . . . Collector  
 Michael Kelly, 605 China st, Sta. A . . . . . Receiver  
 W. T. Day, C. & O. shops, 2d st . . . . . Mag. Agent



**GILANT; Bellwood, Pa.**  
 ts in Cornmessers Hall, 2d and 4th Sundays  
 2 P. M.  
 Potter . . . . . Master  
 Nearhoof, Box 672 . . . . . Secretary  
 Dunn . . . . . Collector  
 Leidy, Box 605 . . . . . Receiver  
 Donley . . . . . Magazine Agent

**IMPOUND; Chicago, Ill.**  
 ts at 355 63d st. 2d and 4th Saturday evenings.  
 f. Landis, 8927 Wabash ave . . . . . Master  
 Goding, 6404 Ellis ave . . . . . Secretary  
 Coleman, 6404 Ellis ave . . . . . Collector  
 Leckie, 329 34th st . . . . . Receiver  
 f. Landis, 3927 Wabash ave . Magazine Agent

**POKANE; Spokane, Wash.**  
 ts in K. P. Hall, E. Spokane, 2d and 4th Mon-  
 ys at 7:30 P. M.  
 r. Laing, G. N. Shops, Hillyard . . . . . Master  
 r. Olsen, G. N. Shops . . . . . Secretary  
 L. Ziegler, G. N. Shops . . . . . Collector  
 r. Mowrey, Box 422 . . . . . Receiver  
 r. Mowrey, Box 422 . . . . . Magazine Agent

**RIDE; Louisville, Ky.**  
 ts in Bronger's Hall, S. W. cor. 15th and  
 uthgate sts., every Monday at 1:30 P. M.  
 W. Slaby, 1609 Kentucky st . . . . . Master  
 W. Slaby, 1132 W. Broadway . . . . . Secretary  
 f. Riney, 1122 Zane st . . . . . Collector  
 W. Slaby, 1609 Kentucky st . . . . . Receiver  
 r. Kreamer, 1651 Prentice st . . . . . Magazine Agent

**IT. SOPRIS; Aspen Junction, Colo.**  
 ts in K. of P. Hall every Saturday at 2 P. M.  
 W. Burgin . . . . . Master  
 A. Brittain . . . . . Secretary  
 H. Smith . . . . . Collector  
 May . . . . . Receiver  
 r. Frison . . . . . Magazine Agent

**HOLDEN BOD; Halifax, Nova Scotia.**  
 ts in Creighton's Hall, 1st Wednesday and  
 outh Saturday.  
 nelius McTiernan, 285 Campbell Rd . . . . . Master  
 H. B. Skinner, 51 Dufus st. . . . . Secretary  
 F. M. Wilson, Richmond . . . . . Collector  
 r. Hessian, 2 Kenney st., Richmond Receiver  
 r. Parmeter, Kentville . . . . . Magazine Agent

**COMPACT; Rankin, Ill.**  
 ts in Odd Fellow's Hall every Sunday at 2  
 P. M.  
 T. Rallsback, Box 58 . . . . . Master  
 W. Doud . . . . . Secretary  
 J. Eichenback, Tipton, Ind. . . . . Collector  
 ed Jones, Box 44 . . . . . Receiver  
 W. Doud . . . . . Magazine Agent

**HOUSTON; Houston, Texas.**  
 ts in Fischer's Hall, 1103 Houston ave., 1st  
 and 3d Wednesdays at 8:30 P. M., and 2d and  
 th Wednesdays at 1:30 P. M.  
 J. Denton, 717 Silver st . . . . . Master  
 J. Guynes, 2207 Center st . . . . . Secretary  
 H. Hunt, cor. Silver and Churn sts. . . . . Collector  
 L. Gwaltney, 1417 Johnson st . . . . . Receiver  
 J. Guynes, 2207 Center st . . . . . Magazine Agent

**MOUNTAIN ECHO; Hazleton, Pa.**  
 ts in Union Hall, cor. Wyoming and Green  
 sts., 1st and 3d Sundays, at 2 P. M.  
 J. Wagner, 439 E. Walnut st. . . . . Master  
 W. Hocking, 145 E. Broad st. . . . . Secretary  
 nard Gicking . . . . . Collector  
 ed Meier . . . . . Receiver  
 . . . . . Magazine Agent

**WAYNE; Detroit, Mich.**  
 ts in I. O. O. F. Hall, cor. of Dix and Park  
 avs., 1st and 3d Sundays, at 2 P. M.  
 M. Sowie, 463 Dragon ave. . . . . Master  
 ough McDermid, 249 15th st . . . . . Secretary  
 H. Martin, 4 Wesson ave., W. Detroit . . . . . Collector  
 J. Roach 186 Welch ave., W. Detroit . . . . . Receiver  
 H. Martin, 4 Wesson st., W.  
 Detroit . . . . . Magazine Agent

**500. SALT CITY; Syracuse, N. Y.**  
 Meets in D. L. & W. Hall, over D. L. & W. Depot,  
 2d and 4th Sundays at 2 P. M.  
 Webster Roof, 126 Cortland ave . . . . . Master  
 C. B. Randall, 806 Oswego st . . . . . Secretary  
 Geo Ritzheimer, 524 Butternut st . . . . . Collector  
 Frank Garnish, 229 Putnam st . . . . . Receiver  
 Webster Roof, 126 Cortland ave . . . . . Mag. Agent

**510. SHOREHAM; Minneapolis, Minn.**  
 Meets in I. O. O. F. Hall, cor. 22d ave and Cen-  
 tral ave., 2d and 4th Sundays at 2 P. M.  
 T. H. Lyons, 2541 Quincy st. N. E. . . . . Master  
 Andrew Ekborn, Station E. . . . . Secretary  
 C. G. Haney, Station E. . . . . Collector  
 C. A. Colby, 771 28th ave. N. E. . . . . Receiver  
 F. W. Larkins, 740 26th ave. N. E. . . . . Mag. Agent

**511. DIADEN; Blue Island, Ill.**  
 Meets in Commercial Hall, Western ave. and  
 Cook st., 1st and 3d Fridays at 7:30 P. M.  
 . . . . . Master  
 A. E. Curtice . . . . . Secretary  
 H. J. Parry, 4757 Dearborn st., Chicago Receiver  
 Albert Cary . . . . . Magazine Agent

**512. ANTIETAM; Hagerstown, Md.**  
 Meets in Odd Fellows' Hall, cor. Franklin and  
 Potomac sts., 1st and 3d Sundays at 10 A. M.  
 C. E. Perry, 243 W. Franklin st. . . . . Master  
 W. T. Kenner, 38 Walnut st . . . . . Secretary  
 W. T. Kenner, 38 Walnut st . . . . . Collector  
 J. H. Moore, Shenandoah, Va . . . . . Receiver  
 V. K. Dayhoff, Chewsville . . . . . Magazine Agent

**513. MT. MONADNOCK; Nashua, N. H.**  
 Meets in Mechanic's Hall 2d and 4th Sunday af-  
 ternoons.  
 C. B. F. Horton, 11 Norton st. . . . . Master  
 F. M. Chapman, Box 334, Hudson . . . . . Secretary  
 W. T. McQuesten, Hudson . . . . . Collector  
 L. B. Winters, 127 E. Hollis st. . . . . Receiver  
 E. M. Aldrich, 142 Canal st . . . . . Magazine Agent

**514. PENOBSCOT; Bangor, Me.**  
 Meets in United Fellowship Hall, Main st., 2d  
 and 4th Sundays at 2 P. M.  
 G. B. Nickerson, Larkin st. . . . . Master  
 C. L. Cummings, Broad st. . . . . Secretary  
 G. B. Nickerson, Larkin st . . . . . Collector  
 C. L. Cummings, Broad st. . . . . Receiver  
 A. I. Plummer, M.C.R.R. Eng. House. Mag Agent.

**515. WASHITA; Chickasha, I. T.**  
 Meets in K. of P. Hall, every Friday at 7 P. M.  
 Jno Feeney . . . . . Master  
 R. E. Fields . . . . . Secretary  
 T. W. Kunz . . . . . Collector  
 H. P. Arnold, Caldwell, Kan. . . . . Receiver  
 . . . . . Magazine Agent

**516. ACORN; Chicago Junction, Ohio.**  
 Meets in O. R. C. Hall, 2d and 4th Thursdays at  
 7:30 P. M.  
 O. R. Worley, Chicago . . . . . Master  
 J. C. Tinkley, Chicago . . . . . Secretary  
 B. H. Brooks, Chicago . . . . . Collector  
 Melvill Ebersole, Chicago . . . . . Receiver  
 Harry Millership, Chicago . . . . . Magazine Agent

**517. PALNETTO; Palatka, Fla.**  
 Meets in Turner's Hall every Sunday.  
 O. E. Adams . . . . . Master  
 F. O. Dumas . . . . . Secretary  
 J. H. Brooks . . . . . Collector  
 T. M. Hyers . . . . . Receiver  
 A. J. Smith, G. S. and F. Shops, Macon, Ga.  
 . . . . . Magazine Agent

**518. CUMBERLAND VIEW; Nashville, Tenn.**  
 Meets in Knights of Honor Hall, cor. Market  
 and Centre sts., every Tuesday at 9:30 A. M.  
 S. D. Pettit, 445 Chestnut st. . . . . Master  
 F. D. McMurry, 100 Maury st . . . . . Secretary  
 T. G. Ayers, 441 Chestnut st . . . . . Collector  
 C. J. Weidenbacher, 1006 S. Cherry st Receiver  
 J. W. Bills, 117 Maple st . . . . . Magazine Agent

**519. AGATE; Duluth, Minn.**  
 Meets in Seva Hall, W. Superior st., bet. 18th  
 and 19th avs., 1st and 3d Sundays at 2:30 P. M.  
 L. L. Hood, 1534 W. Superior st . . . . . Master  
 G. F. Watson, 1902 W. Superior st . . . . . Secretary  
 J. A. Marshall, 1908 W. Superior st . . . . . Collector  
 T. W. Robinson, 1905 W. Superior st . . . . . Receiver  
 P. L. Whalen, 1421 W. Michigan st . . . . . Mag. Agent

<b>ALABAMA.</b>		<b>ILLINOIS.</b>		<b>KENTUCKY.</b>		<b>MONTANA.</b>		<b>ONTARIO.</b>		<b>RHODE ISLAND.</b>	
Mobile . . .	277	East St. Louis . .	44	Lexington . . .	893	Glendive . . .	128	Hamilton . . .	151	Providence . .	478
Selma . . .	89	Effingham . . .	405	Louisville . . .	103	Great Falls . .	456	Lindsay . . .	136	<b>SOUTH CAROLINA.</b>	
Tuscumbia . .	279	Freeport . . .	138	Louisville . . .	415	Helena . . .	428	London . . .	117	Columbia . . .	427
<b>ARIZONA.</b>		Jacksonville . .	408	Louisville . . .	502	Livingston . .	191	Niagara Falls .	487	<b>SOUTH DAKOTA.</b>	
Tucson . . .	94	Joliet . . .	355	Ludlow . . .	104	Lima . . .	343	North Bay . . .	234	Aberdeon . . .	880
Winslow . . .	173	Keithsburg . .	114	Paducah . . .	238	Missoula . . .	194	Ottawa . . .	172	Huron . . .	170
<b>ARKANSAS.</b>		Mattoon . . .	111	Somerset . . .	367	<b>NEBRASKA.</b>		Palmerston . .	181	Mitchell . . .	190
Argenta . . .	304	Mt. Carmel . .	282	<b>LOUISIANA.</b>		Beatrice . . .	394	Point Edward .	221	<b>TEXAS.</b>	
Jonesboro . .	204	Murphysboro .	470	Algiers . . .	267	Chadron . . .	197	Rat Portage . .	305	Alvarado . . .	492
Little Rock . .	45	Urbana . . .	22	New Orleans .	399	Fairbury . . .	373	Schreiber . . .	387	Austin . . .	61
Pine Bluff . .	163	Pana . . .	122	<b>MAINE.</b>		Lincoln . . .	178	St. Thomas . .	5	Big Springs . .	57
Van Buren . .	428	Peoria . . .	48	Bangor . . .	514	North Platte . .	28	Stratford . . .	382	Bonham . . .	61
<b>BRITISH COLUM.</b>		Rankin . . .	505	Henderson . .	469	Omaha . . .	123	W.T.'nto Inc .	262	Cleburne . .	440
Donald . . .	341	Rock Island . .	39	Portland . . .	4	<b>NEVADA.</b>		<b>OREGON.</b>		Denison . . .	1
Vancouver . .	276	Roodhouse . .	79	<b>MANITOBA.</b>		Wadsworth . .	19	The Dalles . .	167	El Paso . . .	185
<b>CALIFORNIA.</b>		Savanna . . .	197	Brandon . . .	464	N. W. TERRY .	342	East Portland .	193	Ennis . . .	236
Los Angeles .	97	Springfield . .	46	Winnipeg . .	127	Medicine Hat .	342	La Grande . .	848	Fort Worth .	38
Needles . . .	327	Streator . . .	303	<b>MARYLAND.</b>		<b>NORTH CAROLINA.</b>		Roseburg . . .	456	Gainesville .	824
Rocklin . . .	58	<b>INDIANA.</b>		Baltimore . . .	214	Asheville . . .	447	<b>OHIO.</b>		Galveston . .	115
Sacramento .	260	Anderson . . .	459	Baltimore . . .	432	Charlotte . .	457	Air Line June .	478	Houston . . .	146
S'n Bernardino	90	Andrews . . .	165	Brunswick . .	430	<b>NORTH DAKOTA.</b>		Ashabula . . .	422	Houston . . .	506
San Diego . .	886	Butler . . .	164	Cumberland .	488	Dickinson . .	41	Bucyrus . . .	110	Laredo . . .	70
San Francisco	91	Elkhart . . .	162	Hagerstown .	512	Fargo . . .	85	Chicago J'tn .	516	Longview . .	70
Tulare . . .	139	Evansville . .	160	<b>MASSACHUSETTS.</b>		<b>NEW JERSEY.</b>		Chillicothe . .	202	Marshall . .	177
West Oakland .	143	Evansville . .	112	Boston . . .	57	Camden . . .	72	Cincinnati . .	269	Palestine . .	158
<b>CANADA.</b>		Fort Wayne . .	141	Charlestown .	485	Hoboken . . .	354	Cincinnati . .	441	Paris . . .	145
Hochelaga . .	335	Garrett . . .	203	Fitchburg . .	410	Jersey City . .	13	Cleveland . .	10	San Antonio .	145
Montreal . . .	15	Huntington . .	166	Springfield .	807	Jersey City . .	3	Cleveland . .	450	Taylor . . .	253
Toronto . . .	67	Indianapolis .	14	Taunton . . .	474	Junction . . .	272	Columbus . .	9	Temple . . .	147
<b>COLORADO.</b>		Jeffersonville .	297	Worcester . .	73	Perth Amboy .	350	Conneaut . .	377	Texarkana .	343
Aspen June . .	508	La Fayette . .	36	<b>MEXICO.</b>		Phillipsburg .	11	Corning . . .	467	Tyler . . .	146
Colorado City .	218	Logansport . .	53	Porfirio Diaz .	308	Port Morris .	271	Crestline . .	299	Yokum . . .	261
Como . . .	256	Logansport . .	300	<b>MISSISSIPPI.</b>		South Amboy .	143	Collinwood . .	183	<b>TENNESSEE.</b>	
Denver . . .	77	Michigan City .	2	Columbus . .	426	Trenton . . .	258	Dayton . . .	375	Chattanooga .	289
Denver . . .	273	Monon . . .	2	Meridian . . .	200	Union Hill . .	349	Delaware . .	239	E. Nashville .	625
Grand'n'ct'n .	475	New Albany . .	268	Vicksburg . .	460	NEW BRUNSWICK.	357	Delphos . . .	185	Jackson . . .	201
La Junta . . .	328	Peru . . .	157	Water Valley .	402	Carleton . . .	357	Dennison . .	466	Knoxville . .	444
Leadville . . .	196	Terre Haute . .	16	<b>MICHIGAN.</b>		Moncton . . .	233	Gallon . . .	107	Memphis . .	55
Pueblo . . .	59	Washington . .	861	Battle Creek .	84	Woodstock . .	476	Lima . . .	184	Memphis . .	206
Ridgway . . .	480	<b>INDIAN TER.</b>		Detroit . . .	158	<b>NEW HAMPSHIRE.</b>		Lorain . . .	356	Nashville . .	159
Salida . . .	140	Chickasha . .	515	Detroit . . .	508	Concord . . .	306	Norwalk . . .	198	Nashville . .	514
Trinidad . . .	344	<b>IOWA.</b>		Escanaba . .	129	Nashua . . .	513	Newark . . .	175	<b>UTAH.</b>	
<b>CONNECTICUT.</b>		Belle Plaine . .	811	Fort Gratiot . .	116	<b>NEW MEXICO.</b>		Springfield .	360	Salt Lake City	173
Hartford . . .	285	Boone . . .	25	Gladstone . .	494	Chama . . .	108	Toledo . . .	142	Terrace . . .	9
New Haven . .	284	Burlington . .	161	Grand Rapids .	265	Raton . . .	257	Van Wert . .	458	Ogden . . .	386
<b>DELAWARE.</b>		Cedar Rapids .	27	Ionia . . .	431	San Marcial .	261	Wellsville . .	96	<b>VIRGINIA.</b>	
Wilmington .	231	Creston . . .	489	Jackson . . .	240	<b>NEW YORK.</b>		Youngstown .	199	Clifton Forge	274
<b>DIST. OF COLUM.</b>		Dubuque . . .	106	Marquette . .	150	Albany . . .	230	PENNSYLVANIA.	219	Crews . . .	425
Washington . .	7	Dubuque . . .	822	Marshall . . .	411	Brooklyn . .	227	Allegheny . .	219	Danville . .	448
<b>FLORIDA.</b>		Eagle Grove . .	132	Marshall . . .	411	Buffalo . . .	201	Altoona . . .	287	Manchester .	494
Palatka . . .	517	Eldon . . .	137	Owasso . . .	420	Buffalo . . .	242	Ashley . . .	454	Portsmouth .	491
Pensacola . .	846	Eatherville . .	288	West Bay City .	152	Buffalo . . .	316	Bellwood . .	498	Radford . .	453
Sanford . . .	364	Fort Dodge . .	222	<b>MISSOURI.</b>		Buffalo . . .	12	Bennett . . .	434	Richmond . .	497
<b>GEORGIA.</b>		Fort Madison .	391	Brookfield . .	23	Corning . . .	121	Bradford . .	326	Roanoke . .	123
Atlanta . . .	498	W. Des Moines .	102	Carondelet . .	890	East Albany .	215	Carbondale .	62	<b>VERMONT.</b>	
Atlanta . . .	247	Keokuk . . .	93	Chillicothe . .	389	East Syracuse .	334	Chartiers . .	378	Bellows Falls .	361
Augusta . . .	332	Marion . . .	283	De Soto . . .	6	Elmira . . .	242	Columbia . .	252	Lyndonville .	361
Columbus . .	323	Mason City . .	29	Hannibal . . .	290	Elmira . . .	413	Conemaugh . .	881	Rutland . . .	358
Macon . . .	246	Marshalltown .	125	Kansas City .	337	Green Island .	468	Connellsville .	302	St. Albans . .	353
Waycross . .	325	Mo. Valley . .	254	Monett . . .	140	Hornellville .	169	Derry Station .	310	<b>WISCONSIN.</b>	
<b>IDAHO.</b>		Perry . . .	124	Moerberly . .	54	L. I. City . . .	309	Dunmore . .	404	Altoona . . .	88
Montpeller . .	195	Sioux City . .	64	Nevada . . .	371	Middletown .	232	East Brady . .	490	Ashland . .	299
Pocatello . .	113	Stuart . . .	20	N. Springfield .	51	New York . .	149	Erie . . .	462	Baraboo . .	5
<b>ILLINOIS.</b>		Waterloo . . .	30	Poplar Bluff .	292	New York . .	365	Fort Bend . .	203	Port Howard .	189
Amboy . . .	35	<b>KANSAS.</b>		Sedalia . . .	78	New York . .	153	Harrisburg . .	174	Janesville . .	35
Auburn Jct . .	331	Argentine . . .	74	Stannbery . .	56	Norwich . . .	216	Hazleton . .	507	Madison . .	43
Bloomington .	40	Arkansas City .	255	St. Joseph . .	43	Olean . . .	398	Jersey Shore .	418	Milwaukee .	130
Blue Island . .	511	Armourdale . .	313	Springfield .	368	Oneonta . . .	91	Lehighton . .	384	Milwaukee .	366
Cairo . . .	180	Atchison . . .	31	St. Louis . .	21	Oswego . . .	72	Maunong . .	1	N. La Crosse .	169
Central Park .	237	Chanute . . .	154	St. Louis . .	109	Port Jervis .	99	<b>LOWA.</b>		S. Kaukauna .	266
Centralia . .	37	Council Grove .	370	St. Louis . .	414	Rochester . .	99	Mauch Chunk .	416	Stevens Point	131
Chicago . . .	47	Eldorado . . .	369	St. Louis . .	481	Schenectady .	120	Meadville . .	307	Waukegan . .	282
Chicago . . .	50	Ellis . . .	32	Slater . . .	18	Syracuse . . .	213	Oil City . . .	383	W. Superior .	286
Chicago . . .	95	Fort Scott . .	153	Trenton . . .	33	Syracuse . . .	509	Philadelphia .	60	<b>WASHINGTON.</b>	
Chicago . . .	144	Goodland . .	396	Thayer . . .	280	Susp'n's B'ge .	362	Philadelphia .	319	Seattle . . .	45
Chicago . . .	186	Herington . .	374	<b>MINNESOTA.</b>		Utica . . .	229	Philadelphia .	333	Spokane Falls	301
Chicago . . .	188	Holsington . .	376	Austin . . .	126	Whitehall . .	209	Philadelphia .	318	Sprague . . .	133
Chicago . . .	244	Horton . . .	376	Barnesville .	486	Watertown . .	212	Pittsburgh . .	235	Tacoma . . .	112
Chicago . . .	249	Kansas City . .	330	Duluth . . .	519	<b>NOVA SCOTIA.</b>		Pittsburgh . .	465	Tekoa . . .	413
Chicago . . .	275	Leavenworth .	437	E. Grand Fr'sks	292	Halifax . . .	504	Renovo . . .	338	<b>WEST VIRGINIA.</b>	
Chicago . . .	285	Newton . . .	340	East St. Paul .	320	Truro . . .	171	Sayre . . .	379	Bluefield . .	446
Chicago . . .	288	Neodesha . .	336	Minneapolis .	82	<b>ONTARIO.</b>		Scottdale . .	347	Grafton . . .	235
Chicago . . .	288	Osawatimie . .	400	Minneapolis .	270	Allandale . .	442	Scranton . .	228	Hinton . . .	236
Chicago . . .	244	Parsons . . .	24	Staples . . .	81	Belleville . .	66	South Eastern .	211	Huntington .	394
Chicago . . .	249	N. Topeka . .	335	St. Cloud . .	224	Brockville . .	69	Susquehanna .	208	Kenova . . .	477
Chicago . . .	275	Topeka . . .	205	St. Paul . . .	61	Chapleau . .	821	Sunbury . . .	230	Keyser . . .	445
Chicago . . .	499	Wellington . .	359	Two Harbors .	401	Ft. Erie . . .	371	Wilkes-Barre .	251	Parkersburg .	462
Chillicothe . .	106	<b>KENTUCKY.</b>		Waseca . . .	65	Ft. William W.	225	White Haven .	351	<b>WYOMING.</b>	
Clinton . . .	176	Bowling Green .	100	West St. Paul .	358	London . . .	468	<b>QUEBEC.</b>		Cheyenne . .	686
Charleston . .	187	Covington . .	424	<b>MONTANA.</b>		Smiths Falls .	479	Farnham . . .	134	Evanston . .	38
Danville . . .	63	Henderson . .	317	Butte City . .	264	Richmond . .	421	River du Loup .	119	Laramie . .	56
Decatur . . .	49							Richmond . .	118	Rawlins . .	87

# LADIES' SOCIETY, B. OF L. F.

## GRAND LODGE.

Mrs. E. A. BALL . . . . . Grand President  
Box 123, Stratford, Ontario.

Mrs. J. A. LEACH . . . . . Vice Grand President  
Sedalia, Missouri.

Mrs. JAMES I. MOORE . . . . . Grand Secretary and Treas.  
Box 899, Stratford, Ont.

Mrs. W. CALKINS . . . . . Grand Insurance Agent  
Sedalia, Missouri.

## BOARD OF GRAND TRUSTEES.

Mrs. W. H. COFFEY, 436 A ave . . . W. Cedar Rapids, Ia

Mrs. LOVEJOY, 318 St. Joe st . . . Elkhart, Indiana

Mrs. SLUSSER . . . . . Huntington, Indiana

## GRAND EXECUTIVE BOARD.

Mrs. F. P. SARGENT . . . . . Terre Haute, Indiana

Mrs. DU BOIS . . . . . Boone, Iowa

Mrs. KINE . . . . . San Francisco, California

## ORGANIZERS.

Mrs. E. A. BALL, Box 123 . . . . . Stratford, Ontario  
for Canada.

Mrs. T. KILLIAN, 22 East Pacific st . . . Sedalia, Mo  
for the State of Missouri.

Mrs. M. J. SCHIEDY . . . . . Mauch Chunk, Pa  
for the State of Pennsylvania.

Mrs. M. L. FIELD, 731 South Water st . . Denver, Colo  
for the State of Colorado.

Mrs. W. S. COOK, West Ridge st . . . Marquette, Mich  
for the State of Michigan.

Mrs. W. H. COFFEY, 434 A ave . . . W. Cedar Rapids, Ia  
for the State of Iowa.

Mrs. T. J. ROBERTS, 1762½ 8th st . . . W. Oakland, Cal  
for the State of California.

Mrs. J. H. KUHN . . . . . Delphos, Ohio  
for the State of Ohio.

Mrs. LOVEJOY, 318 St. Joe st . . . . . Elkhart, Ind  
for the State of Indiana.

## SUBORDINATE LODGES.

1. **GOOD ENDEAVOR; Stratford, Ont.**

Mrs. E. A. Ball, Box 123 . . . . . President  
Mrs. J. I. Moore . . . . . Secretary  
Treasurer

2. **QUEEN OF THE WEST; Cedar Rapids, Iowa.**

Mrs. W. McMullen, 507 F. ave . . . . . President  
Mrs. G. P. Smith, 189 C. ave . . . . . Secretary  
Mrs. W. C. Byers, 382 G. ave . . . . . Treasurer

4. **DILIGENCE; Perry, Iowa.**

Mrs. Banyard . . . . . President  
Mrs. E. G. Crawford, Box 518 . . . . . Secretary  
Treasurer

6. **EXCELSIOR; Marquette, Mich.**

Mrs. W. Reany, 742 Bluff st . . . . . President  
Miss Agnes Healey, 307 Fisher st . . . . . Secretary  
Mrs. W. Boesler, 416 Washington st . . . . . Treasurer

7. **OUR PRIDE; Waterloo, Iowa.**

Mrs. A. Livingston, 114 Barclay st . . . . . President  
Mrs. Ellis Sweet . . . . . Secretary  
Mrs. Charles Vroom, 202 Fremont st . . . . . Treasurer

8. **GARFIELD; Garrett, Ind.**

Mrs. Katie McClarthy, Box 6 . . . . . President  
Mrs. Millie Fullmer, Box 64 . . . . . Secretary  
Mrs. Jennie Cramer, Box 218 . . . . . Treasurer

9. **WELCOME; Needles, California.**

Mrs. J. A. Stout . . . . . President  
Mrs. A. D. Ensign . . . . . Secretary  
Mrs. J. G. Mills . . . . . Treasurer

10. **HELPMATE; Elkhart, Ind.**

Mrs. Lizzie Lovejoy, 206 Kinsy st . . . . . President  
Mrs. Jennie Miller, 416 High st . . . . . Secretary  
Mrs. Clara Shasberger, Middlebury st . . . . . Treasurer

12. **HEART AND HAND; Delphos, Ohio.**

Mrs. J. A. Kuhns, Lock Box 343 . . . . . President  
Mrs. A. T. Hogarth, Lock Box 35 . . . . . Secretary  
Mrs. J. A. Slagle, Lock Box 119 . . . . . Treasurer

13. **KUREKA; Huntington, Ind.**

Mrs. Jennie Robertson, 12 Allen st . . . . . President  
Mrs. Maggie Slusser, 115 Court st . . . . . Secretary  
Mrs. Georgia Jones, 63 Fredrick st . . . . . Treasurer

14. **UNITY; Hornellsville, N. Y.**

Mrs. H. R. Clark, 9, McDougall ave . . . . . President  
Mrs. E. McMullen, 20 Greeley ave . . . . . Secretary  
Mrs. J. C. Collins, 43 East Main st . . . . . Treasurer

15. **PROTECTION; Mauch Chunk, Pa.**

Mrs. Geo. Tosh . . . . . President  
Mrs. Geo. Swartwood, Box 181 . . . . . Secretary  
Mrs. M. J. Schledy . . . . . Treasurer

16. **HEADLIGHT; Boone, Iowa.**

Mrs. E. A. Cross . . . . . President  
Mrs. H. C. Barron . . . . . Secretary  
Mrs. M. Crane . . . . . Treasurer

17. **STAR OF HONOR; Heberly, Mo.**

Mrs. Parsons . . . . . President  
Mrs. Kellogg, 400 So Ault st . . . . . Secretary  
Mrs. Lois Nicholson . . . . . Treasurer

18. **GOLDEN WEST; San Francisco, Cal.**

Mrs. J. C. Miller, 1723 Luther st . . . . . President  
Miss Kate Smith, 2332 Harrison st . . . . . Secretary  
Mrs. F. E. Pope, 2049½ Mission st . . . . . Treasurer

19. **QUEEN CITY; Sedalia, Mo.**

Mrs. Helen Lester . . . . . President  
Mrs. Della Kinzie, 1400 E. Fifth st . . . . . Secretary  
Mrs. Laura Buchanan . . . . . Treasurer

20. **SILVER STATE; Pueblo, Colo.**

Mrs. Geo. Lamont, 1107 11th st . . . . . President  
Mrs. Geo. Loy, 73 Block st . . . . . Secretary  
Mrs. J. R. Mihoover, 707 3d st . . . . . Treasurer

21. **FRANKLIN; Columbus, Ohio.**

Mrs. Ellen Coit, 999 Pennsylvania ave, President  
Maude Rinehart . . . . . Secretary  
Mrs. Mary Dickerson, 1208 E. Atchison st, Treasurer

22. **SCENIC ROUTE; Denver, Colo.**

Mrs. M. L. Field, 731 S. Water st . . . . . President  
Mrs. Ida Curtis, 860 S. 9th st . . . . . Secretary  
Mrs. Harriet Bennet, 1250 S. 8th st . . . . . Treasurer

23. **FRIENDSHIP; Sanbury, Pa.**

Mrs. Kate Snipe . . . . . President  
Mrs. Jennie Randles . . . . . Secretary  
Mrs. Kate Mills . . . . . Treasurer

24. **PROGRESSIVE; Conneaut, Ohio.**

Mrs. E. A. Wilcox . . . . . President  
Miss Myrtle Bleasdale . . . . . Secretary  
Treasurer

25. **FAVORITE; Arkansas City, Kan.**

Mrs. Annie Caldron, 1326 So G st . . . . . President  
Mrs. S. H. Ballou, 609 So. C st . . . . . Secretary  
Mrs. Emma Kizer, 829 So. C st . . . . . Treasurer

26. **PROGRESS; Carbondale, Pa.**

Mrs. G. W. Osborne, 158 Cannan st . . . . . President  
Mrs. Geo. Brandon, 154 Belmont st . . . . . Secretary  
Mrs. G. P. Berry, 83 Park st . . . . . Treasurer

27. **McKEEN'S PRIDE; Chanute, Kan.**

Mrs. J. W. Henaman . . . . . President  
Mrs. T. H. Schunty . . . . . Secretary  
Mrs. T. H. Jackson . . . . . Treasurer

28. **CORAL LEAF; West Oakland, Cal.**

Mrs. T. J. Roberts, 1762½ 8th st . . . . . President  
Miss Mollie Roberts, 808 Cedar st . . . . . Secretary  
Miss Gertrude Payne, 927 Pine st . . . . . Treasurer

29. **FARRIE MAY; Topeka, Kan.**

Mrs. J. Galletly . . . . . President  
Mrs. Cora Barnes . . . . . Secretary  
Mrs. Laura Verlin . . . . . Treasurer

30. **AURORA; Los Angeles, Cal.**

Mrs. Eagan, 843 Bloom st . . . . . President  
Miss Mildred Kingsley, 122 Railroad st, Secretary  
Treasurer

33. **PROTECTION'S HELPMATE; Eldon, Iowa.**

Miss Ella M. Taylor, Lock Box 52 . . . . . President  
Miss Grace L. Vass, Box 670 . . . . . Secretary  
Miss Annie Flowers . . . . . Treasurer

34. **WHITE CITY; Chicago, Ill.**

Mrs. Kate Bradley, 135 Avers ave . . . . . President  
Miss Laura Bradley, 135 Avers ave . . . . . Secretary  
Mrs. Kate Bradley, 135 Avers ave . . . . . Treasurer

"WORTH A GUINEA A BOX."

## BEECHAM'S PILLS

The Favourite of  
**All Railroad Men.**

*A Standard Remedy the World over*

FOR ALL

## BILIOUS AND NERVOUS DISORDERS,

Such as Sick Headache,  
Weak Stomach,  
Impaired Digestion,  
Liver Complaint,  
**Constipation,**

and all Similar Ailments.

Covered with a Tasteless and Soluble Coating.  
Of all druggists. Price, 25 cents a box.

New York Depot, B. F. Allen Co.,  
365 Canal St.

Send postal for our valuable book, "Constipation."

## MODEL

OF LINK

VALVE

MOTION,

Neatly Made  
of Brass.

PRICE, \$4.00.

A great help in the study of Valve Motion. Just what is required for the Lodge-room. Perfect in Design and Works Smoothly in all its parts. A great object lesson. Address

**WM. WEILER,**

Box 25.

Port Morris, N. J

## "MAN WANTS BUT LITTLE HERE BELOW."

But he WANTS to be FREE from

**RASH,  
CHAPPED HANDS,  
SORE HANDS,  
SCALDED HANDS,  
OPEN SORES AND CUTS,**

And for such there is no such soothing and healing remedy as a simple wash with

## Glenn's Sulphur Soap.

It is suited for all the wants of railroad men, as well as his wife or children, for the immediate relief of all skin troubles. It removes grease and dirt, yet heals at the same time. Your Druggist keeps it.

N. B.—Beware of vile imitations. Ask for and obtain

**GLENN'S SULPHUR SOAP.**

## IMPORTANT . . . .

TO THE LABOR WORLD AND STUDENTS  
OF THE INDUSTRIAL PROBLEM.

. . . . . A NEW BOOK . . . . .

## "Striking for Life;"

Or, Labor's Side of the Labor  
Question . . . .

By **JOHN SWINTON,**

With articles specially contributed by

**SAMUEL GOMPERS,**

President of the American Federation of Labor, and

**EUGENE V. DEBS,**

President of the American Railway Union;  
also by

**JOHN W. HAYES,**

General Secretary-Treasurer of the Knights of Labor.

SOLD BY SUBSCRIPTION ONLY.

Cloth . . . . . \$1.50  
Full Russia . . . . . \$2.00

"Striking for Life" has the indorsement of all labor organizations. Illustrated with thirty-two full page photographs taken specially for this book during the strike. Send orders to A. H. KELLER & CO., publishers, Philadelphia, Pa.

☛ When addressing our advertisers mention this Magazine. ☛

# Helpful Books for Ambitious Men.

**Locomotive Engine Running**, by ANGUS SINCLAIR. Price, \$2.00.  
**Progressive Examinations for Engineers and Firemen**, by JOHN A. HILL. Price, 50 cents.

**Air Brake Practice**, by J. E. PHELAN. Price, \$1.00.

**Block Signalling**. Explains how the different forms of block signals are worked. Price, \$2.00.

**Catechism of the Locomotive**, by M. N. FORNEY. Price, \$3.50.

**Hand-Book of Instructions for Engineers and Firemen**, by N. HAWKINS, M. E. Illustrated. Price, \$2.50.

**How to become a Successful Engineer**, by B. STUART. Price, 50 cents.

These books are well known stand-bys, and the man who buys one of them, will never regret his investment.

**CATALOGUE FREE.**

## ENGINEERING LITERATURE CO.,

East Orange, New Jersey.

ENDORSED BY FAIRMOUNT LODGE, No. 333,  
 BROTHERHOOD OF LOCOMOTIVE FIREMEN.

### Locomotive Mechanism and Engineering.

By H. C. Reagan. Explaining Fully and Clearly the Construction and Action of Simple and Compound Locomotives. Illustrating the principal "break-downs" which happen to a Locomotive, with Complete Directions what should be done when one occurs "on the road." Questions and Answers are so arranged that they can be used by Master Mechanics or Traveling Engineers, or by the Demonstrator in the Lodge Room. 145 Illustrations. 300 pages. 12mo, cloth. \$2.00.

JOHN WILEY & SONS,

13 East 10th St. New York.

Agents wanted.

**JUST PUBLISHED.**

### LOCOMOTIVE CATECHISM

By ROBERT GRIMSHAW.

Containing nearly 1300 questions and answers concerning Designing and Constructing, Repairing and Running various kinds of Locomotive Engines.

Intended as examination questions, and to post and remind the engine runner, fireman and learner.

**A STANDARD BOOK FRESH FROM THE PRESS,  
 FULLY UP TO THE TIMES.**

**EVERY TYPE OF LOCOMOTIVE TREATED.**

Nearly 400 pages; filled with Cuts, Diagrams and Illustrations. Tells all about the Locomotive in language any schoolboy can understand. Difficult problems made easy. A popular book for the masses.

**PRICE, \$2.00, PREPAID TO ANY ADDRESS.**

—:—

**AGENTS WANTED!**


We want an agent at every round house in the country. Liberal commissions and exclusive agency given. Several agents sold more than 50 copies each the first week. SEND NOW for copy and full particulars to

**NORMAN W. HENLEY & CO.,  
 PUBLISHERS,**


150 Nassau Street, NEW YORK.

When addressing our advertisers mention this Magazine.


# \$4 Worth for \$3.




We will have a few complete copies of "LOCOMOTIVE ENGINEERING" left at the end of the year. We don't keep back numbers and will give a complete set for 1894 with a subscription for 1895 for **\$3**. This will include a handsome picture of the famous "999" for framing.



## LOCOMOTIVE ENGINEERING



is the best illustrated and largest paper of its kind and the only one of use to engine and shop men. This a chance to get two years' numbers complete for \$3.00. Take it now while the files are complete.



**LOCOMOTIVE ENGINEERING,**  
**256 Broadway, New York City.**



# \$4 Worth for \$3.

20 RUBY JEWEL

A NEW  
ELGIN

Especially  
designed  
for  
Railroad  
Time  
Service.

WATCH.

World famous  
17 Jeweled  
"B.W. Raymond."

Ask  
your Jeweler for  
them.

To all Union Men: - -

Greeting:--

We, the members of Local Union No. 18,  
United Garment Workers of America, employes of  
Sweet, Orr & Co., of Newburgh, N. Y., hereby certify  
that all garments in this Factory are made under strictly  
Union regulations; a fact which we shall be very glad  
to have Union men remember when they have occasion  
to buy an Overall.

MARY F. CAHILL, Rec. Sec.  
L. O. BEDFORD, Treas.

GEORGE GASKING, Pres.  
EVELINE MCGUIRE, Fin. Sec.

N. B.--EVERY GARMENT WARRANTED.

Pants from \$1.00 to \$4.00.

*Ask your dealer for a pair of yellow ticket pants, price \$1.50*

Newburgh, N. Y.  
Chicago, Ill.  
New York City.

Sweet, Orr & Co.

When addressing our advertisers mention this Magazine.

**COOK REMEDY CO.**

**BLOOD POISON!** Primary, Secondary or Tertiary permanently cured in 15 to 35 days. We eliminate all poison from the system, so that there can never be a return of the disease in any form. Parties can be treated at home as well as here, (for the same price and under the same guarantee), but with those who prefer to come here, we will contract to cure them or refund all money and pay entire expense of coming, railroad fare and hotel bills.

**Our Magic Remedy** in Use and Never Failed to cure the most obstinate cases. We challenge the world for a case we can not cure. Since the history of medicine a true specific for **BLOOD POISON** has been sought for but never found until our Magic Cyphiline was discovered. We solicit the most obstinate cases and challenge the world for a case we cannot cure. This disease has always baffled the skill of most eminent physicians.

**\$500,000 CAPITAL** behind our unconditional guarantee. **Absolute proofs** sent sealed on application. Address,

**COOK REMEDY CO.,**  
Room 307 Masonic Temple, Chicago, Ill.


**COOK REMEDY CO.**

**High Arm**  **MY HUSBAND** Cant see how you do it.

**Warranted Ten Years**

\$60 Kenwood Machine for - \$25.00  
\$60 Arlington Machine for - \$19.50  
Standard Singers - \$8.00, \$11.00  
\$15.00, and 27 other styles. All attachments FREE. We pay freight ship anywhere on 30 days free trial, in any home without asking one cent in advance. Buy from factory. Save agents large profits. Over 100,000 in use. Catalogue and testimonials Free. Write at once. Address (in full), **CASH BUYERS' UNION, 158-164 West Van Buren St., B 94, Chicago, Ill.**

**AT FOLKS REDUCED**  
from 15 to 25 lbs. per month by a **HARMLESS TREATMENT.**

**FOLKS**  **RIEND**

Nostarving; leaves no wrinkles. **THOUSANDS CURED.**  
18 Years' Successful Practice. **TREATMENT BY MAIL.**  
For particulars call on, or address with 6 cents in stamps.  
**O. W. F. SNYDER, M. D., Chicago, Ill.**  
246 McVicker's Theater Bldg.



### Beware of Ointment for Catarrh that Contains Mercury.

as mercury will surely destroy the sense of smell and completely derange the whole system when entering it through the mucous surfaces. Such articles should never be used except on prescriptions from reputable physicians, as the damage they will do is ten fold to the good you can possibly derive from them. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, contains no mercury, and is taken internally, acting directly upon the blood and mucous surfaces of the system. In buying Hall's Catarrh Cure be sure you get the genuine. It is taken internally, and made in Toledo, Ohio, by F. J. Cheney & Co. Testimonials free.

Sold by Druggists, price 75c per bottle.

## Advertisers Should Remember

The FIREMEN'S MAGAZINE goes into nearly every railway manager's hands in the country.

The MAGAZINE goes into 35,000 homes of men who have money and spend it.

The MAGAZINE is the best medium of advertising in the land.

Address all correspondence in reference to advertising to

**WM. N. GATES,**  
29 Euclid Ave., Cleveland, O.



**MY WIFE CANNOT SEE HOW YOU DO IT AND PAY FREIGHT.**

**\$4**  **Days our 3 drawer walnut or oak Improved High Arm Singer sewing machine finally finished, nickel plated, adapted to light and heavy work; guaranteed for 10 Years; with Automatic Bobbin Winder, Self-Threading Cylinder Shuttle, Self-Setting Needle and a complete set of Steel attachments; shipped anywhere on 30 Day's Trial. No money required in advance. 15,000 now in use. World's Fair Medal awarded machine and attachments. Buy from factory and save dealer's and agent's profits.**

**FREE** Cut This Out and send to-day for machine or large free catalogue, testimonials and Glimpses of the World's Fair.

**OXFORD MFG. CO. 342 Wabash Ave. CHICAGO, ILL.**

## NATIONAL HOTEL.

**J. H. BREWER, Proprietor.**

(B. of L. E. Div. 182.)

**102 Park Avenue, opp. Avenue Hotel.  
HOT SPRINGS, ARK.**

(Correspondence solicited. Letters of Inquiry promptly answered.)

**LADIES MAKE \$3 A DAY** taking orders for us. No capital required. We furnish goods and pay all charges. Easiest plan ever offered.

**CONSUMERS' TEA CO., 271 Main St., Cincinnati, O.**



# MECHANICS



DIPLOMAS AWARDED.

Courses in other trades, all including thorough instruction in Mathematics and Physics. Send for FREE circular, stating subject you wish to study to **THE CORRESPONDENCE SCHOOL OF MECHANICS**, Scranton, Pa.



## 14 KARAT GOLD PLATE

CUT THIS OUT and send it to us with your name and address and we will send you this watch by express for examination. A Guarantee For 5 Years and chain and charm sent with it. You examine it and if you think it a bargain pay our sample price, \$2.50, and it is yours. It is beautifully engraved and warranted the best time-keeper in the World for the money and equal in appearance to a genuine Solid Gold Watch. Write to-day, this offer will not appear again.

**THE NATIONAL MFG. & IMPORTING CO.,**  
334 DEARBORN STREET,  
CHICAGO, ILL.

**OF INTEREST TO  
R. R. MEN AND  
THEIR FAMILIES.**

U. S. CENSUS, 1880, REPORTS

**35,000 DEATHS  
FROM  
CANCER**

**The IOLA SANITARIUM**

is an institution thoroughly equipped for the treatment of Cancer, Tumors and all malignant growth without the use of the knife, and effects a permanent cure where the circumstances are at all favorable for treatment. References on application.

Address DR. GEO. DALE, Iola, Wisconsin.

**MRS. WINSLOW'S SOOTHING  
SYRUP  
- FOR CHILDREN TEETHING -**  
For sale by all Druggists. 25 Cents a bottle.



**UP TO DATE . . .  
Pocket Primer  
OF . . .  
AIR BRAKE  
INSTRUCTION.**

Simple and Easy. All Meat and no Mysteries. Sent by Mail on receipt of

Price, 50 Cents.

Address  
**W. S. ROGERS, P. E.,  
Buffalo, N. Y.**

## ARE YOU DEAF?

Don't you want to hear?

The **AURAPHONE** will help you if you do. It is a new scientific invention which will restore the hearing of any one not born deaf. When in the ear it is invisible, and does not cause the slightest discomfort. It is to the ear what the glasses are to the eye—an ear spectacle. Enclose stamp for particulars.

**THE AURAPHONE CO., 607 Masonic Temple, Chicago.**

**LARGEST** marriage paper in the world. (Two cent stamp.) **The Helping Hand, Chicago, Ill.**



**Artificial LIMBS**  
—BEST LEG—**\$50**  
Wood or Rubber Foot

**TRUSSES, Elastic Stockings, Crutches, etc.**  
Catalogue Free. State particulars.  
**GEO. R. FULLER,**  
U. S. Government Mfr. Dept.  
No. 44 **ROCHESTER, N. Y.**



\*\*\*\*\*

★ ★ ★ ★ ★

★ **INCUBATORS** ★

★ **We Warrant** ★

★ **The Reliable** ★

★ To Hatch 50 per cent **S&S** REGULATING ★

★ Durable, Correct in Principle. Leader ★

★ at World's Fair. 60c. in stamps for ★

★ new 12 page Poultry Guide and Catalogue ★

★ 12c. **POULTRY** FOR PROFIT made plain. Red-Back Information. ★

★ **Reliable Incubator and Brooder Co., Quincy, Ill.** ★

★ ★ ★ ★ ★



We will send you the **MARVELOUS and UNFAILING** French Preparation,

**CALTHOS**

**FREE by MAIL,** and a legally executed guarantee that **CALTHOS** will **RESTORE your HEALTH, STRENGTH AND VIGOR.**

*Use it & pay if satisfied.*

Von Mohl Co., Importers, Cincinnati, Ohio.

**\$12 to \$35  
Per Week**

Can be made working for us. Parties preferred who can give their whole time to the business. Spare hours, though may be profitably employed. This announcement is of special interest to stirring men who wish to rise in the world. Good openings for town and city work as well as country districts.

**B. F. JOHNSON & CO.,**  
No. 3 So. 11th St., Richmond, Va.

Removed April 1st to  
DOVER, N. J.--  
Lock Box 68.



## Don't forget that the Brotherhood Overalls

are NOT MADE by Chinamen,  
are NOT MADE in "Sweat Shops,"  
but ARE MADE by the  
**BEST PAID WHITE LABOR**  
In the business.

They are made by a Brotherhood man, and were officially endorsed by the B. of L. F. Convention at Cincinnati, September, 1892. If no dealer keeps them in your town, insist upon getting them. The dealers anywhere will handle them if the Brothers will insist. Won't YOU insist on the Brotherhood Overalls, made by

H. S. PETERS,  
{ Lodge No. 3 B. of L. F. }  
{ Div. 419, B. of L. F. } Lock Box 68. Dover, N. J.



## FREE TO SUFFERERS.

Why waste time, money and health with "doctors," "wonderful," "cure-alls," specifics, etc., when **when I will send FREE** the prescription of a new and positive remedy for a **prompt lasting cure**. Lack of strength, vigor and manhood quickly restored in young or old man. I send this prescription **FREE of charge**, and there is no humbug or advertising catch about it. Any good druggist or physician can put it up for you, as every thing is plain and simple. I can not afford to advertise and give away this splendid remedy unless you do me the favor of buying a small quantity from me direct or advise your friends to do so. But you may do as you please about this. You will never regret having written me, as this remedy cured me after everything else had failed.

Correspondence strictly confidential, and all letters sent in plain sealed envelope. Enclose stamp if convenient. Address

E. H. HUNGERFORD, Box A 314, Albion, Mich.

## FREE!

Our large 21-page catalogue of Organs, also our new and elegant catalogue of Pianos, containing 16 pp. We have the largest manufactory in the world, from which we sell direct to the consumer at wholesale prices, thus saving the profits of the dealer and the commissions of the agents. We furnish a first-class Organ, warranted 20 years, with stool and book, for only **\$27<sup>50</sup>**

No money required until instrument has been thoroughly tested in your own house. Sold on instalments. Easy payment.

We positively guarantee every Organ and Piano twenty years. Send for catalogue at once if you want to obtain the greatest bargain ever offered on earth. Write your name and address plainly, and we will send by mail same day letter is received.

As an advertisement, we will sell the first Piano of our make in a place for only

**\$175<sup>00</sup>** Stool, Book and Cover Free. Regular price, \$330.00.

**Beethoven Piano and Organ Co.,**  
P. O. Box 575, Washington, N. J.



**WATCH AND BOX OF 50 CIGARS C.O.D. \$3<sup>98</sup>**

### OUR LATEST AND GREATEST OFFER!

A 14 Karat Gold Plated Hunting Case Watch and Box of 50 of Our Finest Perfecto Cigars for only \$3.98. The watch is equal in appearance to a solid gold watch, and you can sell it for three times what you pay for watch and cigars together. **ATTENTION!** Send it to us with your name and address and we will send the watch and box of cigars to you by express C. O. D. You examine them at the express office, and if satisfactory pay the express agent \$3.98 and they are yours. Mention in your letter whether you want ladies or gents size watch and order to-day, as this offer is for a limited time only. Address,

**THE NATIONAL MFG. & IMPORTING CO.,**  
334 DEARBORN STREET, CHICAGO, ILL.

# Marks' Patent Artificial Limbs

## WITH RUBBER HANDS and FEET

ARE NATURAL IN ACTION, NOISELESS IN MOTION AND THE MOST DURABLE IN CONSTRUCTION.

Over 15,000 in use, scattered in all parts of the world. Eminent surgeons and competent judges commend the Rubber Foot and Hand for their many advantages. At every industrial exhibition where exhibited they have received the highest awards. They are endorsed and purchased by the U. S. and foreign governments. A treatise, containing 430 pages, with 300 illustrations, sent FREE; also a formula for taking measurements, by which limbs can be made and sent to all parts of the world with fit guaranteed.



To A. A. MARKS:

DEAR SIR: I was a professional tight rope walker and aeronaut before I lost my leg, and I do not allow the loss of a leg to compel me to seek another occupation. With your patent artificial leg I can walk a tight rope nearly as well as I ever could. The rubber foot enables me to balance with safety. The absence of an ankle joint removes the risk of falling to a large degree.

While walking on the ground I never feel the necessity of looking for uneven or bad places. I feel safe and sure on my rubber foot, no matter where I place it. I consider your invention of the rubber foot the most valuable and important to persons who have lost their natural limbs than any invention that has been made.

If any person doubts my ability to walk on a tight rope with an artificial leg applied, I will wager \$100.00 with them that I can perform for 30 minutes on a one and one-half inch rope elevated fifty feet above the ground.

Respy yours, PROF. F. E. JACOBY,  
157 Bank St., Waterbury, Conn.

RECEIVED THE HIGHEST AWARD AT  
WORLD'S COLUMBIAN EXPOSITION.

ADDRESS

A. A. MARKS,  
701 Broadway, N. Y. City.

## RAILWAY OFFICIALS & EMPLOYEES

### ACCIDENT ASSOCIATION INDIANAPOLIS, IND.

WE PAY AGENTS TO REPRESENT US AND NOT TALK  
AGAINST OTHER COMPANIES.

WM. K. BELLIS, SECRETARY.

Some of the  
Claims Paid  
to Firemen:

## Death Claims--Firemen.

Wm. Whitzig, Wis. C. Ry.	\$1,500	E. Skillman, Ill. C. Ry.	\$1,000
Frank Strub, N. P. Ry.	1,500	S. McInnes, Big Four Ry.	1,000
C. W. Ryan, Ill. C. Ry.	1,000	Geo. E. Wells, C. R. I. & P. Ry.	2,000
C. Z. Boynton, Ill. C. Ry.	1,500	E. B. Good, C. B. & N. Ry.	1,500
Hugh Gilmer, St. L. & S. F.	1,500	Ira L. Owens, U. P. Ry.	1,500
Jno. C. Moore, U. P. Ry.	1,000	P. F. Leyha, Ft. W. & D. C.	1,000
Wm. B. Doane, C. B. & N. Ry.	2,000	James Bowen, L. N. A. & C.	1,000
John Hunter, Ill. C. Ry.	1,500	Frank Nichols, St. L. S. W. Ry.	1,000
Evans Jones, St. L. N. & N. W.	1,000	Orlia Fowler, M. L. S. & W. Ry.	1,000
N. J. Chauncey, E. T. V. & G. Ry.	2,000	John Werkhoff, L. N. A. & C. Ry.	1,000
H. P. Shriner, B. & M. Ry.	1,000	Samuel Horne, L. N. O. & T. Ry.	2,000
Thomas McGee, Ill. C. Ry.	2,000	O. W. Bean, B. & M. Ry.	1,000
B. B. Arthur, R. & D. Ry.	1,500	Jno. McJohnson, St. L. & S. F. Ry.	2,000
H. W. Clements, C. & O. Ry.	2,000	C. D. Hasemler, B. & M. Ry.	1,000
W. J. Wheeler, St. L. S. W. Ry.	1,500	C. H. Crosby, Soo Line	2,000
Joe Hartley, U. P. Ry.	2,000	J. T. Stewart, N. N. & M. V. Ry.	2,000
T. R. Wallace, M. P. Ry.	3,000	A. P. Baer, D. & R. G. Ry.	2,000
George Knuckles, E. T. V. & G. Ry.	2,000	Andrew Conn, D. & R. G. Ry.	1,500
B. W. Needham, N. P. Ry.	1,000	Chas. L. Myers, M. P. Ry.	2,000
Chas. A. King, St. L. I. M. & S.	1,000		

## Disability Claims--Firemen.

H. N. Hancock, C. B. & Q. R. hand	\$750	Elmer E. Barbee, C. & O. Ry., arm	\$1,000
F. T. Wilson, C. B. & Q. Ry., arm	1,000	W. C. King, C. B. & N. Ry., arm	1,000
W. H. Smith, St. L. & S. F. Ry., hand	750	Charles Brown, C. U. Ry., arm	1,000
J. E. Kennedy, Big Four Ry., foot	500	John Long, C. & O. Ry., arm	500

ADDRESS W. K. BELLIS, Secretary and General Manager, Lock Box 93, Indianapolis, Ind.

**S. N. CLARKSON****The Railroad Jeweler**

The **Clarkson Perfection Electric Alarm Clock** rings until stopped. Price, \$4.50.

**PRICES OF LEADING AMERICAN MOVEMENTS.**

Howard No. 7 .....	58 00
Howard No. 5 .....	42 00
Clarkson's Special Railroad, 17 Jewel .....	31 00
Clarkson's Railroad .....	27 00
Clarkson's Railroad Queen .....	22 00
Raymond Nickel .....	17 00
Raymond Gilt .....	15 00
Hampden's Special Railway, 17 Jewel .....	35 00
Hampden's New Railway, 17 Jewel .....	28 00
Hampden's Nameless Railway, 17 Jewel .....	18 00
John D. Dueber, 17 Jewel .....	14 00

**WALTHAM MOVEMENTS.**

Crescent Street, Nickel .....	\$23 00
Appleton Tracy, Nickel .....	18 00
Appleton Tracy, Gilt .....	16 00

The above movements will stand inspection on any of the roads in the United States.

Goods of any description sent C. O. D. on approval.  
Agents wanted. Our illustrated catalogue sent free to any address in the United States.

ESTABLISHED

1884.

**ARTIFICIAL LEGS AND ARMS.**

For Railroad Service a Specialty.

Unparalleled List of Awards.

Free Illustrated Catalogue.

HON. WADE HAMPTON (Ex-Senator from Virginia), writes: "Wore leg 6 years. I commend your workmanship cordially."

FRANCIS FESSENDEN, Brig. and Bvt. Maj. Gen'l U. S. Army. "I wore your leg with entire satisfaction, and have lately procured a third."

JOHN CONNERY, Conductor B. N. F. & W. Ry. "For the past year have run a passenger train. Best have ever seen."

J. W. HAIGHT, Conductor N. Y., L. E. & W. Ry. "I would not part with artificial limb for five times its cost."

Send description of your case.

**C. A. FREES,**

781 Broadway, New York,

Branch Office, 106 Fifth Ave., cor. Washington St., Chicago, Ill.

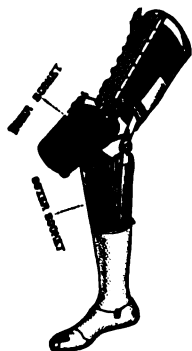
Established 26 Years.

**FIRE UP!****FIREMEN!**

You have a furnace in front, cool drafts about you, and mishaps all the time.

**ST. JACOBS OIL**

**CURES BURNS, SPRAINS, BRUISES, CUTS, WOUNDS, SORENESS, STIFFNESS, SWELLINGS, BACKACHE, NEURALGIA, SCIATICA AND RHEUMATISM.**

**"PULL YOUR LEG"**

Is less to fear with Railroad men than to Lose Your Leg. In the latter case you surely want to replace it with a **Patent Adjustable Slip Socket**. *Warranted not to chafe the stump.* Received the Gold Medal and the Diploma at the World's Fair. Also Gold Medal, Bronze Medal and Diploma at the California Mid-Winter International Exposition.

**LARGEST FIRM IN THE UNITED STATES.**

The Inner Socket, seen outside the limb in cut, is made over a plaster cast of the stump, giving an exact fit, being held permanently upon the stump by elastic fastened to lacer above, and in act of walking moves up and down in the Outer Socket, bringing all the friction between the two sockets, instead of between the stump and the socket as in the case of all wooden socket limbs. With our **SLIP SOCKET** the most tender, sensitive stump can be fitted and limb worn with perfect ease and comfort. Endorsed and purchased by the United States Government. Send for our new catalogue with illustrations.

**THE WINKLEY ARTIFICIAL LIMB CO.,**

323 Nicollet Ave. MINNEAPOLIS, MINN.

BRANCH OFFICES: 84 Adams St., Dexter Building, Chicago; 116 Jones St., San Francisco.



—ELY'S CREAM BALM—Cleanses the Nasal Passages, Alays Pain and Inflammation, Heals the Sores, Restores Taste and Smell, and Cures

# CATARRH

—Gives Relief at once for Cold in Head. Apply into the Nostrils. —It is Quickly Absorbed. 50c. Druggists or by mail. ELY BROS., 56 Warren St., N. Y.



**FREE Examination**  
FOR 60 DAYS.

**WATCH AND BOX OF 50 CIGARS C.O.D. \$2.75**

AN EXTRAORDINARY OFFER! NO MONEY REQUIRED IN ADVANCE.  
BOX OF 50 CIGARS AND WATCH FOR \$2.75. 100,000 TESTIMONIALS RECEIVED.  
CUT THIS OUT and send it to us with your name and address, (no money required in advance) and we will send to you by express, same day we receive your order, one box containing 50 of Our Celebrated 5c. Cigars, and in the same package a genuine Solid Nickel Plated Watch, stem winder and setter, enamel dial, oil tempered, unbreakable mainspring, finely finished train, jeweled balance, dust proof, finely polished case, a splendid timekeeper. A written guarantee for 5 Years sent with every watch. You examine the goods at the express office and if satisfactory, pay the express agent \$2.75 and express charges, and the box of 50 Cigars, Watch, Chain and Charm are yours. As this offer is made solely to introduce our famous 5c. Cigars, to protect ourselves against dealers and speculators ordering in large quantities, we will not sell more than 3 boxes and watches to any one person. Write to-day. **THE CHICAGO WATCH CO., 281 Wabash Ave., Chicago, Ill.**

ALL GENUINE  
INGOTS & MANUFACTURES  
BEAR OUR  
REG. TRADE MARKS.



"Phosphor-Bronze"

## PHOSPHOR-BRONZE

INGOTS, CASTINGS, WIRE, SHEET & C.  
**THE PHOSPHOR BRONZE SMELTING CO. LIMITED**  
2200 WASHINGTON AVE. PHILADELPHIA, PA.  
ORIGINAL MANUFACTURERS OF PHOSPHOR-BRONZE IN THE UNITED STATES AND SOLE MAKERS OF "ELEPHANT BRAND" PHOSPHOR-BRONZE.

**FIREMEN! HAVE YOU TRIED IT?**

The Marvelous Metal Polish

## BURNISHINE

HOT OR COLD METAL—NO MATTER WHICH.

The only Polish adopted and used in the Transportation Building at the World's Fair.

Note these SPECIAL PRICES to Firemen:  
One pound boxes, \$2.00 per dozen; one-half pound, \$1.25 per dozen; five pound pails, \$7.50 per dozen.

Cash with order. Money refunded if anything is wrong with the polish. Samples free on application. Send 10c for quarter-pound box, prepaid.

J. C. PAUL & CO.,  
121 Lake Street,  
Chicago, Ill.

H. B. LEONARD & CO.,  
Sole Eastern Agents  
Somerset, Mass.



## "THE DETROIT"

Lubricators No. 2 and 3 for Cylinders and Air Pumps of Locomotives are THE BEST.

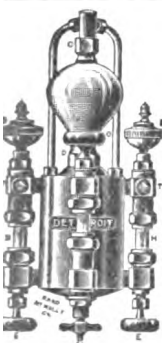
No Variation of Feed; Oil Cannot Syphon Out.

Sight Feed Glasses not WORN AWAY by STEAM or WATER.

Always Sure and Reliable. Buy the "DETROIT."

**ADDRESS DETROIT LUBRICATOR CO.,**

DETROIT, MICHIGAN.



No. 2 Improved Cylinder Lubricator.

# CASTNER & CURRAN,

General Tide Water  
COAL AGENTS.

CELEBRATED

POCAHONTAS  
Semi-Bituminous Coal.

1 Broadway, New York. 308 Walnut St., Philadelphia  
70 Kilby St., Boston. 36 Main St., Norfolk, Va.  
1 Fenchurch Ave., London, England.

The Pocahontas Coal is acknowledged by all railroads that have used it to be the best American coal for Locomotive use. It generates steam with great rapidity, and at the same time holds the fire an unusually long time. The merits of the coal are shown by the unprecedented growth of the mines, which were not opened until 1883. Since that time the out-puts have increased over 1,200 per cent. beyond all precedent, amounting during 1892 to 3,000,000 tons. During the present year it will be at least 2,000,000 tons. We are therefore prepared to fill all orders with prompt dispatch.

## BERWIND-WHITE COAL MINING CO.

Miners and Shippers of the  
EUREKA  
BITUMINOUS COAL.

55 Broadway, New York.  
Bullitt Building, 139 South Fourth St., Philadelphia.  
19 Congress St., Boston, Mass.

An Unexcelled Fuel for Locomotives and Steam Ships.

Shipments Last Year, 3,500,000 Tons.

SHIPPING WHARVES:  
PHILADELPHIA, Greenwich Point.  
NEW YORK, Eureka Pier, Harsimus (foot Sixth St.)  
Jersey City, N. J.  
BALTIMORE, Canton Piers.

# CAST STEEL WORKS

—OF—

FRIED. KRUPP,  
ESSEN, GERMANY.

American office, 15 Gold St., New York  
Represented by THOMAS PROSSER & SON,  
P. O. Box 2878.

Locomotive Tires,  
Crank Pins,  
Piston Rods,  
Spring Steel,  
Steel Tired Wheels.

After a test of over twenty-five years the "KRUPP TIRE" has proved itself the best in the market.

If a reliable article is wanted which will give satisfaction, get KRUPP'S.

Important to  
Railroad Managers and  
Master Mechanics.

## Sibley's Perfection Valve Oil.

More perfect lubrication insured, and guaranteed entire freedom from corrosion, honey-combing of cylinders and destruction of joints of steam chest by fatty acids.

In exclusive use upon eighty-two railroads.

References furnished upon application.

Make exclusive specialty of Valve and Signal Oil for railroad use. BEWARE OF IMITATIONS.

SIGNAL OIL WORKS,  
LIMITED.

J. C. SIBLEY, President.

- - - FRANKLIN, PA.

HIGHEST AWARD AND MEDAL, WORLD'S COLUMBIAN EXPOSITION

## THE OLD RELIABLE STANDARD METAL POLISH FOR ENGINE WORK

Firemen Should be Careful and Avoid Imitations.  
PRICES REDUCED FOR 1894.

For this year prices to firemen (as agents) will be: One pound boxes, per dozen, \$2. Three pound pails, per doz. \$5. Five pound pails, \$7.50 per dozen.

Cash must always come with orders to avoid delay.

Bed Rock prices are here given to firemen as agents and they cannot and must not expect to buy from dealers at these prices. Samples sent free on application. Address,

**THE MATCHLESS METAL POLISH CO.,**

69 Frankfort St. New York.

88 Market St. Chicago.



### WHAT THEY SAY ABOUT OUR

ELDON, Ia., Dec. 18, 1893.

DEAR SIR:—Please send me one of your seats for locomotive use. I find that they are the best seat for engine use that I have seen yet. I want it 24 inches long and 20 inches wide. Weight, 170 pounds. Send it C. O. D.

Yours respectfully,  
(Signed) W. T. BROWN,  
Engineer C. R. I. & P. R. R.

We refer by permission to the following users: D. J. Crowley, Engineer S. F. & W. Ry., 16 Jones st., Savannah, Ga.; Jno. Horton, Engineer Grand Junc'n, Colo.; Wm. Malloch, Engineer G. T. Ry., Belleville, Ont.

## ALL STEEL CAB SEAT.



**ROUGH RIDING MADE EASY.** Just put this seat in the box and lay your cushion on it. Made only of finest tempered steel spiral springs, heavy band steel bottom frame, and tempered woven wire fabric. Any size or shape desired. Usual size, 18x24. Price for seat not over 24 inches long, \$2.00. Terms, C. O. D. or cash with order. Please give your weight.

MANUFACTURED ONLY BY

**HAGGARD & MARCUSSEN,**

409 and 411 S. Canal St.,

CHICAGO, ILL.



CHAS. MILLER, President

## Galena Oil Works, Limited. FRANKLIN, PA.

### SAFETY, SPEED, ECONOMY

Are the results of the use of Galena Oils. Scientific and practical tests of the past twenty years have demonstrated the fact that Galena Oils are superior to any other oils in the market.

Galena Oils in winter stand a cold test of from ten to fifteen degrees below zero, and will not freeze in the coldest weather.

The superiority of Galena Oil is demonstrated by their exclusive use upon a large majority of the railways of this country. They are in use upon three continuous lines of railways from Boston and New York to the Pacific coast and on one to the City of Mexico, thus demonstrating their adaptability to all climates and all temperatures.

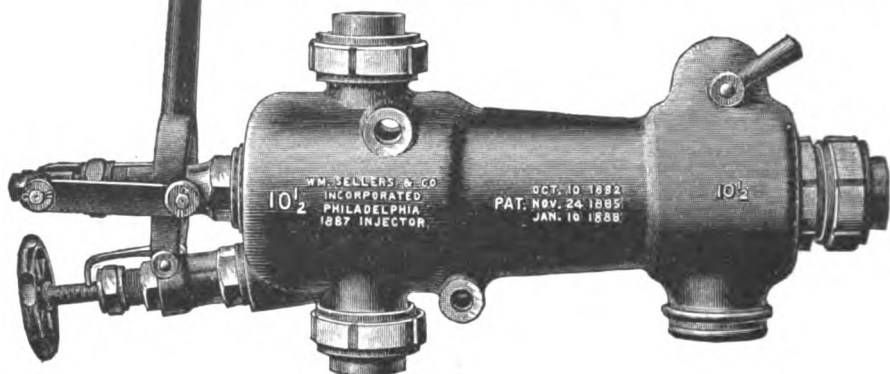
We also supply our patrons with Sibley's Perfection Valve Oil, which is in exclusive use upon a large majority of the leading railroads of the country.

When addressing our advertisers mention this Magazine.

WILLIAM SELLERS & CO., Incorp., Philadelphia, Pa.

Sole Patentees and Makers of

# Self-Acting Injector of 1887.



**NOTE**—There are many injectors which will work well when the conditions are favorable. This injector is designed to work well under all conditions and is, therefore the most reliable.

**IT WILL RE-START ITSELF.**

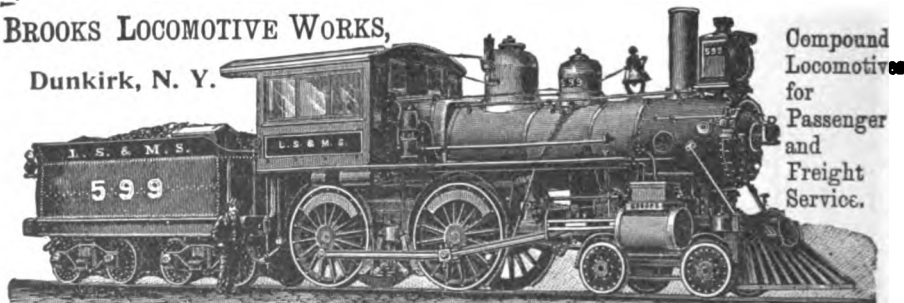
**IT WILL ADJUST ITSELF.**

**IT WILL LIFT HOT OR COLD WATER.**

Its range of capacity is over 60 per cent. and it can be regulated, therefore, to work continuously for light or heavy trains. It is operated by a simple lever motion which readily starts and stops its action.

## BROOKS LOCOMOTIVE WORKS,

Dunkirk, N. Y.



Builders of Locomotive Engines for any required service from our own designs or those of purchasers. Perfect interchangeability and all work fully guaranteed.

M. L. HINMAN, Pres't and Treas.

R. J. GROSS, Vice Pres't.

D. RUSSELL, Superintendent.

F. H. STEVENS, Ass't to the President.

T. M. HEQUEMBOURG, Sec'y.

H. TANDY, Ass't Supt.

New York Office,  
45 Broadway.

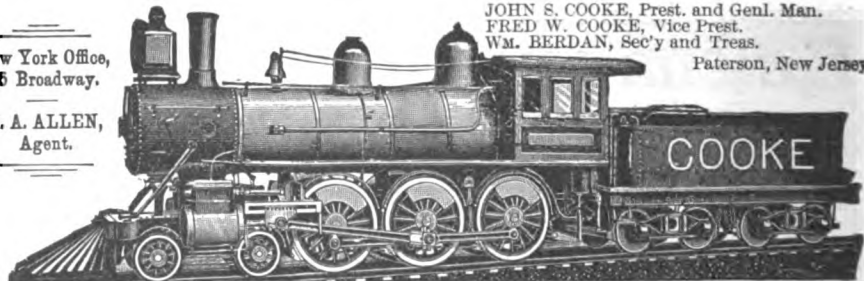
H. A. ALLEN,  
Agent.

JOHN S. COOKE, Pres't and Genl. Man.

FRED W. COOKE, Vice Pres't.

WM. BERDAN, Sec'y and Treas.

Paterson, New Jersey.



**COOKE LOCOMOTIVE AND MACHINE CO.** (Formerly Danforth Locomotive and Machine Co.)

**PATERSON, NEW JERSEY.**

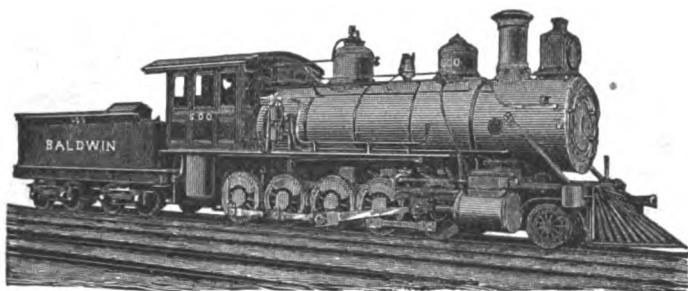
When addressing our advertisers mention this Magazine.



ESTABLISHED 1831

# Baldwin Locomotive Works.

ANNUAL CAPACITY, 1,000.



## *Locomotive Engines*

Adapted to every variety of service, and built accurately to standard gauges and templates. Like all parts of different engines of same class, perfectly interchangeable. Broad and Narrow Gauge Locomotives; Mine Locomotives by Steam or Compressed Air; Plantation Locomotives; Noiseless Motors for Street Railways, Furnaces, etc. **Compound Locomotives.**

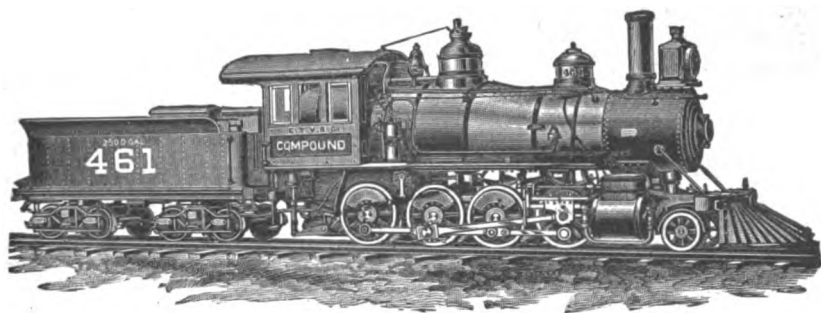
**Burnham, Williams & Co., Proprietors,**  
**Philadelphia, Pa.**

EDWARD ELLIS, President.  
WM. D. ELLIS, Vice-President and Treasurer.

A. J. PITKIN, Superintendent.  
A. P. STRONG, Secretary.

## Schenectady - Locomotive - Works,

SCHENECTADY, NEW YORK.



Locomotives of Standard Design for all Classes of Service, or from  
Designs Furnished by Railroad Companies.

## **COMPOUND - LOCOMOTIVES,**

Showing an Economy of 15 to 25 Per Cent. in Fuel and Water.

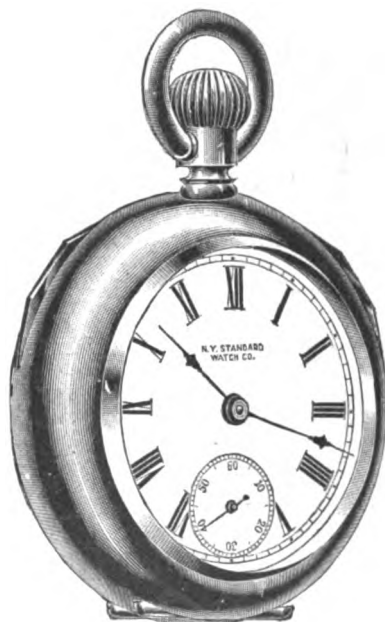
ANNUAL CAPACITY, 400

When addressing our advertisers mention this Magazine.

# A Warranted American Watch for \$2.35

**A Genuine Bargain for Anyone Wanting a  
Reliable Watch at a Low Price.**

**GENUINE  
DUEBER  
SILVERINE  
CASE.**



**SEVEN  
JEWEL  
NEW YORK  
STANDARD  
MOVEMENT**

We have purchased several thousand of these watches for cash at "way-down" figures, and are giving them away at **\$2.35** each. Please notice that this is not one of the many "clock watches" made by the clock companies. The watch consists of a **Genuine Dueber Silverine Case** weighing full three ounces (not a light weight nickel case), made in full bascine style by the Dueber Co. of Canton, Ohio. It is warranted not to tarnish, and will wear longer and better than solid coin silver. The case is standard 18 size, open face, hinge back and bezel (not snap), water and dust proof joints, heavy beveled crystal, and is beautifully finished. Fitted in the case is a **New York Standard Movement**, nickel, seven jewels, stem wind, lever set, safety pinion, compensation balance, superior white enameled dial, fully warranted and guaranteed to be a reliable timekeeper. It is elegantly damaskeened, presents a handsome appearance and is without doubt the best watch ever sold for the money.

**IT IS GUARANTEED TO GIVE PERFECT  
SATISFACTION, BOTH IN REGARD TO APPEARANCE  
AND TIMEKEEPING QUALITIES.**

**Cash must accompany all orders**, as we are selling this watch at cost price to us to introduce ourselves and our new Illustrated Catalogue for 1895 to the trade. As to our responsibility, we refer you to the Bankers' National Bank, any express agent or merchant in Chicago.

**SEND FOR A CATALOGUE FREE.**

**WHOLESALE  
JEWELERS**

**MOORE & EVANS,**

**MASONIC TEMPLE,**

**CHICAGO**

**When addressing our advertisers mention this Magazine.**

# LOCOMOTIVE FIREMEN'S MAGAZINE.

DECEMBER, 1894.

## STRIKES—LEGAL, ILLEGAL.

BY T. W. HARPER.

Can there be a legal strike? This is an important question and every man belonging to a union is interested in having the question finally and fully settled. Every one is interested in knowing whether he can or can not strike. Employers as well as employees are interested in knowing what are the rights of each when differences arise between them. It is proposed in this article to set out, as clearly as possible, the rights of each of the parties in case of a strike.

It has been declared by a writer on the subject of strikes (Cogley) that the wit of man could not conceive of a lawful strike. Judge Jenkins concurred in that opinion. Other federal judges since the passage of the "Interstate Commerce Act" and the "Anti-Trust Act" have been inclined to the same view. See opinion of Judge Spear in the case of *Waterhouse vs. Comer* and Judge Pardee in *re Higgins*, 27 Fed. Rep. 444. But to the writer it seems that these decisions were based upon a misunderstanding of what constitutes a "strike." They seem to think that there could be no strike without violence or intimidation. The idea of a peaceful strike, being a mere quitting of work, seems never to have occurred to them.

In the argument of the case now known as the Jenkins case, Mr. Clark, of the Conductors, prepared and submitted to the grand officers of the various brotherhoods a definition of a "strike" which was adopted by the heads of all the organizations and submitted to the court as their understanding of a strike. It is as follows:

"A strike is a concerted cessation of or refusal to work until or unless certain conditions which obtain or are incident to the terms of employment are changed. The employe declines to longer work, knowing full well that the employer may immedi-

ately employ another to fill his place, also knowing that he may or may not be re-employed or returned to service. The employer has the option of acceding to the demand and returning the old employe to service, of employing new men, or of forcing conditions under which the old men are glad to return to service under the old conditions."

Judge Jenkins refused to adopt this definition of a "strike" and said that a "strike" was:

"A combined effort among workmen to compel the master to the concession of a certain demand by preventing the conduct of his business until compliance with the demand. It is idle to talk of a peaceful strike. None such ever occurred. The suggestion is an impeachment of intelligence. All combinations to interfere with perfect freedom upon which such business shall be conducted, by means of threats or by interference with property or traffic, or with the lawful employment of others, are within the condemnation of the law. It has been well said that the wit of man could not devise a legal strike, because compulsion is the leading idea of it. A strike is essentially a conspiracy to extort by violence; the means employed to effect the end being not only the cessation of labor by the conspirators, but by the necessary prevention of labor by those who are willing to assume their places, and, as a last resort, and in many instances an essential element of success, the disabling and destruction of the property of the master; and so, by intimidation and by the compulsion of force, to accomplish the end designed."

On appeal to the United States Court of Appeals, the court, Justice Harlan of the United States Supreme Court delivering the opinion, said:

"If the word 'strike' means in law what the circuit court held it to mean, the order of injunction, so far as it relates to 'strikes,' is not liable to objection as being in excess

of the power of a court of equity. But in our judgment the injunction was not sufficiently specific in respect to 'strikes.' *We are not prepared, in the absence of evidence, to hold as a matter of law that a combination among employes having for its object their orderly withdrawal in large numbers, or in a body from the service of their employers, on account simply of a reduction of their wages, is not a strike within the meaning of that word as commonly used.* Such a withdrawal, although amounting to a strike, is not, as we have already said, either illegal or criminal. In *Farrer vs. Close*, L. R. 4 Q. B. Cases, 602, 612, Sir James Hannen, afterward Lord of Appeal in Ordinary, said: 'I am, however, of opinion that strikes are not necessarily illegal. A strike is properly defined as a simultaneous cessation of work on the part of the workmen, and its legality or illegality must depend on the means by which it is enforced and on its objects. It may be criminal, as if it be a part of a combination for the purpose of injuring or molesting either master or men; or it may be simply, as if it be the result of an agreement depriving those engaged in it of their liberty of action, similar to that by which the employers bound themselves in the case of *Hilton vs. Eckerd*, 6 Ell. & Bl. 47, 66; or it may be perfectly innocent, as if it be the result of the voluntary combination of the men for the purpose only of benefiting themselves by raising their wages, or for the purpose of compelling the fulfillment of an engagement entered into between employers and employes, or any other lawful purpose.'

In the *Jenkins* case in the court below, Judge *Jenkins* had enjoined the employes of the Northern Pacific Railroad Company "from so quitting the service of said receivers with or without notice, as to cripple the property or prevent or hinder the operation of said railroad," the court there holding that the men in employment of a railroad company had no right to combine to quit or strike in a body, even though the strike should be peaceful and unaccompanied by violence. The court of appeals in passing upon this question said: "Undoubtedly the simultaneous cessation of work by any considerable number of the employes of a railroad corporation without previous notice, will have an injurious effect and for a time inconvenience the public. But these evils, great as they are, and although arising in many cases from the inconsiderate conduct of employes and employers, both equally indifferent to the general welfare, are to be met and remedied by legislation restraining alike employes and employers so far as necessary adequately to guard the rights of the public as involved in the existence, maintenance and safe management of public highways. In

the absence of legislation to the contrary, the right of one in the service of a quasi public corporation to withdraw therefrom at such time as he sees fit, and the right of the managers of such a corporation to discharge an employe from service whenever they see fit, must be deemed so far absolute that no court of equity will compel him against his will to remain in such service or actually to perform the personal acts required in such employment, or compel such managers against their will to keep a particular employe in their service. It was competent for the receivers in this case, subject to the approval of the court, to adopt a schedule of wages or salaries, and say to the employes: 'We will pay according to this schedule, and if you are not willing to accept such wages you will be discharged.' It was competent for an employe to say: 'I will not remain in your service under that schedule, and if it is to be enforced I will withdraw, leaving you to manage the property as best you may, without my assistance.' And the court thereupon held that Judge *Jenkins* had erred in restraining the men from so quitting.

The court also held that if the employes should combine to quit the service of the receivers, *not for the purpose of benefiting themselves*, but simply for the purpose of impeding or hindering the management of the road in the hands of the receiver, that that would be a wrong which could be enjoined against. Upon that point the court said:

"But that is a very different matter from a combination and conspiracy among employes, with the object and intent not simply of quitting the service of the receivers *because of the reduction of wages*, but of crippling the property in their hands and embarrassing the operation of the railroad."

The reason being that in that case they would do an injury to the road without any corresponding benefit to themselves, the quitting simply being done for the malicious purpose of injuring the company. And the court said:

"We do not interpret the words last above quoted as embracing the case of employes who, being dissatisfied with the proposed reduction of their wages, merely withdraw on that account, singly or by concerted action, from the service of the receivers, using neither force, threats, persecution nor intimidation towards employes who do not join them; nor any device to molest, hinder, alarm or interfere with others who take, or desire to take, their places."

In the *Ann Arbor* case, decided by Judge Taft, he held that the employes of a railroad company had at any time the right to quit the services of the company, but that if they remained in the service of the company

they had no right to refuse to haul the cars of another company, because that would be a boycott and not a strike, and in the 23d Fed. Rep. 547 the court said:

"Anybody has a right to quit work, but in interfering with other persons working and preventing the owners of railroad trains from managing those trains as they see fit, there is where the wrong comes in."

In the case of the United States vs. Kane, Judge Brewer held that "Every man has the right to work for whom he pleases and go where he pleases and do what he pleases, provided in so doing he does not trespass on the rights of others."

In the case of the United States vs. Kane, Judge Brewer held that "Every man has the right to work for whom he pleases and go where he pleases and do what he pleases, provided in so doing he does not trespass on the rights of others."

In the Ann Arbor case above referred to the language of the court is, "Herein is found the difference between the act of the employees of the complainant company in combining to withhold the benefit of their labor from it and the act of employees of the defendant companies in combining to withhold their labor from them; that is the difference between the strike and the boycott. The one combination, so far as its character is shown in the evidence, was lawful, because it was for the lawful purpose of selling the labor of those engaged in it for the highest price obtainable, and on the best terms."

In the recent case of Thomas vs. Cincinnati, etc., Railroad, which was a proceeding for contempt against one Phelan, who was a member and organizer of the A. R. U. The Cincinnati, N. O. & T. P. Ry. Co. was in the hands of the receiver. The American Railway Union had a grievance against one George M. Pullman on account of his treatment of the employees in his car shops at Pullman. Phelan induced the employees of the receiver of the said railway to quit the service of the receiver because they were hauling Pullman cars. The men on that road were not in the employment of Pullman and in no way sustained any relations to him as employer or employee. They had no grievance against the receiver of the road in whose employ they were, but went out on what is called a "sympathetic strike."

Judge Taft in rendering the opinion sentencing Phelan to six months in jail for interference with a road in the hands of the receiver said, "now, it may be conceded in the outset that the employees of the receiver had the right to organize into or to join a labor union which should take joint action as to their terms of employment. It is of benefit to them and to the public that laborers should unite in their common interest and for lawful purposes. They have labor to sell. If they stand together, they are often able, all of them, to command better prices for their labor than when dealing singly with rich employers, because the necessities of the single employee may compel

him to accept any terms offered him. The accumulation of a fund for the support of those who feel that the wages offered are below market prices is one of the legitimate objects of such an organization. They have the right to appoint officers who shall advise them as to the course to be taken by them in their relations with their employer. They may unite with other unions. The officers they appoint, or any other person to whom they choose to listen, may advise them as to the proper course to be taken by them in regard to their employment. It follows, therefore (to give an illustration which will be understood), that if Phelan had come to this city when the receiver reduced the wages of his employees by 10 per cent., and had urged a peaceable strike, and had succeeded in maintaining one, the loss to the business of the receiver would not be grounds for recovering damages, and Phelan would not have been liable to contempt even if the strike much impeded the operation of the road under the control of the court. His action in giving the advice, or issuing an order based on unsatisfactory terms of employment, would have been entirely lawful. But his coming here, and his advice to the Southern Railway employees or to the employees of other roads, to quit, had nothing to do with their terms of employment. They were not dissatisfied with their service or their pay."

The court proceeds to discuss the objects of the A. R. U. in attempting to cause the employees of the railway to quit when they had themselves no cause for striking, except out of sympathy for the Pullman strikers and says that "such a combination is unlawful." He says, "it was a boycott. The employees of the railway companies had no grievance against their employers. Handling and hauling Pullman cars did not render their service any more burdensome. They had no complaint against the use of the Pullman cars as cars. They came into no natural relation with Pullman in handling the cars. He paid them no wages. He did not regulate their hours, or in any way determine their services. Simply to injure him in his business, they were incited and encouraged to compel the railway companies to withdraw custom from him by threats of quitting their service, and actually quitting their service. This inflicted an injury on the companies that was very great, and it was unlawful, because it was without lawful excuse. The distinction between an ordinary lawful and peaceable strike entered upon to obtain concessions in the terms of the strikers' employment and a boycott is not a fanciful one."

The court then proceeds to show that a boycott is illegal.

Boycotts have always been held illegal. They were so before the passage of any act

of congress on the subject of interstate commerce.

From the foregoing statements and authorities it will be seen that strikes may be lawful, as where they quit employments peaceably and for the purpose of bettering their own condition. Then strikes are illegal where they quit not to better their own condition but out of sympathy for other people, in which case the "strike" is not in fact a strike, but a boycott.

## THE CAPITAL COST OF STATE-OWNED RAILWAYS.

### NEW SOUTH WALES RAILWAY BUDGET.

That commercial undertakings should be conducted upon commercial principles, and by able business men, is a dictum very few will take exception to, and while it is most desirable that state enterprises shall be as nearly self-supporting as possible, yet the vastly different conditions under which railways are called into existence by public companies on the one hand, and by the state on the other, do not always receive that consideration which is desirable, if we are to judge accurately of the measure of success achieved by the results of subsequent working.

Undoubtedly the first object of a public company in constructing a railway is to secure a profitable return for the money of its shareholders, while the state, in undertaking such enterprises, is not only actuated by a desire to serve the inhabitants of the district to which the lines extend, but also to confer a benefit upon the community at large by promoting settlement, enhancing the value of crown lands, and increasing the consumption of goods, besides many other indirect advantages.

In other words, a public company will not undertake the construction of a railway unless there is a prospect of its commanding a volume of traffic sufficient to reward their enterprise, whereas the state is often ready to consider such undertakings, forced it may be by public opinion, and ostensibly for the reasons already indicated, although in the past it is open to question if public considerations always influenced the agitation for railway extensions.

Therefore if may be reasonably urged that it is altogether unfair to expect railway extensions by the state for the purpose of opening up new country for settlement to prove commercially successful from the outset; and in this connection we propose to invite attention to the whole question of the method of providing the capital cost for the construction of new railways from loan moneys, and throwing the burden of making good any shortage between the returns from the new lines and the amount required for the payment of their working

expenses and interest, on the general revenue of the already established, and otherwise profitable, lines.

In their annual report for the financial year just closed, our railway commissioners, after directing attention to the enormous burden of unprofitable lines and the prejudicial effect thereof upon the working of the railway system as a whole, go on to say: "A careful study of the figures will show that nearly every line provides sufficient traffic to pay working expenses, therefore it is the capital cost that requires to be kept as low as possible, and provided from some other source than loan moneys. By this means reduced rates could be given which are necessary for New South Wales, looking at the long distances over which so much of the produce has to be carried."

Now is not the whole case of the aim and object of state-operated railways contained within these few lines? If it is right that the capital cost of new railways should be provided from some other source than loan moneys, is it not also right that the capital cost of all state-owned railways should be provided in a similar manner? Then, if a state railway will pay its working expenses while carrying the produce of the country at low rates the justification for its construction seems to be established beyond cavil.

We do not hear of public roads being expected to give any direct return for the money expended in their construction and maintenance. Yet these roads are made simply for the purpose of opening up the country and to afford facilities for communication, and therefore the initial movement of construction is somewhat analogous to a railway. But in regard to the working, where the railways provide the power and the vehicles, it is admitted that the railways are on a somewhat different footing, still viewed in the light of state undertakings for the benefit of the whole community, it surely can not be urged that the difference is so great that in the one case the users shall pay not only the working expenses, but interest on the capital cost of construction, while in the other they shall pay absolutely nothing.

The total capital cost of the railway lines of New South Wales now open for traffic is £35,855,271, and as the interest payable may be calculated at an average of, say 4 per cent., the amount paid out of working for interest upon the capital is therefore about £1,434,210 per annum, and this must limit the concessions which the railway commissioners are enabled to make, as it is an unwritten law that the railways are supposed to pay not only working expenses, but also the interest which is due on the money borrowed for construction.

The question of relief from this burden

has, as is apparent from state papers laid before parliament, more than once engaged the consideration of the railway commissioners, and in a minute submitted by them soon after they took office, in regard to branch lines, they suggested that the capital should be kept as low as possible, and in order to assist this that the land required for railways, which in the past in many cases had entailed a considerable capital cost, should be given free by the landowners combining who would be benefited by the new extensions, and this, they added, should be *sine qua non* in connection with the making of lines of this character.

The matter, however, was more strongly pressed in their report laid before parliament in regard to the proposed railway from Grafton to the Tweed *via* Lismore, the first section of which, from Lismore to Byron Bay, is now in working, and which, in passing, it may be said, according to the last report, is proving a very unprofitable line to work.

In reporting upon this line, the commissioners stated: "We feel that the country urgently requires a railway, and are of opinion the demand should be complied with, although it will be some considerable time before the large capital required for its construction will receive a fair return; and we, therefore, think an exceptional course should be followed in regard to its construction. Along the route of the railway, and within ten miles of it on either side, there are crown lands to the extent of 622,000 acres, at present valued at £761,000; and undoubtedly if the line is made, this land, if sold judiciously, would realize to the state quite if not more than double this amount. And as the cost of making the railway will be very heavy, owing to the numerous waterways to be crossed, and the broken character of the country, we would suggest for the consideration of the government that the railway capital should be credited with one-half the money realized from the sale of this land, from the time it is decided to make the railway; the railway commissioners to be allowed to have a voice in the arrangements for the subdivisions and mode of sales of the land, which could otherwise be sold in accordance with the provisions of the law relating to crown lands.

"We are aware that our proposal is one having no precedent in this country, but it is doubtless within the knowledge of the government that to a large extent lines have been made in America on the land grant system, the railway companies in that country having had conveyed to them alternate blocks of land to a depth of twenty miles back from the railway on either side, and the sale of these lands has enabled

railways to be pushed forward into districts which could not otherwise have had such communication.

"This district, in being isolated from the trunk line, cannot contribute any additional traffic thereto; and in consequence of this, and also because of its great richness, we think, in the interests of the state, we are justified in making this proposal for consideration.

"In the sister colony of Victoria, too, the government write down the railway capital each year to the extent of £200,000 from moneys received from the sale of crown lands, the total amount so credited up to June, 1888, being £2,200,000."

While, however, this must provide relief from the burden of unprofitable branch lines, the large question of capital spent on the original main lines is still open; but, no doubt, if relief were afforded by the reduction of the capital of the branch lines (and each annual report shows the burden the interest is on the system), as population grows from year to year, the volume of traffic on the main lines would become greater and a proportionately larger profit could be obtained, so as to enable a sum to be set apart for the establishment of a sinking fund to write down the capital cost of the lines.

With relief, such as has been outlined here, the commissioners would no doubt be able to considerably enhance the benefits which they have already conferred by the concessions which they have been able to make in favor of the producing interests of the country.

## WRITTEN CONSTITUTIONS.

BY JOSÉ GROS.

Our present generation is enveloped with a class of economic doctrines admirably adapted to puzzle and discourage the average plain man in search of truth for a better social status than the one we are entangled in. The case with our nation becomes far more complex than with any other, because of our especially complicated political system. We have so many wheels and counter wheels to be touched and combined before any radical measure can go through under the popular impulse; so many traditions and national infatuations to be pulled down before the people feel courage enough to stand by certain fundamental perceptions; and all because of our worship towards our own written constitutions, state and national, fixing limits in all directions, good, bad and indifferent. The very men we send to our legislative bodies are tied up hand and foot, as it were. Our very political parties are bound up within narrow areas of action, by our own constitutions.

Is there any wisdom in that? Does not that imply absence of confidence in ourselves, as well as in the men we see fit to choose to carry out our own ideas?

Men have never realized that a mixture of good and evil is far more fatal than clear evil itself. Why? Because the latter is bound to be so injurious to most people, that it will, in no time, evolve a grand popular reaction towards the good; while the former, any mixture of evil and good, is very deceitful, and reactions come then at long intervals only, and seldom powerful enough. Evil in itself cannot last very long, because of its essentially self-destructive power; but you mix some good with some evil, and the latter receives from the former a portion of its self-existing force. Hence the great mistake of giving to any group of men the power to do some good and some evil. It would be better to give to some men the power to do all the good or all the evil they may like, always provided you leave the people free to rapidly kick out of office every man, up to the highest supreme judge, or any other that proves unfaithful to duty or not responsive to the popular will. Of course it is much wiser to leave to the people the power to do all good and all evil, just as rapidly as they may see fit. The people would then soon suppress all evil because of its injurious effects to all of them. Evil is only beneficial to the few on top, or to the bold and the shrewd; beneficial after a very poor fashion, as a matter of course.

Let us now see on what general ideas have our written constitutions been fixed up. When we study them carefully we find them presided by absence of confidence in the people and not much confidence with the men the people may elect. Perhaps it is yet a little worse than that, because we can notice that we give to our men, to our legislators, just as little power to do good as possible, short of none, in fundamentals anyhow, and about as much power to do evil as compatible with the aggrandizement of the few, and keeping the many more or less narcotized through poverty, hard work and a tincture of good will to mask our refined oppressions.

If you doubt the correctness of the above look at the course of our historical development. Can you tell us of any sentence in any of our constitutions specifically establishing any principle with which to make it difficult for legislators to enact any of the wrong laws through which we have always been victimized, we, the working masses? To be sure, the writer has never been much of a worker, but vividly realizes our wholesale injustices all the same. Can you point out any essential distinction between the general course of our legislation and that which destroyed old Egypt, old Persia, old

Rome? Have we not developed the same evils which make a Russia and a Turkey possible to-day? The situation with us is more provoking and aggravating because of our advanced political system producing the same crude results of the old despotisms.

The very fact of written constitutions fixing such and such limits to the present generations or any fragment thereof, that alone means that the dead are anxious to rule the living, that the men of to-day want to rule those of to-morrow, next year and so on. Even if we were sure of our superior wisdom over those who shall come later on, why to bind them in any way whatever? Can we conceive of manhood without freedom, without the power of adhering to what is good because of its intrinsic beauty and avoiding evil because of the sorrows that it will bring?

Look at the way with which God has been dealing with men from the beginning. Far above all human constitutions, written or traditional, there is a grand, universal constitution; forever the same, never subject to any change; always answering to the purposes for which it exists; always working for universal good. Yet, God has left us free to disobey every one of his laws in nature and in morals. We have to pay for every transgression; but our freedom remains. The grave alone stops it. And that alone makes manhood possible, that freedom of choice, that initial force, forever under the dictates of our reason, our emotions and volitions. And it is because our human constitutions have always been packed with unnatural restrictions, in defiance of the divine constitution, that civilization is yet half drunk, promenading around the old abyss of destruction that has already laid flat so many nations, once not as bold as the boldest to-day.

Yes, the social organization has always come with our mean, silly devices to fix limits to human freedom, not for the purpose of Peter leaving John as free as himself; but for that of encouraging Peter to get the best of John, provided he did so under certain stipulated forms. Because, of course, that freedom, equal freedom, does not mean that power of might over right. It means the opportunity of each one to develop according to his healthiest aspirations, and never interfering with the same process in any other human being. That is just what happens in nature with every blade of grass, tree, large or small, flower, of whatever kind, and living organism. They all attain the maximum beauty and usefulness for which each was created. That is what would take place with every human being under a social organization resting on equal freedom, and not on a mass of foolish re-



strictions, on false pretences, on pharisaical conceptions of life.

Constitutions are all right, but they should be made by the living, not by the dead. They should not rest on traditions as that of England. Much less should they rest on fixed, narrow limits, written up, binding up all public opinion, as our own and those of most other nations to-day. Still less should they rest on minority rule as our national constitution. A minority of 15 per cent. of the voters, or less, can forever stop any fundamental amendment that may be necessary to save the nation. Is there any plain common sense in that? Is not that the dead ruling the living with a vengeance, the grave lording it over all life, and over the advancing needs or intelligence of the race?

Reflect now on the unpleasant fact that after nearly three centuries of so-called political freedom, we are to-day at the mercy of the most fearful and fatal oligarchy that ever existed, a combination of 20,000 influential clergymen, 20,000 shrewd lawyers, and 20,000 large capitalists. We have there the industrial, the political and the religious elements, the wrong religion, of course, blended in hidden ramifications, and standing behind the throne of all our constitutions, in defense of laws which are the emblems of selfishness and greed, that eternal human desire of keeping the working masses under foot. If we do exaggerate let us have the proofs. We are always ready to abandon our incomplete perceptions for better ones.

From all the above we desire to convey a final conclusion. It is as follows: No fundamental economic reform is possible to us, and none would work, even if placed on the statute books, until the people grasp that political power it never had, and belongs to the people, if freedom is to ever be something more than a childish platitude.

We mean, by that, that the working masses should not limit themselves to vote for a group of men. They must also vote for specific enactments. They should be few and fundamental, the fewer the better provided they rest on "equal freedom and equal justice." And mighty few laws of that kind are necessary, for the life of nations to run smooth. The republic of Athens had very few laws in its best periods, and we can do much better than Athens ever did.

Besides, if there is anything self-evident in social growth, it is that the living should not be ruled by the dead. Each generation, or fragment thereof, should be the arbiter of its own destinies. That means that all principle in law should be subject to rapid change or modification when a majority of the nation so decides.

## POLITICAL GODS.

BY WILFRED P. HORLAND.

Each nation has its political gods; its deities, great and small, which it worships, and to which it appeals for sanctions for all its political acts.

These gods bear about the same relation to the political life of nations as do the religious gods to the spiritual life of individuals; that is to say, the same remarkable tendency which individuals exhibit to wander away after false gods while clinging fast to the fiction that they are all the time worshipping the true ones, may be observed with respect to nations in connection with the worship of their political gods. While assuming, each one, to worship its own deities as the only true ones, nations have wandered away after false gods, have appropriated each other's gods, and have ceased to worship all but the form of their own particular political deities.

The boss god of each nation's political pantheon, king of the political Olympus, the Jupiter which all nations worship alike and in common, is, of course, "Patriotism." But the political boss god necessarily assumes different forms and becomes invested with different attributes in different nations; each nation by itself has its own conception of the attributes of the great deity, and thus while "Patriotism" always means the love of country, each nation has its own method of giving expression to that meaning. This necessitates a host of minor deities all engaged in paying homage to the great one. These minor deities are separated in each nation by distinctive characteristics of some sort or other from the minor deities of all other nations, but according to each one's conception of its meaning every nation's minor gods are devoted to the worship of "Patriotism;" that is to say, all political-god worship is supposed to be inspired by the love of country.

The chief deity in our pantheon is "The People." By earnest and unrelenting political worship of "The People" we are taught that we can best propitiate the god "Patriotism." The boss god of the English, on the other hand, is "The Constitution." Thus, the rites of "The Constitution" worship in England are supposed to satisfy the demands of "Patriotism" to the same extent as the rites of "The People" worship in the United States. And thus it goes throughout the nations. The political deities subordinate to these, again, are numerous, but do not require much attention just now.

The development of this political-god worship has been such as to land many of the deities into strange pantheons and produce considerable incongruity in the exercise of the rites of worship. There has been some

more or less unconscious trading of deities between the nations; those which properly belong to one nation have been appropriated by another, and *vice versa*, and as this process has been unaccompanied by any change in the rites of worship we have the result that nations are rendering unto one god the forms of worship due unto another. Probably because of affinity in political relationship, this process is more noticeable with respect to England and the United States than elsewhere.

"The Constitution" has been a great big god in England for several centuries, and the English people have displayed remarkable religiosity in his worship. Since the days of Magna Charta the rites of constitution worship have been celebrated almost uninterruptedly, and with most imposing grandeur, by the English nation.

Since the birth of our nation a like religiosity and ceremonious attention to grandeur, and imposing character of worship, has been exhibited by the American nation in rendering homage unto its god, "The People." Every political rite undertaken since the foundation of the government has been dedicated to the worship of the people. It has been well recognized that through the worship of the people only could the American conception of the attributes of "Patriotism" be satisfied, and the big god of all be induced to deal kindly with the American nation. It would not be surprising, then, to find the people above the constitution in America and the constitution above the people in England. This would be the natural course of development springing from each nation's form of political worship, but it would be surprising, or, rather, it is surprising to find the order inverted.

It has often been remarked that England is much further advanced in the cause of social and industrial reform than we; that the interests of the working class are more fully considered and protected in legislation there than here; that the people in England are politically a stronger force and exert a greater influence on the policy of the government than do the people in the United States; that, in short, the English government is more a government of the people than is the government of the United States. At first sight it does appear strange that a politically free nation, worshipping "The People" as its political god, should thus lag behind another nation whose political advantages are not so extensive and whose form of worship is so differently conceived. But a little investigation will serve to dispel the appearance of strangeness; a little investigation will show that our political worship is incongruous with its object, that England and the United States have traded political gods. With all our worship of the people we have set our constitution above

the people, and with all England's worship of the constitution she has set the people above the constitution. There is the explanation of the observed phenomenon.

In England parliament is supreme, and with all the English worship of the constitution there is no constitution that stands between the acts of parliament and the people; the form of government is such as to enable the people to express all of their political power directly through the acts of their legislative body. What men call the English constitution is not a constitution at all, in the sense in which we understand the term; it is merely the body of statute law enacted by parliament and the judicial decisions which have been made in conformity with that body of law. The English constitution, therefore, is contained in hundreds of volumes of statutes and reports of judicial decisions; it is continually changing. The people of England have no guarantee that what is called the constitution will stand the same at the end of any given session of parliament as it stood at the beginning. "The British constitution," said James Wilson, in 1788, "is just what the British parliament pleases." This supremacy of their legislative body over any rigid form of constitutional law enables the English people to exert such political power as they have much more effectively than the same, or even a far greater power, could be exerted in the United States. No question of constitutionality ever rises up against an act of parliament; the only question for parliament to consider in connection with any proposed legislation is, "is it right?" or, "is it expedient?" Never, "is it constitutional?" Then, whenever the English people have succeeded in securing a majority in parliament to favor any measure of reform; any change in methods of government, or application of industrial or economic theory; any specific measure, of whatever character, supposedly for the people's benefit; they may be quite sure that the thing they have in view will be accomplished beyond any question of doubt. This is a very important political fact; it is fraught with many important consequences for the English people, and is sufficient to explain an advance in practical reform legislation which is apparently incongruous with the amount of political power possessed by them; and it shows that in "The Constitution" the English people are worshipping a false god, or, more accurately, rendering homage unto a god whose place is not at all in their pantheon. In the United States the same process is going on, only with the order of worship inverted. "The Constitution" is the god we really worship while we are paying homage to "The People."

We now observe that the English parlia-

ment is supreme in legislation, not bound down by any rigid form of fundamental law, and as whatever legislation it enacts is not subject to review or reversal by any other authority besides itself, the common people, the working masses, may dictate forms of governmental policy and secure such laws as they demand just to the extent that they are able to impress their will upon a proper majority in parliament; and just to the extent that the people have captured parliament has their cause triumphed in England. Such political power as they have is fully utilized; there is none of it goes to waste.

In the United States, on the other hand, the people have no guarantee that they may secure such legislation as they demand, or be able to dictate the pursuance of any particular line of governmental policy, even though every member elected to both branches of congress be in favor of their demands, should the thing demanded happen to contravene the provisions of the constitution. The result of this condition of affairs is to render a great deal of the people's political power useless; they can only use it in a certain particular direction previously marked out, and when they desire to step outside of the beaten rut of legislation their political power is as though it had never been. There is a further result to lead our legislators to concentrate their attention almost wholly on the legal, or constitutional aspect, of any proposed legislation and lose sight entirely of its moral aspect. The question primarily considered, in connection with any proposed legislation, is not, "Is it right?" "Is it just?" "Will it benefit the people and tend to produce better conditions of existence?" but simply, "Is it constitutional?" It is always competent to raise the question of legality against any act of the people's representatives, and this is the principal argument always used by the opponents of proposed laws to defeat them; no matter that a law may be shown to be both expedient and based upon the most unimpeachable moral considerations, no matter that its operation may be in the interests of good government and its effect to confer indisputable benefits upon the mass of the people, if it can be shown to be simply out of harmony with the provisions of the constitution it is absolutely void and the same as though it had never been enacted; no repealing statute is needed to get rid of it. This gives undue prominence to the mere question of legality, and it has the further effect to confine our legislators to a narrow range of legislation, to hold them too closely to precedents; they are slow to undertake any needed measure if there is any suspicion as to its constitutionality.

Says Judge Hare, in his *Lectures on Con-*

*stitutional Law*: "The English legislature is free to follow any course that will promote the welfare of the state, and the inquiry is not 'Has parliament the power to pass the act?' but, 'Is it consistent with principle, and such as the circumstances demand?'" These are the material points, and if the public mind is satisfied as to them there is no further controversy. In the United States, on the other hand, the question primarily is one of power, and in the refined and subtle discussion which ensues, right is too often lost sight of or treated as if it were synonymous with might. It is also taken for granted that what the constitution permits it also approves, and that measures which are legal cannot be contrary to morals."

Of course, it is answered, when the non-supremacy of the people's representatives is pointed out as detrimental to the people's interests, that this is necessary to prevent the legislative branch of the government from exerting undue influence upon the other branches, and that if invested with supreme power the representatives would be likely to abuse it; it is also urged that the people are supreme, because while the constitution is above their representatives they are above the constitution, and if it is found that the constitution sets limits to legislative action that operate to the people's detriment there is always the remedy at hand that through appropriate process the constitution may be changed. This is true in theory, and the people are, in this sense, supreme in authority, but how does it work in practice? There have been very few changes in the federal constitution since the instrument was first constructed. This is not because changes have not been needed, nor because there has been no attempt to bring them about, but because of the extreme difficulty of securing the necessary force to bring the changes about. Although the amendments to our constitution number fifteen, it is safe to say that not a single vital change has ever been made in a regular manner and by the free will of the requisite number of people.

The first ten amendments are really not amendments; they are in the nature of a bill of rights, and must be regarded as a supplement to the constitution rather than as changing it in any particular. The eleventh and twelfth amendments, although effecting changes in the body of the instrument, touch no really vital political principle, and merely correct minor defects which had disclosed themselves in its working. The thirteenth, fourteenth and fifteenth amendments are the only ones that have established and confirmed vital political principles in contravention of the terms of the original instrument, and how were they passed? How was the constitutional ma-

jority, necessary to make them a part of our fundamental law, secured? Not by the free will of the people of the requisite number of states, but under the stress of military and political coercion, exercised by the federal power against a portion of the states. Notwithstanding the vital import of these amendments, and their evident necessity to confirm the principles established by the war, it is safe to say that had the coercion of the northern military power been removed from the southern states, and had not ratification been forced upon certain of the states as a condition for readmission of their senators and representatives to congress, they would not have received the requisite majority of states.

Many amendments have been suggested at various times by the presidents, or brought forward in congress by members, but very few of these have ever obtained the requisite two-thirds vote of both houses. Twice in our history, in 1789 and 1807, amendments have been passed by congress, but failed to receive the requisite three-fourths majority when submitted to the states. Once, in 1861, an amendment was passed by congress, but the breaking out of the war prevented its submission to the states. In the Forty-ninth congress no fewer than forty seven propositions were introduced for the amendment of the constitution. It does not appear that any of these propositions were voted on, but an enumeration of the more important ones will prove interesting, as indicating the class of legislation congress seems constitutionally debarred from enacting, and as indicating a class of subjects which there is an increasing sentiment in this country should be congressional legislation to cover. Among the proposals for amendment mentioned were the following:

To enable the president to veto items in an appropriation bill; to vest the election of the president directly in the people; to elect representatives for three instead of two years; to choose senators by popular vote; to prohibit the sale of alcoholic liquors; to confer the suffrage on women; to empower congress to limit the hours of labor, and to pass uniform laws concerning marriage and divorce; to forbid congress to direct the payment of claims legally barred by lapse of time, or to pass any local, private or special enactment; to enable the people to elect certain federal officers; to forbid the states to hire out the labor of prisoners.

There would seem to be considerable deficiency in our fundamental law when none of the subjects here indicated are within the range of legitimate federal legislation; yet none of these proposals were pressed strongly, because it was felt to be impossible to incorporate them in the constitution

by the prescribed process, even should they secure the requisite majority in congress. So much for the people's power of control over the instrument they have set up above their legislature; so much for their supremacy over the limitations on the power of their lawmakers; so much for their power to change the attributes of the nation's political god.

Nevertheless, the constitution has been changed by interpretation and usage until it is quite a different instrument than it was to the view of its creators; it has been held to create sanctions for acts which would never have received the approval of the founders of the government; and it is this process of interpretation that is bound to create dissension and probable serious trouble when the nation is once brought squarely to face the important social and economic problems that are now pressing for solution. We are very likely to find that a supreme legislative body is the very thing we most need in the very near future. Representatives of the industrial interests of the nation are crying out against the unconstitutionality of certain acts that have been committed by those who have obtained control of the government, but the day is not far distant when they will find this cry turned against themselves and awake to the fact that the constitution will become as great an incubus upon them as it now seems to afford them a sort of protection.

There is one point that may be mentioned here as affording an indication of the direction opposition to the people's demands will be likely to take. There is now considerable of a demand for nationalization of the railroads. It is urged as one of the many arguments against this proposition that the measure is unconstitutional. It is answered to the argument of unconstitutionality that it has no force, as congress has the right to take possession of the railroads either under the postroads clause of the constitution or under its military power. This may be true, but if constitutional principles are to have weight in governing such cases as this, what is to be done about that broad general principle concerning contracts which has been established on Sec. 10, Art. I, of the constitution? Since the Supreme Court decision in the famous Dartmouth College case in 1818, the constitutional principle governing contracts has been held to extend to the franchise of corporations, and such franchises cannot be revoked nor altered except with the consent of the corporation. Although a state may create corporations it cannot destroy them without their consent, nor in any way alter the terms of their franchises, as such action would be to impair the obligation of contracts. A fran-

chise is a contract between a corporation and the state which grants it.

Says Judge Cooley: "By repeated decisions of the federal supreme court it has been authoritatively and conclusively determined that the charter of a private corporation is to be regarded as a contract between the corporators on the one hand and the state on the other, and that whatever stipulations are contained therein which are intended for the benefit of the corporators, and operate as an inducement to them to accept the charter, are promises by the state based on valid and sufficient consideration, and not subject to recall except with the assent of the corporation itself. \* \* \* To avoid the force of the principle that a corporate charter is a contract, which often-times operates in some unexpected manner, and, perhaps, unjustly to the public at large, the people of some of the states have made express provision by their constitutions that all charters of private corporations granted by the legislature shall be subject to repeal or amendment at the legislative will. A provision of this nature is a limitation upon the power of the legislature in granting charters, and while it cannot affect any that are in existence when it takes effect, it attaches the quality of modification and repeatability to any afterwards granted, and all who accept them do so with full notice of the fact. The charters are still contracts, but contracts with a reserved right on the part of the state to amend or terminate them."

This principle is susceptible of extremely wide application, and no other constitutional principle is required to be brought forward when the proper time comes, to combat the demand for government ownership of any of the great monopolies that are now resting on corporate rights. It will not do to worship the constitution as our political god; we must return to the worship of the people if we would escape great evils.

### TICK REMEMBERED.

BY FRANK A. MYERS.

It was the day before Christmas. Tick (that is the way he was called for short—his real name was Ticknor Faber)—Tick had been off duty for more than two months. For a wonder he had not been dropped from the pay-roll of the company. It had a generous spirit for once. The reason for this will appear later on, though it may not be expressed in words.

Tick had been badly hurt while in the line of his work, and was just able to go around a little, by the aid of a third leg—a cane—at the time we speak of. While at work as a fireman on one of the branches of the L. & N. system, the accident happened. He did not think he had done any-

thing noble or dangerous, but everybody else did. He was not the kind of fellow to magnify his own acts. His friends said he was entirely too modest in his estimate of himself, and as one of his friends we are bound to say we think the same thing.

In all his suffering he never grumbled about his injuries or spoke one word of regret at what he had done. That's the kind of a fellow Tick was.

He was a handsome young man, manly and pleasant in his ways and words. It is scarcely a compliment to say that everybody was his friend, for, if possible, they were more than that. There are persons in the world that you like and can't help it. Tick was one of that kind.

On this Christmas eve Tick was to be married to one of the prettiest, sweetest young ladies of the town. What Tick regretted most was the fact that he was not "at himself" quite on this most important occasion of his life. He said he disliked to give a "wretched body" to a girl of such a noble character. While "weak in the flesh," in spirit he was "all right." Now, this was just like Tick.

"Essie, I won't hold you to your promise to marry me in this condition, if you feel in your heart that you'd rather not," he said to Essie Herndon one day when she came to see him. He had studied this all out, and putting his own heart aside had risen to the disinterested and sublime position of thinking only of her good. Few can do this. Those who do are truly great.

"No, Tick; I love you more than ever, now that you need love and help," she responded, "and we will marry Christmas eve if all the world said no." Glorious, faithful Essie!

So the wedding was to take place at Tick's home. He was not able to go to the bride's residence, and she cheerfully said it should occur at his home. A postponement possessed a horror for her. It seemed to auger no good. And yet she was not superstitious in the least degree.

It was eight o'clock in the evening. Tick sat in an easy-chair, before a cheerful fire in the grate, in a fine new suit of clothes made expressly for his wedding. The lights were burning brightly, and the room was in the best of order. He was ready, expectant, and waiting patiently.

"How do I look, mother, for a groom?" he asked with an inward laugh. He was not his ideal of a wedding, such as he had always pictured his own should be.

"Why, Tick, to tell the truth, I don't think you ever looked better," answered the mother, sitting down by his side and looking kindly in his brown eyes. "I think you have so much, on this happy evening, to be truly thankful for. You have life, and a fine prospect of soon being as well and

sound as ever. Then to-night you will be joined to a life-partner, who is one of the sweetest, loveliest girls I know of," pursued the tender mother, in whose hair were seen silvery threads among the golden. She loved Tick, she thought, more than Essie did. "It is such a blessing to marry a good girl like Essie."

"But I am happy, mother. I didn't ask complainingly. And I think I know Essie, know every impulse of her mind."

At this juncture the door bell rang. They understood.

A troupe of people came in, until there was scarcely standing room—Essie, the minister, and a great swarm of the "boys" and their wives and "best girls." Tick was not a little surprised and glad, to see so many of his old friends come on this eventful evening.

There had been, upon entering, not a little stamping on the veranda to free the shoes of the clingsnow. They all brought with them their good humor and best smiles, and they took no pains, if we might judge by the remarks made, to conceal their invaluable attendance upon such an occasion.

What surprised Tick the most was to see Mr. and Mrs. Ernest Hale there. Before he had rendered them the service that resulted in his injuries he had not known there were such people in the world. And they had with them their bright, sweet little girl, Hallie. They lived many miles away in another city. Tick seemed to be the only one of all who did not know previously they were going to be there.

Hannibal was the end of a division, and the shops were there. Consequently a goodly number of the "boys" of the throttle, the brake, the punch and brother firemen were present.

Seats were finally found for all in the warm, comfortable room. After the minister had removed his gloves and rubbed his hands a few times before the fire, and looked about with a sort of secret light in his radiant eyes, he had Essie Herndon stand by the side of Tick. Then Tick stood up, but with a very apparent effort, and steadied himself on his cane. In as few words as possible the servant of God married them.

After they had sat down together "Dad" Holly, the engineer with whom Tick had always made his "runs," rushed up first and congratulated them, then Jeff Primus, the conductor of the train at the time of the accident, then Mr. and Mrs. Hale, and even little Hallie, and finally all the others. Tick and Essie took the hands of their friends with no little delight, and received their kind wishes with a feeling of awkwardness. The parents of Essie as well as

the parents of Tick held their hands a little longer than the rest.

Some of the remarks made in wishing them well set everybody in a jolly spirit, and laughter bubbled out like water from a hill-side spring, pure and rippling. The key-note had been set for the rest of the evening. You know, anyway, that everybody feels that, if ever in life, a wedding is the proper time to be happy and gay.

"Hold on," now cried "Dad" Holly to the surprise of most of the jolly crowd; "I want to put in my say right here. I see Tick won't do it. He's just a little too modest for that. I'm going to tell all on him, now, while I'm at it. I think it ought to be told on him, and I feel I ought to do it, too. Mr. and Mrs. Hale want me to tell it, and so does little Hallie."

At this point Hallie went up and confidently climbed upon Tick's knee and said loud enough for all to hear:

"I like you and Essie, and I want to kiss you."

This embarrassed Tick more than ever, but he bent over and Hallie kissed him.

He knew what "Dad" Holly was going to tell, and wished he wouldn't. But there was no help for it. Like the politician, he was in the "hands of his friends," and would have to take whatever they did to him. Let would be philosophers sneer at the remark, if they will, but it was his fate on this evening. How could he help himself and be polite, as he was obliged to be?

"That's right, Hallie," resumed "Dad" Holly. Everybody was pleased at Hallie's affectionate act. She had heard her parents praise him in the very highest terms ever since that noble deed of his, and she had come to think Tick was the nicest and best fellow in all the wide world. The truth is there were none better.

"I'm going to tell you how Tick got hurt." By this time "Dad" was standing almost in the middle of the floor under the bright light, and every one was looking intently at the earnest man of the throttle-lever. The smut of the engine had all been washed off, and "Dad" looked as well as he did on his own wedding day. This hero of the rail, this man of many hair-breadth escapes from a horrible death, continued, although he had repeated the story so often everybody knew what was coming.

"It was a bright, pleasant day, more than a month ago, now, and by some means we were a few minutes late. Tick was shoveling in the coal and faithfully keeping up steam. We were trying to make up the lost time, and the engine, faithful to her duty, was quivering in every muscle. She was not walking nor going in a j-g trot, she was just flying. I think at that moment we were running sixty miles an hour. But

the road was good, and track clear, and I just let 'er go for all she was worth. We fairly flew. The wheels were turning as fast as steam could make them.

"Well, we—it was near Circleville. There is a big curve and cut there just before reaching the depot." Here "Dad" looked at Mr. Hale as if for confirmation of this statement. "The cut shuts off the view around the curve, and a fellow running an engine has to go it rather blind like until he strikes straight track. Just on the outer edge of the town, Mr. Hale here, present with us this evening, has a fine house in which he lives. It is a nice place, with a fine yard in front, coming almost down to the right 'o way. He is a business man in Circleville, and prefers to live in the suburbs for—for the peace he finds away from the bustle of the busy town after his day's work is over. Little Hallie plays in the yard, always attended by her friend, a fine Newfoundland dog. She was never known to leave the yard, and she was often left alone to play in the smooth, grassy yard for hours. We, in flying by, had often seen the little thing playing there, and thought how nice it was—was for her.

"The moment we shot around the curve I saw the situation. I at once threw her over, put on the air and pulled open the sand lever. Tick straightened up, looked out through the open window, and almost before one could think he ran out along the running board, climbed quickly out upon the pilot, and lowered himself to the bottom. Then he leaned out as far as he could, and with one hand holding on, with the other he made ready to snatch the little girl from the jaws of death. Little Hallie had straggled from the yard, unknown, and seemingly entirely unconscious of her danger, stood in the middle of the track looking at us thundering down upon her. The "49" never slipped a turn. I kept giving her sand, and just as we reached the child she started to run. I shut my eyes and scinged. I expected every bone in the little thing's body to be ground up. There seemed to be no help for it. I looked again. The engine was slowing up somewhat. Just then I saw Tick seize her firmly by the arm and snatch her up. The suddenness of the action threw her little body against him with great force, breaking his grasp upon the pilot. For an instant he wavered, and then he fell. With a tremendous push of the feet he threw himself out and off the track as far as he could. The hand that was broken loose from the pilot also clasped the little thing. His only thought seemed to be to save the child. I shuddered as I saw him fall, expecting both to be ground to death. As he fell out the pilot beam struck him in the side and knocked him with fearful force to the

ground. I said to myself, 'Good-by, Tick.' But he still clung to the little girl—that very little girl there on his knee now. When the train stopped, a few rods ahead, I ran back as quick as I could. Tick was past speaking—in fact, he was so still I thought he had been killed outright. Little Hallie had gotten up and was crying. Luckily she was not hurt. Tick's body had protected her from the blow of the engine and also in the fall.

"I picked Tick up and carried him to the baggage car. In a short time he revived a little, but complained of his side. He was hurt internally. The passengers were all interested in the young hero, who risked his life for the child, when they heard the story. We took little Hallie along to the depot, not very far away. The news flew over the town like lightning, and soon a crowd of people filled the platform, eager and inquiring about 'the man who was killed while trying to save the life of a little girl.' Mr. Hale here came also, and took Hallie. He offered everything a man could offer to help and save the life of Tick. Tick could barely speak. I had hopes for him, for he was a stout, healthy, light-hearted fellow, and I felt that if anybody could pull through such injuries as he had he could. With the brakeman for a fireman we went through to the end of our run.

"And here we are to-night celebrating his marriage to one of the nicest young ladies in all Hannibal. She is worthy of such a worthy young husband, and we all have nothing but good wishes for them. Little Hallie has a right to sit on his knee."

"Dad," after telling this story in his spirited way, sat down. Essie was seen to hold her handkerchief a moment to her glistening eyes. Tick held down his head like one who had committed some crime. All present broke out into applause, and Jeff Primus, the conductor, proposed three cheers in his enthusiasm. And the cheers were given heartily.

They all cried a speech from Tick, but in his reservedness he opened not his mouth. But he lifted his eyes and cast a grateful glance at his affectionate friend, "Dad" Holly. "Dad" saw it, and read all that was in it.

With dignity but with a generous heart Mr. Hale now walked forward and presented a paper to Tick. He took it with the wondering air of one who thought he ought not to do so. He looked up inquiringly. So did Essie. Mr. Hale read their thoughts and smiled kindly.

"It is but a little thing I have done for you in return for what you did for Hallie, my wife and myself. I never can repay you, for that matter. But I have made an effort to do so, in at least some small de-

gree. I have made you a wedding present—I might say also a Christmas present, since it is here upon us—of that paper. It is a deed to a house and lot in this city. The property is in a nice part of the town, and I think you and Essie will like it. The house is furnished throughout, and awaits you and your lovely bride whenever you shall see fit to go into it."

Tick's eyes now glistened and a surprised tear of joy trembled on his eyelids. His arms went around Hallie something like they did when he snatched her from the track out of the horrible fate that would otherwise have been hers. He looked at Essie. In his happiness he knew not what he did. All this was a complete surprise to the two happy young people. The rest, of course, knew all about it beforehand. In fact, the lot "Dad" Holly selected was the one Mr. Hale bought for them.

"And now once again," resumed Mr. Hale, "I heartily extend my kindest and most inexpressible good wishes to you. I have only to add that as long as I have a home you and yours shall have one also. I believe the others here have a word to say to you, so I yield the floor."

Mr. Hale sat down. After a moment of silence Tick managed to say:

"I thank you, Mr. Hale—I thank you. It is gratifying to be remembered by our friends. I—I—don't—deserve—all this."

"O, Mr. Hale, how kind in you!" Essie said, feeling that she must say something. It was all she could get out then. Something seemed to choke her. It happens that way sometimes when our hearts are full to overflowing.

At this, Jeff Primus stepped forward. Tick wondered what now—the "boys" themselves were coming, and he knew what great hearts they had.

"We never go back on a friend," said Jeff. "Here take this." And he pressed a purse into his hand that contained five shining pieces of gold of the value of twenty dollars each. "It'll help you buy some grub to start out on. The boys wanted to remember you some way and make you a Christmas-wedding present, and they have given you a little gold. It is as free as water—the boys gave it. Take it and God bless you and Essie."

It does not begin to express it to say that Tick was overwhelmed like a drowning man. Nor to say that he had lost his speech, which was never very ready under any circumstances. Nor to say that he felt full of a sensation both delightful and uncomfortable at the same time, which he had never experienced before. Truly his friends had remembered him most generously. Indeed, it seemed that all the world was his friend and he had no cause for a single regret. An overpowering sense took hold of him.

Looking around in a sort of helpless manner, like one begging for help or seeking a way of escape, he espied his mother. Then his tongue found utterance. He said:

"I believe you knew all about this, or you would not have said what you did a little while ago, that I had so much to be thankful for. Come, own up now—fair."

She laughed and said she did know.

"Well, I never dreamed of such a conspiracy before. I see no way out of it." He smiled a sort of dismal smile. The company assembled laughed at his awkward, helpless resignation to the force of circumstances that surrounded him.

"O, we've got you to-night, Tick, and you might as well give in gracefully," laughed "Dad" Holly.

"On with the sport; let fun be unconfin'd," parodied Jeff Primus in a sort of grim way peculiar to him.

"I guess I'm in for it," replied Tick, fully recognizing the situation.

"Of course you are—as tight as the minister's words can make you," cried "Dad" Holly.

"I think both of them yield gracefully," said Mr. Hale, coming to their relief.

There was a great deal more said of a like nature, in which Essie and Mrs. Hale figured very prettily.

It was one of the most pleasant episodes of the evening, when Hallie ran up to Essie and said in her naive way:

"Mamma said I should call you sister, and I want to hug you. That's the way sisters must do."

Essie clasped the sweet little thing to her heart and kissed her several times.

"And you must love me, too," added Hallie.

"I want to give you my present—a Christmas gift," and Hallie pressed an elegant diamond pin into Essie's hand. "Mamma said I should give it to you for a Christmas gift." "No, wait; let me," and the little fingers proceeded to pin it on the lace at Essie's throat, a throat remarkable for its pure whiteness. She fastened it there quite well. Everybody admired this beautiful gift, the thought of Mrs. Hale herself. It was, indeed, a proper and generous remembrance of the bride of the savior of her child.

At this time supper—a genuine wedding feast, a happy Christmas festal table—was announced.

"Boys, I hear the whistle for the station: twenty minutes—as many more as you want—for lunch," cried Jeff Primus. "Don't be in a hurry; you'll all be notified when the train leaves."

With "Dad" Holly on one side and Essie on the other, Tick was supported to the table. All the rest followed, in a hilarious mood, to the dining room, and amid the



clatter of knives and forks the merry jest and the happy laugh went round. Never before nor since, we venture to say at the risk of an unsuccessful contradiction, did a meal proceed with more mirth-provoking wit or life giving good humor. Jeff Primus led the way, and his infinite broad sallies kept the table in a continuous roar of laughter. Even the solemn-faced preacher caught the innocent spirit of merriment, and sometimes joined in the flashes of wit.

Mr. Hale declared with genuine frankness that he never enjoyed himself better in all his life. Mrs. Hale laughed till she said her sides hurt.

"Give that turkey wings—shoo at it—scare it, and let some more of it light on my empty plate. I can't imagine what went with the piece I had, unless Dad here gobbled it up," said Jeff Primus without cracking a smile.

"Isn't he a case," said Mrs. Hale in an undertone, yet loud enough for Hallie to hear.

"Mamma says you are a case," repeated Hallie to Jeff, bringing confusion to her mother's cheek. And yet she smiled at the simplicity of the little one.

"Yes, a packing case for groceries," he responded, smiling at Mrs. Hale's discomfiture. She never knew whether he was offended or flattered at her remark.

Toward the close of the rather hilarious meal Mrs. Hale expressed her unbounded admiration of Essie's elegant dress. We have purposely refrained from describing the beautiful gown of the lovely young bride, for the simple and only reason that the ladies can imagine what it was better than we can depict it. Suffice it to say, that in it she looked like a radiant princess. The sparkling diamond added so much to her classical beauty.

And again Jeff broke in with his farcical humor. It was funnier because Jeff said it than if anybody else had said the same thing. His sober face accompanying his jest was enough of itself to provoke unrestrained laughter.

"To the bride—a health to the bride," he said sedately, holding up a picked turkey bone like a wine goblet. Then he solemnly looked at the bone and continued: "I've never been to college, but I know how to divide turkey and bread. Been practicing that kind of long division for 'nigh goin' on these forty year', and with this experience I think I'm competent to toast the health of the bride and groom:

"Here's to the new family of Fabers whom we shall soon have for neighbors. The big ones and little ones—be jabbers!"

Everybody laughed—except Essie, who was busy talking to Mrs. Hale.

Tick said to Essie after all had gone away:

"The boys know how to entertain as well as give. This has been the happiest occasion of my life. We'll soon occupy our fine Christmas gift. In it we can never forget Mr. Hale."

"Nor Hallie and Mrs. Hale," added Essie, putting her hand to the rich gem at her throat.

## THE FOURTEENTH CENTURY.

BY MARIE LOUISE.

[Concluded.]

Much money was needed to keep that complicated governmental machinery moving. In England, and in all Europe for that matter, the Jews' property had in the past repeatedly been confiscated to the profit of the crown. But of late that source of supply had been nearly cut off. The Jews, made wise and crafty by bitter experience, found means, with the co-operation of the Lombards bankers, to issue bills of exchange and convert their wealth into paper instead of hoarding it and concealing it in caves to save it from the pirating king and lord. Nothing then was left the king to plunder but the church.

The dawning of the 14th century found monarchy in Europe strong, rebellious and full of chicanery, assisted by the cunning and the perfidy of the raising class of legists. By the side of monarchy stood the church, radiant of splendor, haughty, intoxicated with authority. Two giants met face to face; one entering virility, the other entering senility; the crown looking towards the east, the tiara towards the west.

Since 1274 England had been governed by a man of iron, Edward I. In 1285 another man of iron, one of those whom nature creates to work out revolutions, ascended the throne of France. He was Philip, the Handsome, just seventeen years old. The first act of the young king was to "exclude priests from the administration of justice, to prohibit their sitting in any court, not only in the king's parliament and in his domains but in those of the barons \* \* \* \* whatever priests may be filling offices," (in temporal jurisdiction,) "must be removed \* \* \* \* whoever may have any suit in the court, shall choose laymen for their solicitors." In 1291, the king enacted statutes against the land of mortmain held by the clergy, thus doing for France what Edward I was doing for England.

Philip the Handsome was the first king to convoke the three estates for the states-General. The burghers element now invested with national authority had transformed into the third estate and the political life of the communes and the burghers class disappeared. On April 10, 1302, the parliament sat for the first time, com-

posed of the nobles, the clergy and the commons or third estate. On that memorable day, the national era of France began.

In England, the parliament resolved itself into the three elements: Lords, clergy and commons, in 1339—thirty-seven years later than that of France. The same repugnance among the people for ecclesiastical jurisdiction in secular matters, prevailed throughout Europe, a general feeling grew against the encroachment of the church. The King of France, like the King of England, set to harassing the pope in order to get valid pretexts for confiscating church property. Alleging the war with England, he prohibited the exporting out of the kingdom of gold, silver, arms, etc. This struck Rome in the face. The pope, Boniface VIII, retaliated by sending bulls more arrogant than wise. Philip, whose ministers were bankers and legists, held the fulminating bulls in contempt. In the year 1300 the pope resolved to make a great demonstration of his absolute authority and of universal support of the people, called a grand jubilee at Rome. "The pilgrims," says Michelet, "were counted by the hundred thousand and counting soon became impossible. Neither the houses nor the churches could contain them, and they encamped on the streets and squares, under places of shelter hastily run up, under stretched cloths, tents and the arch of heaven. One would have thought that the end of time had come and that the human race had assembled before its judge in the valley of Jehosaphat \* \* \* \* In this jubilee, the pope showed himself in the midst of this multitude of every nation with the imperial insignia, with the sword and sceptre borne before him on the globe, and preceded by a herald crying: "Here are two swords, Peter, thou seest here thy successor, and you, O Christ! regard your vicar!"

Philip sent his chancellor to the pope with an answer to his bull. The interview was stormy and the difficulties were made more complicated than ever. The pope then summoned the French prelates to Rome for the 1st of the following November month. On that, Philip convoked the states general of April 10, 1302. By injecting that parliament with the commons, the king pitched the people against the pope. The result of the delirium was that the three orders separately sent a reply to the pontiff endorsing an edict of the king by which he forbade the prelates to repair to Rome. The Pope mortified and wrathful excommunicated Philip and released his subjects from their oath to him. The outcome of all that wrangling was that French soldiers were sent to Rome, the Pope was captured and imprisoned. Thus the crown

triumphed over the tiara.

The consolidation of monarchy as well as the great check given to the church were the result of the growing ascendancy of the burghess class. Corporate trade of the middle age reached its zenith with the triumph and power of the mechanical guilds in 1300. As the masters grew wealthy and opulent, the journeymen grew poor and degraded. The tyrannical restrictions of the guilds barred the opportunities to workingmen and begat the class called Proletariat. Driven to unendurable conditions, the journeymen sought to organize guilds of their own to protect themselves against the arbitrariness of the masters. Alas! this was the veritable fall of man! By organizing guilds of laborers against masters, the journeymen tacitly proclaimed themselves a caste and affirmed that capital and labor are two distinct factors, the property of two distinct classes and permitted capital to be placed above labor. They accomplished that which guild masters, above all things, must have desired. Had the journeymen known their economic rights, they had fought within the guilds and eliminated the authority of capital, for capital is the tool of labor and not the converse. Both factors belong to the same individual. That monumental mistake of the toiler in withdrawing from the hive when capital ruled and surrendering to dependency, has borne its malediction down to our present time and continues cursing and degrading the noblest of man's attributes: Labor.

Thus the 14th century ushered in the era of commerce, industry and political centralization. It dethroned the priest and the baron, and enthroned the legist and the financier. In the words of Michelet:

"Gold had dethroned God."

Now for the upbuilding of the Bourgeoisies and the replacing of mediæval feudalism by industrial and financial barons; now for the slavery that shall be the last, that of labor.

Connected with the church of the middle ages was the powerful and wealthy order of the templars. Kings and barons banded to raise pretexts of apparent validity to lay hands on the immense treasures of that fraternity. Charges horrible and improbable were brought against that noble order, the pride of the crusades of which they had been the most valiant soldiers. The templars' property was confiscated everywhere. In England in 1300, in France and the rest of Europe in 1312 and the grand master of the order, with several of his brothers were burnt in Paris in 1314. The new spirit sacrificed all to its hatred of the past, in the templars it scouted the crusades.

With the new era of legists and commerce, came taxation ruinous to all, the debasing of the currency and other corruption.

The toiling class suffered on all sides. The third estate exploited them remorselessly, the taxes ground them mercilessly. The minds of men saddened in the presence of so much misery, at the sight of cruel wars which involved nearly all Europe, and made of that continent a charnel house. Blood stained the soil and polluted the air; stricken humanity wept and shuddered.

Then appeared a new phenomenon. The wretched and starving peasants became restless as if impelled to move by some mysterious force. They massed in bodies and set roaming about the land, evidently actuated by no motive of violence. "Their leaders," says Michelet, "were a degraded priest and an apostate monk. They enticed along with them crowds of simple-minded persons even down to children who ran away from their homes. At first they begged and then they took. Some were arrested and thrown into prison, but their comrades broke into the prisons and released them."

These bands called Pastoureaux were the prototype of our present Coxey army. As a whole, it was a peaceful demonstration of a suffering people. They had not yet learned to turn against their despoilers, the seigniors. Yet thirty-seven years, and the Jacquerie will come out with a sharper outline.

On this well prepared ground, in 1339, burst out the black plague. Naturally it raged fiercest among the poorer classes. It destroyed, according to records, one third of the human race. When this furious storm departed it left the social atmosphere purged of many injurious elements.

A few years later Wickliffe appeared and gave to the world his gospel of justice and equality, and his fearless denunciations of the errors of Rome. Around him disciples of the new gospel rose everywhere. As early as 1357 the peasants in France broke out in rebellion and devastated the northwest, destroying barons and manor houses. This great peasant war, called the *jacquerie*, was the first recorded in our civilization, the first since the great uprising of Spartacus, 73 B. C. Simultaneously with the *jacquerie* the first insurrection of the people against the government broke out in Paris. King John and his barons had been taken prisoners by the English at the battle of Poitiers, and the kingdom was left without a ruler, save the dauphin, who was then but a boy. The people were reduced to abject poverty. Paris undertook for the first time what she did many times since, viz.: to govern France. In Paris the provost of the merchants, Etienne Marcel, took the lead and convoked the states general. Here the bourgeoisie attempted to rule, and used the common people to do the work of the revolution. The ordinances decreed by the

states general, which the dauphin was compelled to sign, were, for that time, most radical. Says Michelet: "The great ordinance of 1357 was much more than a reform. It effected a sudden change of government. It placed the administrative power in the hands of the states (three estates) and substituted a republic for the monarchy."

The revolution of 1357 was the presentation in miniature of the great overturning of 1789. It was the outline which it took 500 years to finish. Already loomed in the horizon the faint picture of the scaffold on which Louis XVI died, and with him the principles of monarchy. An occurrence in the revolution of 1789 strangely coincides with that of 1357. Marcel and his followers wore red and blue hoods, the colors of the city of Paris. He invaded the royal palace and placed his democratic hood on the head of the dauphin and put the royal cap on his own head. On June 20, 1792, the populace broke in the Tuilleries, handed a red liberty cap to the king who placed it on his head, and, says Carlyle, "forgot it there."

From France the fever of insurrection passed into England. Two priests, disciples of Wickliffe—John Ball and Jack Straw—stirred the minds of the bondmen by preaching to them the doctrines of liberty and equality. Soon, 1381, the great insurrection of Wat Tyler spread terror among nobles and princes. The rebels were shamefully betrayed by the king, a youth of fifteen, who tore from them the charters he had given and massacred them wholesale. But liberty, though slain, was not dead. The toilers of the fields and those of the cities had, at last, discovered that they were naked and the name of he who plundered them—the master. Religion was no longer capable of keeping them in humble obedience. The schism in the church, 1378, whereby two popes, one at Rome, the other at Avignon, (France), held the same sceptre at the same time and braved and excommunicated each other, broke the last support of papal infallibility.

The 14th century is the turning point from religious and feudal despotism to political, industrial and financial despotism. The labor question which holds so large a place in our time was born in the 14th century along with the third estate or bourgeoisie, and the monarchy of divine right. Since then, the bourgeoisie and the toiling class have united to destroy pure monarchy and succeeded 1792. Yet though the church be subdued and monarchy be limited, the poor are starving and the rulers are oppressing in our time just as they did in the middle age. Liberty is still to be won by the common people, but tyranny has become clarified and condensed. It is lodged in one body: the bourgeoisie.

# MECHANICAL.

## PROMOTION AND SENIORITY.

Some officials take especial delight in scoffing at rules adopted on some roads whereby firemen are promoted to engineers according to seniority instead of merit. That this is an unwise rule may be true, but subordinate railway officials are responsible for the adoption of this rule. There can be no difference of opinion as to the length of service of a fireman if records are properly kept, but when merit is only detected in kinsfolk and tattlers merit ceases to be a virtue. When brothers, cousins and nephews can commence firing a switch engine for a man of three years' experience and eighteen months later have this same experienced man to help them over the road in the capacity of fireman there is a screw loose somewhere and investigation will hardly locate the loose screw in the experienced man's head. It is a well known fact that in many localities if a petty official takes a dislike to a fireman merit will never bring about his promotion. This state of affairs has made "seniority" promotion popular. The partiality of subordinate officials in magnifying merits and concealing demerits of relatives in their employment has caused some railway companies to establish rules prohibiting the employment of kinsmen by foremen and superintendents of departments. If a just and equitable competitive examination should decide promotions of firemen lodge rooms would blossom into school rooms and seniority promotion would have but few admirers. That firemen possess greater merit than is usually recognized is exemplified by a discussion which took place at the recent convention of Traveling Engineers, held at Denver, Colorado. One gentleman made the following statement:

I want to state an occurrence that happened in the air brake instruction car the other day at Chicago. I had seven engineers in there, and one fireman asked if he could come in and listen. I said, "Certainly." I had instructed all those engineers and then was asking them to trace the air through the chart I had on the side of the car, and there was not one that could commence to do it. After I had instructed them, I am sorry to say, they couldn't do it. This young man, this fireman, said: "I would like to do

that." He got up there and traced the air through better than I could. I believe; that is, he could name every part and number better than I could. There was nothing when he got through that I could tell him. Others possibly could have told him, but I never saw a man in a car in my life that could trace the air through and explain the air brakes better than that fireman. It was not three months after that when I had him on a locomotive, and he is running to-day and giving good satisfaction, and he learned it himself.

This statement would indicate two things:

(1) Firemen are required to know more than engineers before they are eligible to promotion; (2) this young man's merit would have remained undiscovered had he not asked an opportunity to prove himself.

## RAILROAD SUPERINTENDENTS.

On October 15th the American Society of Railroad Superintendents met in New York City in their annual session. In addition to their regular order of business, the following topics were discussed:

Is there sufficient reason for discontinuing the use of white or clear lights as a safety signal in American railway practice? If so, what color can be substituted to mean "safety," and what to mean "caution?"

What principles are to be recommended for fixed signals, especially for block signals and inter-locking, that will promote uniformity in installation, simplicity in operation and clearness in signaling?

Is the use of derailing switches in terminal yards to be recommended?

What principles and methods have been found, in your experience, most effective, in order to obtain trained, reliable employees in the operating department?

"Standard Rules" of train service were up for discussion, but no report of definite action taken on any topic has reached this office.

## THE TRAVELING ENGINEERS.

At the second annual convention of the Traveling Engineers' Association, held at Denver, Colorado, the question of amount of knowledge of mechanics necessary for a fireman to have before promotion came in for general discussion. It is evident that the standard in the future will be higher than in the past; in fact, men to be promoted must exhibit a higher education upon the subject of air brakes, valve mo-

tion, etc., than is possessed by the average "old timer." It was also the general opinion of the association that new engineers should know the road thoroughly before going out with a train equipped with air brakes. In this issue is published the examination questions on machinery reported by the committee and adopted by the convention. In the MAGAZINE for January questions on air brakes will be published.

#### KNOWLEDGE IS POWER.

Under the caption, "The Steam Engine Indicator and Its Work," Mr. Thos. Pray, Jr., has in this issue of the MAGAZINE presented to the readers of the "Mechanical Department" an introduction to a series of articles which will appear with the new year upon the subject of steam engine indicators. Perhaps it is not too much to predict that these articles will be read eagerly by those who have ambition to keep up with the procession in mechanical matters. The author's experience with the instrument and its work is wide, and he ranks high as authority upon the subject—much of his work having been done on marine engines on both our merchant and war vessels.

This article will be illustrated and will form a part of an educational course decided upon for the coming year. The engineer of the future will be a man that has a knowledge of his business, and if the firemen of to-day will read the "Mechanical Department" of the MAGAZINE for 1895 they will have that knowledge.

#### SUPERINTENDENTS OF BRIDGES AND BUILDINGS.

The American International Association of Superintendents of Bridges and Buildings held its annual meeting at Kansas City, Mo., on October 16th to 19th, President J. E. Wallace (Wabash), Springfield, Ill., in the chair.

After three days meeting the association adjourned, electing the following officers, and agreeing upon the following subjects, which are to be considered by special committees to be reported upon and considered at the next annual meeting to be held at Atlanta, Ga., on the third Thursday of October, 1895.

President, George W. Andrews, Baltimore & Ohio R. R., Philadelphia, Pa.

First Vice President, W. A. McGonagle, Duluth & Iron Range, Two Harbors, Minn.

Second Vice President, L. K. Spafford, Kansas City, Fort Scott & Memphis, Kansas City, Mo.

Third Vice President, James Standard, Wabash, Moberly, Mo.

Fourth Vice President, Walter G. Berg, Lehigh Valley, Jersey City, N. J.

Secretary, S. F. Patterson, Concord & Montreal R. R., Concord, N. H.

Treasurer, George U. Reid, Lake Shore & Michigan Southern, Cleveland, Ohio.

Executive Committee—James Standard, Wabash, Moberly, Mo.; James H. Travis, Illinois Central, Chicago, Ill.; Joseph H. Cummin, Long Island R. R., Long Island City, N. Y.; R. M. Peck, Missouri Pacific, Pacific, Mo.; I. L. White, Texas Midland, Terrell, Tex.; A. Shane, Cleveland, Cincinnati, Columbus & St. Louis, Lafayette, Ind.

#### SUBJECTS FOR CONSIDERATION.

First. Mechanical action and resultant effects of motive power at high speed on bridges.

Second. Methods and special appliances for building temporary trestles over wash-outs and burnouts.

Third. Strength of various kinds of timber used in trestles and bridges, especially with reference to southern yellow pine, white pine, fir and oak.

Fourth. Best method of erecting plate girder bridges.

Fifth. Best and most economical railroad pile driver.

Sixth. Sand dryers, elevators and method of supplying sand to engines, including buildings.

Seventh. Span limits for different classes of iron bridges and comparative merits of plate girder and lattice bridges for spans from fifty to one hundred and ten feet.

Eighth. Best method of spanning openings too large for box culverts, and in embankments too low for arch culverts.

Ninth. Best end constructions for trestles and adjoining embankments.

Ten. Interlocking signals.

Eleven. Pumps and boilers.

## TELEGRAPHIC PROGRESS IN RECENT YEARS.

The statistical abstract recently issued by the Board of Trade gives information regarding the growth of telegraphic communication in the principal European countries and in the United States during the last twenty-five years. It appears from the data given that Germany was the first country in which a telegraph line was opened, in 1833. It is well known that in this country the first successful essay of a practical electric telegraph was made on July 25th, 1837, by Cooke and Wheatstone, between Euston and Camden, on the London and North-Western Railway, and that the first telegraph line was set up in 1838 on the Great Western Railway, from Paddington to West Drayton. The United States followed in 1844, and then came in order of introduction Belgium, Austria, Italy, France, Holland, Switzerland, Sweden, Denmark, Norway and Spain, in the last of which countries the first line was opened only on May 1, 1885. No data are given for Russia, and the statistics for that country come to an end with 1880, Russia being then fifth on the list of countries as regards the number of messages carried. The smallest number of messages despatched in 1870, the first year selected, was 466,700, in Norway, and the largest number, 9,350,000, in Great Britain. Germany was third in the list with 8,207,800 messages. The United States had a slightly smaller number of messages to its credit than Great Britain, the total being 9,157,646. In 1892, after the lapse of twenty-two years, Norway had still the smallest number of messages carried—viz., 1,649,544. Germany seems to have dropped from third place to fourth, with a total of 31,175,100. No figures are given for France in 1892, but in 1891 the number of messages carried was 32,397,000. The United Kingdom still retains the first place, its total in 1892 being 69,908,600, compared with 62,387,298 in the United States. Austria held fifth place in that year with 10,835,302, and Italy seventh with 8,322,925. Regarding the proportion between the number of messages carried and the population as a whole, it appears that in 1870 Russia showed the smallest proportion of messages carried per head,

only 0.04 per head of population. Of the five countries which held the next lowest rank to Russia as regards the proportion of telegrams to population—viz., France, Italy, Sweden, Spain, and Hungary, the first named has since made the greatest stride, and is now amongst the first five countries compared in this respect, increasing from 0.1 to 0.9. Switzerland, in 1870, was first among the countries, with 0.6 message per head. In the interval its proportion has been doubled, but it now holds only second place, the United Kingdom being first, with 1.8 message per head. The United States, with Holland and Belgium, fall into third place, having 0.9 message per head.—*Engineers and Firemen's Journal (Leeds, England.)*

## THE STEAM ENGINE INDICATOR AND ITS WORK.

BY THOMAS PRAY, JR.

It is not many years since this instrument was considered an ornament, or perhaps a scientific plaything, which only men familiar with mathematics could understand. It has, however, become familiar to a large portion of the engineers, firemen and others intimately connected with steam and its workings and the steam engine.

It is not my purpose to tell of any one instrument in particular, either favorably or unfavorably, but a word of caution may be added with justice to all, that within the last few years and especially since the expiration of the patents in two cases, a number of so-called improvements or "improved instruments" have been put upon the market which are almost worthless, so far as reliability or accuracy is considered.

It does not necessarily follow that all cheap instruments are bad, or that all high priced instruments should be accurate. I am sorry to say, however, that this does apply to steam engine indicators in a very general way to-day.

The difficulties of making an accurate instrument are not realized, nor is the result of accuracy appreciated, even by the makers of the instruments themselves, or the users of them.

It is true of the three leading instruments to-day that they have required so much expenditure in their manufacture and in attempts to perfect them, that they have hardly been profitable unless to the patentee.

A great deal of doubt exists as to the reliability of the indicator diagram and the results that are computed from it even to-day. But there is a practical result realized and a benefit from the use and

study of the indicator, and the work involved which will benefit any man who makes himself familiar with it.

The lines of the indicator when properly applied teach us precisely what is going on inside the cylinder, how the steam is admitted, when and where it is cut off, whether the cut off is efficient or not, whether expansion is complete and whether the steam drifts in after we suppose the valve has closed. It shows whether the release commenced early or late, and whether the escape of the steam into the condenser or air, as the case may be, is complete, or whether back pressure exists, to what extent, and in what part of the stroke. It also shows whether compression, little or much, exists, and how the steam valve opens with relation to the dead center of the crank.

It does not show how much water there is in the steam, and it does not show the amount of clearance, it does not show the value of the steam. It does, however, contain positive information, which when we associate it with the proper facts and data, and then compute it correctly, gives a vast amount of information which can be obtained in no other way with any certainty.

It is becoming an invaluable adjunct to any steam engine, or other machinery where steam is used to overcome resistance or to do work.

To any person familiar with the action of the steam engine an indicator diagram becomes simple with a little study. It will be my purpose to write on the lines of an indicator diagram, without any attempt to use impossibilities, or improbable features, and after these have been explained to use locomotive diagrams from a locomotive under different circumstances and conditions, in such a way that those who feel disposed can get information from them, with the hope that they may appreciate them as they will undoubtedly if studied.

No mathematical formula of any kind will be used except so far as is necessary to establish the rules to work from, and in every case these will be explained simply but correctly, so that any one who will shall have the full benefit of any application they may choose to make.

The indicator is as applicable to gas, to hot air, to cold air, to compressed air, and to various other uses where a graphic figure is required, and it has been used for many such purposes within very recent years.

The indicator is liable to serious mistakes only when misused, or, I regret to say, whenever there is some personal interest in the results. But these things are not to be discussed, they bear to a certain extent some discredit on the instrument. We will consider it only in its proper and judicious

use. It has paved the way for the vast improvement which has been made in the working of steam, in all cases from its record, and the computation of that record positive information, reliable information, has been given by it.

Following the suggestions of the instrument we have been able to greatly increase the pressures, and introduce changes which have resulted in doing very much more with a pound of coal, and this is the basis of all economy.

Without the indicator high speed and high pressures would never have made the start they have within the last ten or twelve years. It was only done by obtaining accurate information of what had been done and then improving upon that.

This is the history of all the valuable improvements. Step by step, following the record and improving upon it, and this is precisely what the readers of the MAGAZINE desire to do, and very many of them are doing so.

This plan has been under consideration for some time, and as the new year is a good time to commence it, the purpose is to have a number of articles on the same subject, connected but still not in any sense continued. Each article will be independent of the other except in a relative sense. Each will be complete in itself and will not be in any sense a "continued story."

With the wish that all the readers of the FIREMEN'S MAGAZINE will interest themselves in the pursuit of knowledge which will be valuable to them, each and every one of them who makes it a subject to be mastered, and that the study of what goes on with the steam which is made, and whether that use is economical or otherwise, and that the year shall bring to each one something of profit and of pleasure in his connection, I will close this article.

#### TECHNICS.

At Pelzer, S. C., a manufacturing plant has closed a contract for hydraulic and electric apparatus for the transmission of 2,000 horse power a distance of four miles.

England, after successfully operating the telegraph service in connection with the postoffice department, has about concluded negotiations by which all telephone lines will also be operated by the government.

An inventive genius has designed an ether condensing engine to propel bicycles at high rates of speed. A vertical cylinder is placed beneath the seat within which is a coil of pipe covered with asbestos. The liquid contained therein is heated by a spray of ignited gasoline, and the gas generated is automatically introduced into two indirect acting cylinders connected with

crank pins on shaft of rear wheel. Leading from the exhaust to the ether reservoir is a condenser which condenses the vapor back to liquid

"Izal," a new and powerful disinfectant, has been discovered by J. H. Worrall, an English chemist. It is a coal product, intermediate in its general properties between benzine and paraffine. Though insoluble in water, the particles when finely divided remain permanently suspended in water, forming an emulsion.

At the foot of Willett's Point, L. I., a twelve-inch gun has been wrapped with thirteen miles of one-half inch insulated telegraph cable. This coil and a dynamo forms the strongest magnet in the world. Col. W. R. King, of the United States Engineering Corps, contrived this monster magnet while experimenting, and claims that it will derange a ship's compass at a distance of six miles.

An inventive genius has brought forth a clay lamp wick that, it is claimed, is indestructable, needing no trimming or other care, and produces 25 per cent. more light than wicks of cotton. Vegetable fiber is mixed with plastic clay which is burned out while the clay is being baked, thus leaving minute passages or capillary tubes through which the oil feeds. Edison's incandescents will probably prevent a great fortune being made in clay wicks.

The Kinetoscope Exhibition Company has offered \$50,000 to the pugilists, Corbett and Fitzsimmons if their contest for the championship of the world will take place under their supervision where interference would be improbable and surrounding conditions favorable to photography, such as bright, clear weather, etc. The kinetoscope people then propose to exhibit the event with the assistance of Edison's great invention, and it is claimed that each and every movement will be perfectly reproduced.

The pressure of ignited gunpowder being about forty tons per square inch, says the *Electrical Worker*, the energy in a bullet fired from a small pistol is about 600 foot pounds. As a pocket watch consumes about one fifty-four millionth of a horse power, it follows that the amount of energy in the bullet would run the watch almost two years. As the current in an Edison telephone transmitter was found to be about .0001 ampere, and its resistance about one ohm, the energy in it is slightly less than one-thousandth part of that used in a watch, and it would therefore be run over 2,000 years with this same amount of energy as developed in a small pistol.

The American revolver, which so long has held prestige as a firearm will, it is feared, have to yield to the Borshardt automatic repeating pistol, manufactured by Lowe, a Berlin gunmaker. This new firearm has excited the admiration of an American military expert who has recently given it a thorough test. The cocking, ejecting shells and reloading are all performed automatically by the recoil of the barrel and breach mechanism. One pistol was fired 6,000 times without any apparent injury. The eight cartridges held in the magazine can be fired in two seconds, and the recoil is imperceptible. Another peculiarity is that the "gun" doesn't resemble an American pistol in the least.

The *Tradesman* says paper is one of the most lavishly used articles of modern times. The materials of which it can be made are almost as numerous and common as the uses to which the finished article is put. There are something over 2,000 patents covering the making of paper. It may be manufactured, under some one of them, from the leaves of trees; from hop plants, bean stalks, pea vines; from the trunks and stems of Indian corn and every variety of grain, from moss, clover and timothy hay, and more than one hundred kinds of grasses; from straw and cocoanut fiber; from fresh water weeds and sea weeds; from saw dust, shavings and asbestos; from thistles and thistle down; from banana skins, tobacco stalks and tan bark; from hair, wood, fur, old sacking or bagging, and from almost any other imaginable refuse.

There is a difference of opinion regarding the serviceableness of a ship's boat constructed of aluminum. Recent tests by experts of the navy department indicate that the new metal is extremely susceptible to the corrosive action of seawater, and just as liable to have barnacles adhere to it as other metals. But Mr. Charles S. Rossiter, of Baltimore, who built three aluminum boats for the Wellman Arctic expedition, does not agree with the statement of the navy expert. His boats went through rough usage and hard service and have returned in first class condition. The war department is experimenting with the metal with a view to putting it into general use in equipments for soldiers. Buttons, belt buckles, canteens, bayonet scabbards, cups, stirrups, horseshoes, bits, etc., will soon be of aluminum, thereby reducing the weight of these articles more than 50 per cent.

#### NOTICE TO MEMBERS.

When corresponding with Grand Lodge always mention number of lodge of which you are a member.



**Explosion of Hollow Pistons.**

The fact, though an infrequent one, that hollow pistons, on being heated for removal from the rod, have unexpectedly exploded, has been the subject of special investigation in France, says the *Tradesman*. The fact appearing that, during the last twenty years, five such explosions have occurred in French workshops, in the reheating of these hollow, cast iron pistons. It appears from the statement made in this connection, that, on examining into the interior of a piston which had been in use some eleven years, there was exhibited a brown substance which contained fatty matter, oxide of iron, peroxide of iron and carbon; and, this being the case, it was supposed that a certain quantity of water had been forced into the cavity in service, either through the iron or through some imperfection in the plugs with which the original core support cavities were filled. The water, in forming oxide of iron, sets free its hydrogen, which filled the piston cavity, and, as the recombination of this hydrogen with the oxygen at a low red heat, would have the effect of producing an explosion of the character in question, the suggestion is put forth by the experts having this examination in charge that such a result may be prevented by tapping before reheated.

**QUESTIONS ON MACHINERY.**

Adopted by the Travelling Engineer's Association for Examination of Firemen for Promotion.

1. What is a locomotive?
2. What are your first duties when going out of the house with the engine?
3. What tools do you consider necessary?
4. What supplies?
5. How do you locate a pound in an engine?
6. If pound is in rods can you always locate it?
- How?
7. How would you commence to key up a Mogul or ten-wheel engine?
8. If pound is in the wedges can you set them up and get them right the first trial?
9. How do you do this?
10. Will an engine pound if pedestal bolts are loose? Why?
11. When wedge bolts are broken, how do you keep the wedge in position?
12. If follower bolts are loose will it make a pound?
13. How do you detect this trouble?
14. How do you remedy it?
15. If cylinder packing is blowing through how do you tell which side it is on?
16. Will steam come out of both cylinder cocks at the same time on the same side?
17. If valve is cut and blowing can you locate the trouble?
18. And which side it is on?
19. Will steam come into cylinder if valve is tight and stands in the middle of its travel; that is, covering both steam ports?
20. Can you locate the trouble if steam pipe is leaking? How?
21. If exhaust gets out of square on the trip what does it indicate?
22. Can you locate the trouble, whether it is a slipped eccentric, loose bolts in the strap, eccentric rod loose on the strap, or broken valve yoke? How?
23. Is there anything else not mentioned that would effect the sound of exhaust?

24. Can you set a slipped eccentric? How?
25. How do you tell which one has slipped?
26. How are they kept in their places on the axle?
27. How do you get the engine on the exact center?
28. Which center is most convenient to set eccentric from?
29. Where do the eccentrics come in relation to the crank pin on that side of the engine?
30. Where do they come in relation to the eccentrics for the same motion on the other side of the engine?
31. What generally causes eccentrics to slip?
32. How do you move the eccentric back to its proper place on the axle?
33. Would you put water on a very hot eccentric or strap?
34. Are all eccentrics made in one piece?
35. What do you disconnect, take off and block up in case of a broken eccentric or strap?
36. Can an engine be worked ahead to a station with a full train, if back motion strap is broken? What should be done in this case?
37. What would you do if link hanger or pin is broken?
38. If arm is broken off tumbling shaft?
39. With a broken reach-rod?
40. With a broken link block pin?
41. With a broken piston gland or stud?
42. What would you do with an engine with a broken piston?
43. With a broken cylinder head?
44. With a broken valve yoke?
45. With broken valve seat?
46. With broken valve stem gland?
47. When a valve seat breaks does it ever do any damage to other parts of the engine?
48. What would you do with top rocker arm broken?
49. How do you fix broken steam chest, if steam leaks out badly?
50. How do keep steam from coming out of dry pipe into broken steam chest on the different builds of engines on this road?
51. How and when and where do you block the crosshead when disconnected?
52. How do you keep the packing rings out of the counter-bore?
53. Would you take out the cylinder cock at the end the piston is in?
54. What would you do if main rod strap or crosshead should break?
55. What is done if side-rod or back pin breaks?
56. Can all four-wheel switch engines be run with the side rods down?
57. Why do you take rods down on the opposite side to that broken?
58. What is the effect of sanding the rail while engine is slipping, without first shutting off steam?
59. Is it good policy to allow sand to run from one pipe only?
60. How do you block up an engine for a broken driving spring or hanger?
61. With broken equalizer?
62. With broken engine truck, spring or hanger?
63. With broken intermediate equalizer on Mogul?
64. With broken engine truck center-pin on Mogul, what is to be done?
65. What do you do when a tire breaks and comes off the wheel on standard engine?
66. With front tire on Mogul or ten-wheel engine?
67. Main tire on Mogul?
68. With the back tire on Mogul?
69. With both back tires on Mogul?
70. With the back tire, back driver or back axles broken off, how do you fix engine so you can back around curves, when necessary?
71. At what points is weight of engine carried when springs and equalizers are in good order?
72. Where is the weight carried when blocked up over the forward driving box?
73. When blocked up over the back driving box?
74. What is the best material to use to block between driving box and frame?
75. If driving box or brass breaks so it is cutting the axle badly, what can you do to relieve it?
76. Do you consider it an engineer's duty to have suitable hardwood blocks on his engine to use in

case of a break-down?

77. How do you block up or get to a sidetrack with broken engine truck wheel or axle?

78. With Mogul; with broken engine truck wheel or axle, what would you do?

79. With broken tender truck wheel or axle, what would you do?

80. Is it necessary to take down the main rod if frame is broken between the cylinder and main driving box on standard engine?

81. Would you take down either rod if frame is broken between forward and back driving boxes?

82. Where is the frame fastened solid to the other part of engine?

83. Would you disconnect an engine for a broken guide?

84. How do you handle an engine if throttle sticks open, or dry pipe joint breaks so steam cannot be shut off from engine?

85. What will you do if throttle is disconnected and remains shut?

86. If crank-pin brass gets hot so the babbit melts, would you cool it off with water before all the babbit comes out?

87. Can you take out a tender truck brass and replace it with a new one? How?

88. An engine truck brass?

89. When brass does not wear an even thickness at both ends, is it apt to run hot? Why?

90. How often do you examine the ash pan, grates and dampers?

91. What are your duties after cutting off from train at the end of trip?

92. What are your duties in case of wreck when your engine is off the track?

93. If front end is broken, but flues and steam pipes in good order, how could you make repairs on it to run in?

94. Do you understand the principle on which an injector works?

95. What are the different builds of injectors on this road?

96. What is the combining tube?

97. If sand or dirt gets in the passage this tube works or moves in, will the injector work?

98. In case an injector will not work when it has always been reliable before, where would you look for the trouble in the first place?

99. If it will not prime at all?

100. If it primes good, and breaks when opened wide, where would you expect to find the trouble?

101. When boiler check sticks up or leaks back so water comes from the boiler, how do you remedy it?

102. Is there more than one check valve between the injector and boiler?

103. Will an injector work unless all the steam is condensed by the supply of water?

104. Will it sometimes work better if steam throttle on boiler is shut off so as to supply only steam enough to work the injector?

105. Will an engine steam any better if this is done?

106. How should an engine be pumped—continuously from beginning to end of trip, or would you shut the injector off when pulling out after each stop?

107. Will an injector take water from the tank if the air cannot get into the tank as fast as the water goes out?

108. Is there any advantage in having the boiler moderately full when pulling out of a station, or when starting a hard pull for a hill?

109. What makes a boiler foam?

110. How do you remedy it?

111. What is the danger when boiler foams badly?

112. Does water remain at the same level when the throttle is shut off?

113. What do you do in case the water drops too low?

114. What is the least depth of water on the crown sheet that is safe?

115. How much water on the crown sheet with one, two and three gauges of water respectively?

116. Do you consider it safe to run an engine with one or more of the gauge cocks stopped up?

117. Is the water glass safe to run by if the water

line in the glass is not moving up and down when the engine is in motion?

118. Under what circumstances can it be used to show height of water if you cannot see the top line of water in glass?

119. If gauge cocks are stopped up, or the water glass cock filled up so water does not come into glass freely, what is your duty?

120. Is any more water used when an engine foams than when water carries well?

121. What is the effect of using black oil in the boiler and through the injectors?

122. Would you use valve oil or lard oil for the same purpose?

123. What damage does it do to an engine to work water through the cylinders?

124. Is it a good plan to let an engine slip at such times?

125. Is it liable to break the cylinder packing rings or cylinder heads?

126. In case you get out of water on the road, what would you do?

127. When an engine dies on the road in the winter, what will you do?

128. How will you fill the boiler with water and get the engine alive, when fire is drawn on account of low water?

129. Can an engine be pumped by towing her with another engine? How?

130. Can she be filled up with hot water from a live engine, if you have a hose and suitable connections?

131. How do you take care of a boiler with old and tender or leaky flues?

132. If the top of stack is covered after the fire is cleaned and engine is in the house, to keep cold air from drawing in and up through flues, will it help to keep them tight?

133. Are you familiar with the workings of the lubricator?

134. Explain how the oil gets from the cup to steam chest and cylinders?

135. What about the small check valves over sight feed glasses—what are they for?

136. Are there any other valves between lubricator and steam chest? Why not?

137. After filling the oil cup what valve do you open first? Why?

138. If you should fill the cup with cold oil while in the house, would you open the water valve or leave it closed?

139. How often should lubricator be cleaned out? Why? How?

140. Should sight feed glass or feed valve on one side become broken or inoperative, can the sight feed on the other side be used?

141. Will any of the lubricators in service "cross-feed," that is, feed to the cylinder on the opposite side of engine? Why, or why not?

142. Explain the "cross feeding" difficulty as experienced in some of the "lubricators" in service.

143. Is there a possibility of losing all the oil out of "lubricator" after shutting off both bottom feeds to steam chest, when engine is allowed to cool down?

The foregoing questions are intended as a guide for Examiner, or Examining Board to be governed by. Candidates should be asked questions all around the regular ones as laid down in this list, to find out what the candidate knows.

#### A Nut for Correspondents.

Recently an engineer on the Vandalia railway was suspended for incompetency under the following conditions: "Six miles before reaching the end of his run his engine became disabled on main line. Another engine was sent out and towed him in. *He did not disconnect his engine, but oiled valves and cylinders. No damage was done to valve seats or cylinders, all being thoroughly lubricated.*" Comments are invited.

## CORRESPONDENCE.

Forward copy so as to reach editor not later than the 15th of each month. Write on one side of paper only. Sign name and nom-de-plume, the latter for publication.

#### Some Difficulties in Engine Cleaning.

MR. EDITOR:—You see and hear a great deal about firemen keeping clean engines. Some times and at some places this can be done with pleasure and profit, but let me tell you how encouraging it is here on the St. L. & S. F. R. R. It means twenty hours on freight to make a 100 mile trip, and after this the fireman shows up to clean his engine and draw his supplies. He has to go over the jacket about twice with the broom before he can use waste, because the clinker men and the ash pan cleaners do not use the blower. Then he has to wash his windows and wipe out the cab, inside and out, polish his boiler head, scour his brass, fill his lamps, oil cans and lubricators, and otherwise put in six to eight hours, for which he receives nothing. He goes home believing that he has done his whole duty and the old mill looks as good as any of them. The next morning he comes around to go out and see how his work is appreciated. The cab brass, windows and paint work are smoked so that you can write your name anywhere. The man who fired up has left the door open. The hostler has taken her out and has done it so artistically that she looks as though a flock of black-birds had roosted over her. Then he took her to the coal chute and filled her tank, forgetting to drop the curtain. This helped the chance to write your name in bold relief through the dirt. The tank is full of coal about the size of a large wash tub. The water bucket is gone. The night men have emptied some of the oil cans. Your new shovel has been exchanged for an old one. A window glass broken and perhaps the broom gone.

While you are standing up to your knees in dirt and disgust, wondering whether it would be best to kill some one or commit suicide, along comes a man of authority and wants to know "Why you can't keep that engine looking decent?" This is no imaginary picture, it is our regular daily ration. Ask any St. L. & S. F. R. R. fireman. "X."

MR. EDITOR:—I was going to put my light, the indicator, under a bushel basket and quit, but upon considering the matter I have changed my mind, and instead, I put on my overalls and jumper, and prepare to meet the enemy.

In Forney's Catechism of the Locomotive, question 122, we find: "What is meant by the clearance of a piston and cylinder?"

Answer. "When the piston of an engine is

at the end of its stroke there is always some space left between it and the cylinder head so that there will be no danger of the one striking the other." This is "piston clearance," undoubtedly, undeniably, irrefutably piston clearance. "The distance between the piston and cylinder head at the end of the stroke is called 'clearance.'" Besides this space, the passages between the valve face and the cylinder must also be filled with steam before the piston begins its stroke. The whole of the spaces between the piston and valve space is called 'clearance space.'" Not at all, this is "clearance."

There was never anything more misleading than this "opinion." I would like to ask Mr. Forney how he lays out the theoretical curve without laying out on the diagram the clearance line?

By the way, Mr. Garaghty, a couple or three cans of those Baltimore oysters would not go bad, and Mr. Weiler, a few of those New Jersey clams would be fine.

Forney broke his "pick" with me when he came out in his new edition and lays out the theoretical curve from the steam line where it will intersect the vacuum line.

Arthur L. Parshall.

ALBUQUERQUE, N. M., Nov. 10, 1894.

#### A Simple Question.

MR. EDITOR:—I notice that there are a great many engineers that do not understand where the piston gets the air from that is pumped in the steam chest when the engine is running with the reverse bar in reverse position. I have had old experienced engineers to tell me that the piston pumped air through the cylinder cocks, and they went on to say if the cylinder cocks were shut up tight so that no air could get through them the engine would not hold.

I wish some of the writers of the MAGAZINE would explain this simple question, for the benefit of the ignorant, in the January MAGAZINE. I am only a "smoke jack," and on this road a fireman must keep in his "proper place."

W. D. R.

#### Wire-Drawn Steam.

MR. EDITOR:—If a partly closed throttle valve is wasteful of power because it produces "wire-drawn" steam, does not working an engine with short cut-off produce the same results at the slide valve? Authorities rule that the throttle valve should be kept wide open and speed regulated by cut-off. Is it not a fact that all steam is wire-drawn when used economically; that is, when an engine is not allowed to develop full power? It would appear to a student that the advantage gained in "authorities" methods is in expansion alone and not because steam is less wire-drawn. Will some of our correspondents enlighten a

Student?

## WOMAN'S DEPARTMENT.

EDITED BY IDA A. HARPER..

Letters for publication should be directed to Mrs. Ida A. Harper, Stanford University, California.

### A FAREWELL.

I often have wondered when and how I should say "good bye" to the readers of THE FIREMEN'S MAGAZINE. The "when" is now. The "how," ah, that is not so easy to define! I say "of the MAGAZINE," because, during these many years I have had numerous pleasant reminders that the gentlemen, also, have been faithful and appreciative readers of the "Woman's Department." I trust that the many subjects discussed in these columns have possessed some interest for both men and women. Modern existence has brought them into such close association in all the different departments of life that—most of the vital questions of the day—are of equal importance to both, and we can no longer draw a clear line dividing the interests of one from those of the other.

If I should fill this department two months longer, twelve consecutive years of service would be completed. This is a long time to write for the same constituency of readers, if I may so express it. They are entitled to a change and, doubtless, will enjoy it; but I flatter myself with the hope that, with my readers, as with myself, there may be some regrets at the separation. I have watched, with much pride, the growth of the MAGAZINE from an obscure and struggling little periodical to one of the most influential labor publications of the day. I give the full credit of this success, as every honest man and woman must, to the commanding ability of our editor, Eugene V. Debs. I rejoice to have this opportunity of expressing my high appreciation of his fine executive force and his splendid mental powers. I believe they will be recognized even more fully in the future than they have been in the past. Those who have the pleasure of his personal acquaintance will testify also to his sterling honesty of purpose, his fidelity to his convictions and his dauntless courage in carrying out what he undertakes. In a friendship of fifteen years I have found him always the same, a man tender hearted, generous, brave, just and faithful, in the highest interpretation of all these beautiful qualities. I esteem it a privilege to be able to declare, even in this most inadequate manner, my sincere regard for our retiring editor-in-chief.

I beg my readers to believe that my work in this department has been done from other motives besides the financial recom-

pense. I have been glad to write, for so large a body of readers, upon the topics in which I feel so strong an interest and which, I think, ought to have a wide and thorough discussion. I hope our new editor is a believer in equal rights, which I consider one of the vital issues of the time, and one upon which both men and women need to be thoroughly informed. It is, however, occupying so much space in the newspapers and magazines of the day that no one need remain in ignorance of its merits or demerits. I can ask for Mr. Carter nothing better than that he may receive the same kindness and courtesy from his readers that have been shown to me. During all these years I have never received one abusive or insulting letter, such as editors are often favored with. On the contrary, I have had scores of friendly and sympathetic messages, flowers, photographs and other gracious mementoes. If all the letters have not had personal acknowledgment, it is because my pen has been kept so busy that this has been impossible. The contributions that have been sent for publication have received careful attention and almost all of them have been forwarded to the publisher. If they have not appeared, it has been due to the crowded columns.

I shall always retain the warmest interest in the success of the MAGAZINE and in the personal welfare of the contributors to the Woman's Department. While the past twelve years have brought into my life many sad changes and much sorrow and disappointment, the associations connected with the MAGAZINE have been bright and enjoyable. It is with genuine regret that I sever my relations, and with the earnest hope that I may be held in kind remembrance.

IDA A. HARPER.

### MODERN VS. ANCIENT THEORIES.

We referred in an article last month to the changed ideas in regard to occupations and recreations for women. From newspapers of recent date I have made several clippings which illustrate, in an amusing way, the altered sentiment in respect to various things which, a few years ago, were laid down to women as fixed and immutable laws. For instance, we have been told always that every girl must learn to cook; though she be ignorant of all else, she must know how to cook; "the way to a man's heart is through his stomach;" all desirable husbands are in pursuit of the girl who knows how to cook, &c. &c. Is that bright paper, *Kate Field's Washington*, is a most felicitous article on this subject, written, too, by a man! He denies that "the biscuit block is the cornerstone of the foundation of domestic happiness, and that

the sacred fire on the altar of Hymen must be kindled in the kitchen stove." Hessay:

To hear the culinary romancer one would think that a knowledge of cooking was the foundation of all womanly virtue, but out of the depths of personal experience I venture to assert that there is no saving grace in the use of the skillet and dispan. In all my experience I have never known a marriage to result in failure because the wife could not cook, and I do know at least one divorce, and many marriages unhappy enough to terminate in divorce, where the wife in each case is an admirable housekeeper and skilled cook.

He ridicules the stories about "the tempting supper cooked by the wife, who in a spotless wrapper, with a rose in her hair and smile on her face, appears against a background of pots, kettles and pans to welcome her husband." He has no fear that the husbands of the future will suffer, for he says:

There is no need for advice or solicitude on this subject. To most women, learning to cook is as natural as falling in love. The average woman would rather read a receipt book than a novel, and a new filling for a cake or a new dressing for salad is the most absorbing topic in the universe. Even Milton, little as he knew of women, seems to have discovered the inherent and ineradicable love of cooking that is part of woman's nature. He tells us of Eve preparing for Raphael that feast of fruits and nuts and "dulcet creams" "from sweet kernels pressed." I believe one of the drawbacks to our great mother's happiness in Eden was the lack of a cooking stove. Remember the delicious butter that George Eliot made, and Mrs. Carlyle's bread and marmalade! Are they not immortal as their makers? I oppose the acquisition of the culinary art before marriage on two grounds. First, if a girl cooks before she marries she misses one of the most exquisite pleasures of her life—making her first cake, her first bread and her first biscuits in her own kitchen. What housewife does not recall the moment of triumph when these wonderful creations emerged from the stove, very lopsided, very heavy, very yellow, but her very own! Second, if a wife has learned to cook before her marriage her husband loses the opportunity of a lifetime to show his devotion to her by eating and praising experimental cakes, bread and biscuit, regardless alike of digestion and veracity.

There are both truth and good sense in this. The vast majority of married women are greatly interested in cooking and all the other household arts, and if they are not they will never be made so by being told that it is their duty.

At the World's Fair Woman's Congress it was almost impossible to get into the building where the lectures on cookery were being given. At Chautauqua, N. Y., Mrs. Ewing has been giving courses of instruction on this subject to crowded classes for the past twelve or fifteen years. But the idea is exploded that young girls must make everything else subservient to their efforts to learn to cook. It has gone to join that other idea that every lad of twelve years must be put to learning a trade. The place for young boys and young girls is in the school room getting an education. If the girl can find time outside of school hours for the household arts, let her learn them, but the exactions of the present school system are such that they absorb almost all of a pupil's time except what is needed

for necessary recreation. If she does not get the education while she is young, she will never get it. With three months' careful instruction she can master the most essential details of housekeeping. She should do this before marriage, but if she does not do it, she can acquire them in a very short time after marriage, if she is intelligent, industrious and anxious to learn. The point is that the sentiment has passed away which regards the art of cookery as the sole end and aim of a woman's life, without which she is a failure.

Another precept which has been pounded into women by the press, the platform and, I was about to add, the pulpit, is that if she would save her body, to say nothing of her soul, she must discard the corset. By means of maps and charts her internal organs were displayed to the public gaze and all future generations were brought into the argument. Now comes so eminent an authority as the great *Pall Mall Gazette*, of London, with a plea for the corset, which it declares to be "the root of morality, self-respect and health." The *Gazette* admits that the corset, like other good things, may be abused, but of a nicely shaped, pliable, well fitting corset it says:

It braces up the moral energies as much as it does the physical; and many a slatternly Blowsabella that we see lurching along the pavement in a slum would take an entirely different view of life and its responsibilities if she were put into a properly built corset. All the diatribes that have been flung at woman's best friend are each more absurd than the other; and it is pleasant to find that of late doctors are becoming enlightened enough at last to own that civilized woman's body requires stays just as much as she requires a house to live in and a varied regime that would simply have horrified her primeval ancestors.

We believe that, notwithstanding all that has been said about the evils of the corset, the majority of men would vote against its abolition. They probably would as soon be put into a "straight jacket" as to wear one themselves but they do not like to think of the spectacle of all woman-kind uncorseted.

There is one type of women, straight, slender, with no superfluous flesh, who look well without a corset. The ordinary type of well-developed women, with a tendency to adipose, do not look well without one. If we resolve the question into one of "looks" we think these statements will be accepted. A fleshy woman is bound to look neglige, if not slovenly, without her stays; not only this, but she will find herself daily increasing in size. If she discard the corset she must also lay aside the basque and closely-fitting dresses of all kinds and adopt the flowing styles that "half conceal and half reveal." If we consider the corset from the standpoint of health—that is another story. It must be worn very loose indeed not to interfere with the free movement of the various organs. On the whole,

however, we are inclined to agree with those who advocate a well-made, comfortably-fitting corset, and we are inclined to believe that ultimately there will be a swing of the pendulum of sentiment back in this direction, from the present wave of radical ideas in regard to dress-reform.

Another example of what we are trying to illustrate is found in the changed opinion regarding the use of powder on the face. The *New York Ledger* expresses it in a recent article which begins by saying:

There are few things more absurd than the outbursts indulged in by simple minded people on the subject of powder. While no man would wish his wife, daughters or sweetheart to appear in public in a condition that would suggest Kalsomining, there are very few sensible men who do not much prefer a little carefully managed powder to the oily, common-looking faces they sometimes see and have to acknowledge as those near and dear to them.

Not a great many years ago the woman who powdered her face was severely criticised, and the powder box was concealed with the utmost secrecy. Now the fashionable young lady carries her tiny powder puff or bit of chamois skin in her pocket and uses it whenever and wherever she thinks necessary. The powder box is found also upon the toilet table of gentlemen who have learned of its value through their barber. There are many kinds of powder in the market which the physicians declare to be perfectly harmless, in fact, an improvement to the skin. There are very few complexions so perfect that they are not made better by the softening effect of some fine and delicate powder. It relieves the oily, shining appearance and preserves the skin from the roughening influence of sun and wind. Until recently the woman who dared add a little color to that which nature put in her cheeks was declared at once to be an improper character, though what was the connection between the two it is not easy to determine. Now, however, this dictum no longer can be regarded as infallible, since a great many women improve upon nature in this respect, and yet morally are above reproach. There is, perhaps, no valid reason why a woman may not put a faint flush upon her pale and sallow cheeks, except that it seems like a return to savagery. To-day I noticed a whole column in a reputable paper devoted to the paraphernalia of brushes, pomades, etc., used by the modern belles to develop their eyebrows. Since all nations, for all ages, have extolled the beauty of women, the present no less than those which have gone before, it is not to be wondered at or condemned if women strive to enhance and preserve that beauty.

We have spoken before of the prevailing craze for athletics among women that is receiving every possible encouragement and assistance. I notice a recent syndicate article, extensively used by our large news-

papers, urging women when sitting down "to keep, as much as possible, the legs on a level with the rest of the body, and occasionally to put them even higher." Contrast this with the oft-repeated injunctions to the girls of bygone days: "sit up straight," "don't cross your legs," "don't put your feet up on anything." Only a short time ago I read in an article on decorum that "a lady would never cross her feet." Poor little maidens, poor women of every age, how you have been limited and repressed during all the long centuries! But first the veil fell down from your faces, and then you were permitted to uncover your heads occasionally, and so on, and so on, until now you may put your feet higher than your head, and still remain within those magical boundaries of respectability! We will suppose this latter attitude is to be assumed only in the privacy of your own apartments, but it is something gained to be allowed to do it even there. I often think of the remark of a friend, "There is no virtue in being uncomfortable," and yet both men and women really ought to "sit up and behave themselves" in a modest and dignified manner when in the presence of others. I have often wished, however, that men would try, during an entire evening's entertainment, to sit perfectly still, as a woman does, with his hands crossed in his lap and his feet placed carefully together on the floor, or better yet, let them attempt a railroad journey under the same conditions.

The above are only a few of the numerous examples that might be quoted to show, 1st, the change in regard to many of the old-time theories; and 2d, the larger liberty that is granted in personal matters. While this tolerance of modern times is noticeable with respect to men, it is especially marked in the case of women, because their restrictions and limitations have been so much more severe, and because all the rest of the world always has felt it to be a duty, in which they also seemed to find great pleasure, to dictate and superintend the smallest details of woman's existence. The women of the future will relieve mankind at large of this great responsibility.

#### A FINAL WORD FOR EQUAL RIGHTS

It looks now as if nothing would or could delay the coming of woman suffrage, which is, in fact, what we mean by equal rights. While women do not have the latter in the fullest sense of the word, yet they are gradually coming into possession of their own and they cannot fail to be invested ultimately with the full title. The gaining of the suffrage will end, practically, all other barriers.

The experiment in New Zealand is conceded to be an unqualified success. We

are apt to think of this far away English colony as a semi-barbarous place, but in reality it is far advanced in art, culture and commercial enterprise. At the last election 90,000 women and 129,000 men voted. The universal testimony, without a dissenting voice, is that the woman voters exercised the very best of influence over the election, which, although one of the hottest, was also one of the most respectable ever held. Rev. Dewitt Talmage, who is traveling in that country, writes enthusiastically: "Instead of the ballot box degrading woman, woman is here elevating the ballot box. Why, in New Zealand, or America, or anywhere else, should man be so afraid to let women have a vote? Man at the ballot box is a failure. Give woman a chance." Hon. Joseph Howard Witherford, of the Auckland, N. Z., harbor commission, who is now in San Francisco, recently addressed the women's clubs, giving the most decisive testimony in favor of woman suffrage. He says: "It operates as a tonic in domestic life, centering the thoughts of the household on the condition of the country, making patriots and students of all. Even women who had declared they would not vote, at the last moment registered and voted. Let me say one thing to the men of San Francisco, the moment you enfranchise women your problem of political bossism and corruption is forever solved. If you American people really want purity of elections, you cannot do anything better than to hasten the ends and aims of your equal rights league." We might quote columns of similar testimony, but space forbids.

The suffrage in Wyoming has never been considered a fair test, by the opponents, because there are no large cities in that state and, proportionately, a small number of women. The test in Colorado, however, is perfectly fair and must be accepted as a legitimate argument. There the women have registered, attended the primaries and voted. The sentiment is unanimous on the part of Republican, Democratic and Populist newspapers, that woman suffrage is a success. The women turned out in great numbers to the primaries, in some of the precincts outnumbering the men, and, according to the papers, "They swept out of existence the rings and combinations, the bums and ward heelers." The *Denver Republican*, speaking for all political parties, says: "The most intelligent and cultured women are taking an active part in political matters. They have inspired good men to go to the voting places and have gone themselves. Their influence has been thrown for good government and there is reason to believe that it will always be cast for better methods and cleaner, purer politics. The percentage of good women is far greater than the percentage of good men,

and their influence in politics will be for good against evil." The abundance of such testimony as this ought to be a sufficient answer to the old stock arguments that have been doing duty so long. Women have been put on the state tickets of all the political parties and, no matter which wins, there are sure to be a number of women in the next Colorado legislature.

Utah will come into the Union with woman suffrage. Strong equal suffrage planks were adopted by each of the political conventions, Republican, Democratic and Populist, which met to elect delegates to the convention that will prepare the state constitution; so there is no doubt whatever that equal suffrage will be a part of it. Women voted in Utah in 1869, but the franchise was taken away from them by an act of congress directed against polygamy.

By the time this is read, Kansas will have voted upon an amendment to her constitution giving the full suffrage to women. The most trustworthy authorities predict that it will carry by a good majority. If such is the case, next year will see women with the full presidential suffrage in four states—Wyoming, Colorado, Kansas and Utah. There are already over twenty states where they exercise some form of suffrage. There is scarcely one state where the women are not organized and making an effort to obtain the franchise.

In Illinois women have school suffrage only, but they are making the most of it this year, as all the state tickets have nominated women for trustees of the state university. In Chicago the excitement has run high, the women have headquarters in the best hotels, and, according to the press dispatches, the committees represent "the brains, the wealth and the aristocracy of the city." In answer to a demand the wife of Governor Algeld wrote a letter to the woman's campaign committee saying, "I assure you that I shall vote the straight Democratic ticket, as far as I can." The women turned out in great numbers to register, going to hotels, billiard parlors, livery stables or wherever the booths were located. The men ceased smoking, took off their hats, and, at one place, each lady was presented with a rose. In the disreputable wards the registration was very light. All the candidates are women of fine attainments and excellent character, and it makes no especial difference who receives the majority of votes.

The State Grange of California, an important organization in this great agricultural region, has just recommended a woman-suffrage amendment to the state constitution of California.

The national convention of Carpenters and Joiners, in session at Indianapolis, adopted a platform which is to form the

nucleus of that of the National Labor party. One of the planks declares unequivocally for woman suffrage. The most prejudiced observer will be forced to admit that the full enfranchisement of women in a number of the states will take place before many years. In some of the less progressive it will be delayed, but it finally will prevail. It is a question of principle, of equity, of justice, and in complete accord with our constitution, which guarantees equal rights to all citizens of the United States.

#### EDITORIAL NOTES.

Junius Henri Browne has an excellent article in *Harper's Bazar* on the new order of "Blue Stockings," the name given in olden times to literary women. He finds them, contrary to the ancient idea, without any eccentricities, well-dressed, good house-keepers, companions, wives and mothers. He says that Blue Stockingism adds to the interest of feminine nature and makes it more winning. "The sexes may be primarily drawn to one another through the heart. But it is the endowed mind that strengthens and fixes the attraction. We tire of almost everything but that. That holds to the last."

A little girl is said to have written the following bright essay:

Boys are men that have not got as big as their papas, and girls are women that will be ladies by and by. Man was made before woman. When God looked at Adam he said to himself: "Well, I think I can do better if I try again." And He made Eve. God liked Eve so much better than Adam that there have been more women than men. Boys are a trouble. They wear out everything but soap. If I had my way half the world would be girls and the rest dolls. My papa is so nice that I think he must have been a little girl when he was a little boy. Man was made, and on the seventh day he rested. Woman was then made, and she has never rested since.

Cardinal Gibbons, at Baltimore, has preached a strong sermon against woman suffrage. He says: "Woman cannot vote and I am heartily glad of it. I hope the day will never come when she can vote, and if the right of suffrage is ever granted to her, I hope she will reject it." The cardinal is not usually behind the times, but he does not seem to be well read on this point. Women can vote and the day has already come. He may hope that they will reject it, but the probability is that when the franchise is universally granted, the Catholic church will be just as anxious to have its women, as it now is to have its men, vote for its own strength and perpetuation. There are a great many people

who think that the clergy should keep out of politics, but, if there were a law disfranchising them, the revered gentlemen themselves would insist upon its repeal. In fact, we need the clergy and the women and all other good elements to redeem politics from the depths to which it has been dragged by the long-continued control of the bad elements.

An audience of 20 000 people at St. Louis, witnessed a sculling match on the lake in Forest Park between two young women. At the Shell Mound range, near San Francisco, a woman more than held her own with a Winchester against the crack shots of the Columbia Pistol and Rifle Club. At San Diego, a young woman has made application for a government license to act as steamboat pilot.

The greatest thing in the world is love. The place where it is most needed and best appreciated is in the household.

"Be swift to love your own, dears,  
Your own who need you so;  
Say to the speeding hour, dears,  
I will not let her go  
Except thou give a blessing;  
Force it to bide and stay  
Love has no sure to-morrow,  
It only has to-day.

"Oh, hasten to be kind, dears,  
Before the time shall come  
When you are left behind, dears,  
In an all lonely home;  
Before in late contrition  
Vainly you weep and pray,  
Love has no sure to-morrow,  
It only has to-day."

Miss Francis E. Willard has just passed her 55th birthday, and it was celebrated by Chicago in royal style. In the beautiful hall of the Woman's Temple Miss Willard was escorted by the "Boys' Brigade." She was welcomed by distinguished representatives of the W. C. T. U. C. C. Bonney, of the World's Fair Congresses, spoke for the citizens of Chicago; Rev. John Henry Barrows, for the clergy; Dr. Henry Wade Rogers, President of the Northwestern University, for the educators; W. J. Onaham, chairman National Prohibition Committee, for the Roman Catholics; the Good Templars, the Christian Endeavor, the colored people, the Federation of Labor, all presented addresses of welcome. There were songs and poems, the unveiling of a bust of Miss Willard, and the dedication of the Chautauqua fountain. No American woman ever was so honored, none ever better deserved it. Thirty years ago when a few brave women wanted to speak in public in the cause of temperance, they were insulted, driven from the hall and came very near breaking up the convention. The world moves slowly, but it moves.



At St. Xavier's College, New York, there have been for the past two years, several hundred women in attendance upon the lectures. This year the male professors and students have decided that they no longer wanted the girls, and have barred them all out. From Wesleyan College, at Middletown, Conn., there comes stories of rude and overbearing treatment of the girl students. One young man writes a protest to the college paper against admitting any more girls, and the same paper publishes the statement that out of nine honors in freshman mathematics, the girls took seven. Possibly the boys have reasons which they do not care to state, for keeping out the girls. There are a number of large universities where women receive the same consideration as men, and these are the ones that women ought to support. Among the more prominent are the University of Michigan, Chicago and Stanford, where there is absolute equality, as far as it is possible to have it.

*General William Booth.*

Twenty-nine years ago the Salvation Army did not exist, even in name. Now there are four thousand societies and eleven thousand officers spread over forty-two countries. All this is the result of one man's conviction and indomitable perseverance.

When General William Booth arose before a vast audience in Convention Hall, I saw the same type of man that sailed from England in the Mayflower and planted the seeds of civilization in New England. Obsessed with an idea, General Booth has lived for it, is making a crusade for it, and will eventually die for it. Tall, spare, nervous, keen, strong, with an eagle eye and an aquiline nose, General Booth has not one oratorical grace, yet he dominates an audience to the end. Language does not flow from his lips as if there were an unceasing spring of thought within. He speaks in jerks, with a rasping voice so lacking in power in the beginning, as to make you fear he will surely break down before long.

After you get used to the weird, gaunt, restless face and figure and a delivery that is absolutely individual, and after General Booth has fitted himself to his surroundings and has lost himself in his subject, speaker and audience are in sympathy and the magnetism of earnest truth weaves the spell that accounts for the success of the Salvation Army.

General Booth is a born leader. He is moreover an actual Christian leader. His love of Christ means practical religion, the only religion that is not a parody on the word, the only religion that saves souls for the reason that it begins by rescuing bodies. It is the religion that loves humanity well

enough to live in the slums and consort with criminals and sinners. It is the religion that believes in the divine spark latent in the most degraded and fans it into a flame. Seventy-five per cent. of the wretched men and women who come under the influence of the Salvation Army are restored to decency and usefulness. What a record! Why not put Booths at the head of our prisons?

To redeem "Darkest England" General Booth has come to this country to collect three hundred thousand dollars. His scheme of home colonizing, manufacture and tilling of the soil has already absorbed \$650,000, raised in England. He is in debt, however, and tells his story to us, hoping to soften the heart of some millionaire. May his hope be realized, but what a commentary on England is the presence among us of General Booth in the role of a beggar for humanity's sake! Think of it. England is the richest country in the world. All nations pay tribute to her. She is everybody's creditor. She loans money to China and Japan, and Egypt and North and South America, and grows fat on the interest that is often wrung from her debtors at the point of the bayonet or with the lash of the whip. She has so much capital as to conquer continents and islands in order to invest it, and yet she lets General Booth appeal to one of her largest debtors for a miserable three hundred thousand dollars, though his human redemption scheme returns a profit of three and a half per cent in cash!

What would England say if an American Booth crossed the water to beg for three hundred thousand dollars with which to save the souls of our criminals, the majority of whom are products of Europe, and largely British? Let everyone answer as conviction prompts. Is it not shameful that General Booth must come here to be rescued from an unselfish debt? Does not it occur to many that the millionaires whose hearts may be touched should remember that charity begins at home, and that half of every dollar given to the Salvation Army should be expended on branches in the United States? Poverty begets crime; the poverty of the coming winter will tax to the utmost the endurance of struggling thousands and the purses of struggling rich.

Go, all, and hear General Booth; then draw your own conclusions.—*Kate Field's Washington.*

A short time ago the women of Kentucky arose over the action of a man concerning a woman. Last week an old Kentuckian of eighty-four married a young girl of fifteen and, outside his own family, the clamorous women of Kentucky said nothing.—*Illustrated American.*

# THE MAGAZINE.

Published by the Brotherhood of Locomotive Firemen on the First Day of each Month, at Terre Haute, Indiana.

**Manuscripts, Exchanges, Remittances, Subscriptions, Changes of Addresses,** and all correspondence relating to the MAGAZINE, should be directed to the Editor and Manager.

**Advertising.** Correspondence relating to advertising should be directed to Wm. N. Gates, Agent, 29 Euclid Ave., Cleveland, Ohio.

W. S. CARTER . . . . . Editor and Manager.  
W. N. GATES . . . . . Advertising Agent.



DECEMBER, 1894.

## BOYCOTT AGAINST THE BROTHERHOODS.

About the fifteenth of last August, General Superintendent Sweigard, of the Philadelphia & Reading Railway, notified members of the Brotherhood of Railroad Trainmen that they must renounce their brotherhood or be discharged from the service of the Reading Company. National laws have been enacted that make it legal for working men to form organizations for their own protection, yet the receivers of the Reading Railway, as representatives of the court, propose to abrogate those laws.

On the 15th of September Grand Master Wilkerson, of the Brotherhood of Railway Trainmen, remonstrated with the receivers against the action of Superintendent Sweigard, to which he received the following reply:

The policy of this company is well known to be that it will not consent that persons in its service shall owe allegiance to other organizations which may make claims upon them which are incompatible with their duties to their employers. This position was taken advisedly and we have no intention of departing from it.

Had this communication been written in the states of Massachusetts, New York, Ohio, Indiana, Illinois, California and some other states—and even in Great Britain—the receivers of the Reading Railway could have been prosecuted for a criminal offence, but in the great state of Pennsylvania, with its population largely made up of working people, it is no crime for employer to treat employes in a manner that should bring the

blush of shame to those who have cast votes in past elections.

The members of the Brotherhood who were threatened with discharge appealed to the mercy of Judge Dallas, in whose court the receivership rests. The Judge has acted in a manner that would convince the most charitable person that he is either prejudiced against the labor movement or is ignorant of law. The brotherhood's appeal for mercy was unavailing, and Judge Dallas has given the boycott against labor organizations the sanction of the United States government. The contempt, so illy concealed, in which he is held by Attorney-General Olney, who assumed the task of pointing out his errors in a gratuitous letter of advice, had no effect on Judge Dallas. This letter is published complete in this issue, under the caption of "Olney and the Brotherhoods," and will prove interesting reading.

In his recent decision Judge Dallas says:

The fact is that leave was asked and was granted, to file an intervening petition; and accordingly (October 8, 1894), the petition of Levi Hicks was filed, wherein it is alleged that he is an employe of the Receivers, and is a member of the Brotherhood of Railway Trainmen; and, upon information and belief that the statements contained in the preceding petition are true. This petition was amended on October 27, 1894, and again on November 13, 1894. The answer to it, as at first presented, was filed on October 12, 1894; and the first amendment was answered on November 5, 1894; and the second amendment on November 19, 1894. The petition of George S. Riley was filed on October 27, 1894, and the answer of the Receivers thereto was filed on November 5, 1894. Upon the application of the counsel for the petitioners the cause was assigned for hearing, and on the day appointed was fully argued. The case having been thus heard on the petitions as amended, and the several answers thereto, the answers are to be taken as true; 2 Daniels, Chancery Practice, p. 982; and, applying this rule to the cases of Levi Hicks and Geo. S. Riley, the facts before the Court so far as deemed to be material, may be concisely stated. Both of these persons are in the service of the Receivers, and both are members of the unincorporated association known as the Brotherhood of Railway Trainmen.

A rule was adopted by the railroad company in the year 1887, and has since been maintained by it and by the Receivers, to the effect that no one would be employed in its service who was a member of such an association, unless he would agree to withdraw therefrom. Levi Hicks was employed as brakeman on October 20, 1893. The established form of application, representing that the applicant was not a member of any labor organization, or that, if such member, he would withdraw therefrom, was pre-

sented to him for signature, and thus the rule above mentioned was especially brought to his notice; but he then declined to state whether or not he was a member of such an organization, and thereupon he was employed, but by a subordinate agent of the Receivers, and without their knowledge or that of their general superintendent. On or about August 15, 1894, he was notified by the latter that unless he would give up his membership in the brotherhood he would be discharged. He still, however, retained both his membership and his employment, and on October 8, the day on which his original petition was filed, and after it had been presented, the general superintendent had an interview with him and others of the employed, at which 'no threat was made of discharge, but reference was made to the agreements under which the men had entered the service of the company, and to the rules of the company, and they did agree to withdraw.' The proposed discharge of George S. Riley has no connection with his membership in the Brotherhood of Railway Trainmen, but is caused solely by his failure to satisfactorily perform his duties.

"The circumstances disclosed in the case of Levi Hicks do not entitle him to the interposition of a court of equity on his behalf. Without animadverting upon his participation in the equivocal and exceptional means by which he secured his present employment, it may, at least, be said that his assumption that the fact that he so secured employment imposes upon the Receivers an obligation to retain him in it, ought not to be sustained. Even if they should not be permitted to dismiss an employe because of a fact known to them when they employed him, still they should not be compelled to keep in their service one who, without their knowledge, entered it in conscious violation of a long-established regulation, though with the connivance or negligent assent of some minor official. The notice of August 15, 1894, was, therefore, rightfully given, and should have been regarded. The Receivers had done nothing which, upon any reasonable ground, could be set up to deprive them of that freedom of action which, in such matters, employers and employed are alike, and always at liberty to exercise. When unaffected by contractual obligation, the right to determine their personal relations pertains to all men, and is no less inviolable than is their right to form them according to their own will and pleasure.

The promise made by Mr. Hicks, after his petition had been filed, may have been, and probably was influenced by a desire to assure his retention of his place, notwithstanding his failure to respect the notice of August 15; but it was not induced by any threat then made, nor does it appear that his participation in this proceeding was objected against him. If it had been, I would not have hesitated, upon attention being called to it, to make it quite plain that no man can be prejudiced by applying to the Court for relief to which he thinks he is entitled. But there is nothing of the kind in this case. The purpose to discharge Mr. Hicks unless he would resign from the Association was communicated to him about two months prior to October 8, and his promise of that day was given simply in the exercise of

his right of election between the alternatives which had been previously presented to his choice. The fact is that he did agree to sever his connection with the Brotherhood, and though in making his selection he was doubtless confronted by a dilemma, it is obvious that he was not in any legal sense subjected to compulsion. But it is not necessary that I should, and I do not, rest my judgment upon this tardy agreement. It is at least certain by making it Mr. Hicks acquired no better position than he occupied before; and, without it, I am of opinion that the Receivers would have been justified in dismissing him upon grounds peculiar to him, and wholly irrespective of the broad question which he has attempted to obtrude into this case. It results that the petitioner Hicks has not made out a case entitling him to the relief which he seeks; and it is even more manifest that the case of George S. Riley is utterly devoid of equity.

#### A NEW DISPENSATION.

The Civic Federation of Chicago took the initiative in a movement, which probably had its origin in the late labor troubles and apparently is national in character, to find a solution for the labor problem when under its auspices a labor congress was held in Willard's Hall, in the city of Chicago, on the 13th and 14th of November. What success will crown their efforts, what results if any will accrue, has not yet materialized, but that it is a forerunner of an agitation throughout the country in favor of a harmonious settlement of differences arising between employer and employe is evident.

The subject up for debate was whether or not the time had come for the people, the nation, to step in and offer its services as a mediator, conciliator and arbitrator. Some of the greatest thinkers of the country participated in the discussion. Students and professors of political economy were well represented. The same can not be said of the employer, and to a certain degree, of the employe.

The inference to be drawn from the sentiments expressed before this Labor Congress were: 1, the people are heartily in accord with the movement which has for its purpose the settlement of labor disputes by conciliation and arbitration; 2, the employer is positively opposed to such an undertaking; 3, the employe is indifferent. That the people expectantly, yes, anxiously, await the coming of this new dispensation can not be denied, therefore, the inference drawn from this congress is correct. By

their conspicuous absence and lack of sympathy for the efforts of the Civic Federation it is convincing that the employer looks upon the movement with suspicion and distrust. The fact that many labor leaders were invited and but few attended would indicate an indifference on the part of the employe. It is with the latter supposition that this article deals.

If it is a fact that the working people of America are indifferent or opposed to the settlement of disputes with employers by arbitration before resorting to strikes the MAGAZINE must confess that it has misconstrued the loudly proclaimed utterances of workmen and their representatives in the past. Its acquaintance with the labor movement outside of railway circles is superficial but with the railway labor movement it is positive that arbitration before resorting to strikes has ever been a tenet, a doctrine, of all prominent railway organizations. A federation of conductors, trainmen, switchmen and firemen formed several years ago had a clause in its constitution which positively forbade a strike until an attempt, at least, had been made to arbitrate.

Of course the desirability of conciliation and arbitration as a legal process depends largely upon the details of the law. It should be compulsory to that degree that corporations could not assert with arrogance that there was "nothing to arbitrate." The facts of the injustice should be ventilated by law and an opinion reached by good and true men acting as arbitrators should be published to the world. Here all compulsion should cease and the weight of public opinion alone should be the only controlling influence. There can be no law that says a man must work for a certain wage nor can there be a law that compels a man to pay a certain wage, but there should be a law that publishes to the world an arrant act of injustice perpetrated because of the power possessed by the one over the other. This law should be expeditious, capable of being quickly set in motion, and assure decisions not delayed.

If ever a strike has been precipitated by a labor organization that was unjust it has been because of a lack of knowledge by that

labor organization of all circumstances connected with the case. The purposes of a strike are solely for exaction of justice and never for the perpetration of a wrong, and the MAGAZINE has no knowledge of any strike entered into by the Brotherhood that it would not gladly have the causes published to the world. Can the same be said of the employer? If a railway corporation knew that a legal tribunal of the people was ever ready to take cognizance of the tyrannical edicts that so often emanate from an official source, of the many unjust reductions of wages in order that foreign bond holders and possessors of stock that never cost a dollar may dwell in gilded palaces, those corporations would hesitate before bringing upon their heads the disapproval of their patron, the public. If, after this, no results are reached then strike—and strike hard.

---

#### CONTRACTS.

From time immemorial—immemorial as far as railway labor organizations are concerned—the great objective point, the *ultima thule* of the hopes of railway employes has been to secure contracts and agreements and schedules of wages with railway companies. These contracts and agreements have cost the brotherhoods more than any other benefit except it be insurance.

Contracts have been to members of the brotherhoods as the *Magna Charta* to the English people; a constitutional bill of rights to be observed by all—king and peasant, official and employe. Where firemen have been oppressed, overworked and underpaid, discharged by petty officials for imaginary offences, deprived of rights, their first effective relief has been in contracts secured through the influence of the Firemen's Brotherhood. It has been the labor of the Brotherhood which succeeded in obtaining contracts with nearly every important railway system in the country, but with all this labor and expenditure of hard-earned money many have been brushed aside in a moment of petulance. Members of the Brotherhood have violated these contracts without any just and sufficient cause, have torn down in a day what it took years to build up.

There are vast sections of the country, sections traversed by large systems of railways, where the Brotherhood had procured the best contracts, highest rate of pay and greatest privileges, where no contracts now exist, and not one was abrogated by the companies. The change has been terrible, the effects horrible. Thousands of happy little homes have been made desolate, as desolate as the charred fields in the wake of the great forest fires—and why? Was it because the companies had violated their contracts? Was it because men had struck against oppression? No. It was because the brotherhood was “too conservative,” and, perhaps, members did not appreciate its benefits.

It is all over now. Like some horrible dream it still burns the memory, and years will come and go before the scars will all be effaced; yet, some say that it is to be repeated—the East must undergo the trying ordeal and do penance in sack cloth and ashes over the grave of organized labor as has been done by the West. Shall men be lead to their ruin like sheep to slaughter, ignorant of impending danger, though nearly stifled with the stench from the carcasses of their own kind?

Some may have grievances against the Brotherhood because the Brotherhood did not violate every solemn obligation, every binding contract, every honorable agreement, but it should not be forgotten that the Brotherhood has grievances against them. Allied corporations and myriads of scabs have never injured the Brotherhood, set back the labor movement, in all their years of onslaught, that these so-called friends have done within a few short months.

The question arises now—shall we set to work to remove the *debris*, succor the poor and needy, forgive and forget wrongs done through excitement? Yes! Hold out the hand of friendship and welcome back those who have made mistakes—aid them, aid their families and prove to them that they never had a better friend than the Brotherhood of Locomotive Firemen. Remember that thousands were drawn into this whirlpool of destruction through mistakes of the head and not the heart.

#### THE WAGES OF SIN.

Alexander III, the autocrat of all the Russias, has gone to meet his maker, and if no special privileges are granted to autocrats, he has ere this probably had cause to repent of the thousands of wrecked lives and broken hearts which have been the trophies of his reign. It must be confessed that of his kind the late czar was, if not more humane, at least less brutal than his illustrious forefathers. The knout, the thumb-screw, the rack and the many other instruments of torture which Russian imperial ingenuity has so readily contrived to ex-terminate a love of life from those in whose bosoms the flame of liberty burned are now withdrawn from the gaze of a sympathetic world, but do their duty as of yore in that cheerless, desolate region beyond the Urals.

Although, to not be impolite, the world has burdened the wires with messages of condolence, the world yet remembers the atrocious cruelty practiced within recent years upon the helpless Russian Jews. Old grey-heads butchered, virgins ravished, homes looted, and Alexander III, “The Lord’s Anointed,” the “Great Patriarch of the Holy Synod,” the supreme dignitary of the Russo-Greek church, indirectly, if not purposely, encouraged such acts by issuing edicts banishing fellow-beings because they were Jews, because they worshipped God not in the manner dictated by Alexander III.

Siberia, a name synonymous with tyranny and oppression, has again lost her royal prison keeper only to see another installed to carry forward the edict of Russia—servile submission to an imperial master or existence worse than death in the Siberian mines.

Alexander II and I, father and uncle of the late Russian monarch, were sons of Crazy Paul, who was a son of Catherine II. Before them Elizabeth, Ivan and Catherine I, sandwiched between the three Peters, were a bloody, dissolute set. Assassination, suicide and licentiousness has characterized the male members of the house of Romanoff; intrigue and unchastity has distinguished the female representatives of the family. Of such stock was the late Alexander.

While we weep for this departed monarch let us drop a tear for those poor unfortunates, victims of his tyranny. The echoes of Moscow's bells tolling in his memory will be wafted to bleak eastern plains and there mingle with the sighs of heart-broken souls.

#### E PLURIBUS UNUM.

The many kind expressions of friendship and consideration voiced by contemporary labor journals are appreciated and reciprocated by the MAGAZINE. The *Trainmen's Journal* says: "We extend our heartiest fraternal greeting and trust that the MAGAZINE and the *Journal* will continue on the same friendly footing in the future as in the past." The *Conductor*, the *Engineers' Journal* and *The Telegrapher* courteously and kindly give expression to similar sentiments. This is as it should be. Instead of warring, one against the another, all should unite in a common cause.

The MAGAZINE is one that believes that Federation is the solution of the labor problem and one that hopes the day is not far distant when the various railway labor organizations will follow in the footsteps of our forefathers, the American colonists, and form a federated union, one and indissoluble! Those thirteen colonies, with interests identical, remained separated, each one relying upon its own strength, for many years. All holding aloof from closer communion because of imaginary inequality or grievances, fruits of prejudiced minds, until driven by the oppression of a common enemy, they formed a federation of colonial organizations. Under this federation the American war of independence, the greatest strike on record, was conducted and won. But, the desire for federation did not decrease with the excitement incidental to the war. Five years later, in time of peace, this great federation was cemented by a solemn compact, the Constitution of the United States of America, and to-day although the autonomy of each state is preserved, they collectively form a combination that bids defiance to the world. An invasion of one state would set on foot the marching hosts of forty-four. A hostile shot fired across

our southern border would echo back with the tramp, tramp, tramp of a million brothers from the north. So it should be with railway labor organizations—so it will be with railway labor organizations.

#### WAGES OF EMPLOYEES.

Under the above caption the *Railway Age* endeavors to prove that strikes are incited by leaders of labor organizations and that "fifteen leading railway companies of the west" are only able to earn "a little over four-fifths of one per cent" on the "total stock."

When the *Age* makes the assertion that "leaders of labor organizations are inciting employes to make demands upon railway officials" it exhibits a lack of knowledge upon a subject with which nearly every reader of newspapers in the country is familiar. It has only been a few short months since the public press was burdened with glowing accounts of the institution of a labor organization which unlike all others was not "too conservative." One of the greatest incentives offered to members was that, unlike all the brotherhoods, the members would not be prevented striking by "chief executives who were afraid to allow a strike."

It has been advertised far and wide that during the past year strikes have been prevented repeatedly by advice of leaders of labor organizations, and in one case, over the protest of members, a strike was positively prohibited by the chief executive of an organization. It is recognized by the members of all labor organizations that cool headed, conservative men should be placed at the helm, and where this rule has been ignored the very existence of the organization was imperiled. No one should know this, and probably does know better than the *Railway Age*, and when it introduces such statements in a prelude to an argument it prepares the mind of the intelligent reader to accept with distrust subsequent statements.

The *Age* arrives at its conclusion that the dividends earned on stock of the fifteen leading western railways is only "a little over four-fifths of one per cent." by great "trouble to collect certain statistics bear-

ing upon the earnings and expenditures" of these railways. The MAGAZINE has gone to no "trouble to collect statistics" to refute this statement but does so as a duty it owes common decency. That Jay Gould earned hundreds of millions of dollars by collecting a dividend of "four-fifths of one per cent." upon the wealth realized by the sale of a few mousetraps is absurd, the height of the ridiculous, and is only exceeded in absurdity by the presumption of the *Age* that such a statement would be entertained for a moment by an intelligent audience. The colossal fortunes, the multi-millionaires which have sprung up, mushroom like, in railway circles during the past few years prove conclusively that enormous dividends have been realized or owners of railway stock have been duped and robbed, either of which is no reason why the wages of employes should be reduced.

---

#### COMPASSION.

Brother A. B. Youngson, Assistant Grand Chief of the Brotherhood of Locomotive Engineers, has lost all that makes home bright and happy, a dearly beloved wife, a companion and life's helpmate.

"All other goods by Fortune's hand are given,  
A wife is the peculiar gift of heaven."

To our Brother Youngson is extended a sympathy begotten of like misfortune. Oh how desolate and dreary seems the old home. Nothing can assuage the sorrow for a departed wife. Turn where you may—some favorite nook, some cherished memento, brings back sweet recollections of "Auld Lang Sine" when hand in hand in youthful days with pledges of love beautiful visions are seen through the mist of years to come. For our Brother Youngson the members of the Firemen's Brotherhood have none but the tenderest compassion in this his hour of affliction.

---

#### RIGHTS OF HUMANITY.

With what degree of virtuous indignation corporations resent any intrusion by the people upon their rights of property. The rights of property are sacred, far more sacred, than the rights of humanity. Coal mines may be closed at the dictates of

property—while humanity with cold may perish, perish at the very mouth of the pit. Humanity could dig into the earth, armed only with pick and shovel, and earn food, clothes and all that makes home bright and happy but the rights of property stand an impassible barrier and says, "Touch not one clod of that mountain, it is mine. I own the earth and its hidden wealth."

But should a railway corporation fix its wistful eye upon the little farm in the valley property ceases to have rights. The old homestead where you were born, the little graveyard where a white slab marks the last resting place of your dear old mother, all, all must be swept away to make room for a railway corporation. There is no right of property that saves the old home, nothing to save all that is dear to memory.

All property should be protected, should have rights, but the rights of humanity should be given precedence.

---

#### STRIKES—LEGAL, ILLEGAL.

With the above caption there is published in this issue an article contributed by Judge Thomas W. Harper, attorney for the labor organizations in the recent appeal in the Jenkins case. The opinions of Mr. Harper have great weight, and every reader who has any interest in the labor movement will do well to carefully consider statements presented in this article.

Because of the apparent diversity of opinion among people, in fact among men high in judicial circles, the MAGAZINE determined to get a legal definition of a legal strike, and therefore requested Mr. Harper to give the readers of the MAGAZINE the benefit of his professional knowledge.

It would seem that the "combining and conspiring" of working men to quit the service of a corporation in a body is not illegal so long as the combining is for their own benefit or for their own defense; but when the object is solely to injure another then the act becomes an illegal "conspiracy." It would be useless to make editorial comment of the intent of the laws, while the article in question is so explicit in details.

## CURRENT COMMENT.

**Great Cry and Little Wool.** From all the splutter and boastful predictions of what labor was going to do at the recent election one would naturally have expected at least a constable elected in some outlying precinct who was nominated as a "laboring man." Up to date the constable has not been located. The *American Federationist* says:

If our readers know of any union man who has been elected to any office at the election November 6th, and will send to this office on or before the 15th inst., his name, trade, union and the office to which he was elected, we will publish it in the December issue of the *American Federationist*.

**The Nation's Defenders.** Workingmen concede to none greater patriotism, greater love of country, than is possessed by workingmen. Upon the yeoman's strong arm the nation depends for her defence, and not upon labor's traducers, who are only bribed into service by gaudy epaulets and remunerative salaries. When our nation needs defenders labor organizations will contribute their very existence while their accusers will be found in the quartermaster's department or engineering some gigantic swindle of the government. Upon this subject the *Engineer's Journal* aptly says:

Much has been said during the last few weeks in regard to the dangers of a social revolution in this country coming from the organizations of labor. The treatment of the subject by different writers, as far as we have seen, has done great injustice to our laboring classes. We do not believe that the country has anything to fear from her workingmen.

**Is There No Relief?** It matters not to what degree thirst for alcoholic stimulants grows upon mankind it is asserted that the "Keely Cure" will destroy this beastly passion. A man can become crazed with drink, a besotted, disreputable toper, yet science steps in and raises him from the gutter back to respectable citizenship. Will the day ever come when man's voracious longing for wealth can be satiated at least, if not cured by some drug? The thirst for liquor has never wrecked the homes that have been desolated by the greed for gold. The greater success man has in accumulating wealth the more ravenous becomes his desire for increased wealth. Nothing stands a barrier in his way. No method of trickery or treachery is too low to accomplish his end. Adulterated materials, fictitious values, and, last but not least, a crushing down of labor's wage until the strain is too great, the thread snaps and all is chaos. Strikes, riots and soldiers reign supreme. The atmosphere clears, a cheap class of employees take possession of the old hearthstones, little families broken up and scattered, yet the thirst for wealth is unsatiated. Convict labor is resorted to, these legal slaves who work for

the cost of sustenance, comes to the rescue. But there is yet another step. Little children, homeless perhaps, or with widowed mothers, are conscripted into service. They are helpless, cannot strike, and will work for a few pennies a day. What will the harvest be? One shuts his eyes and shudders involuntary at the thought. The *Rail-road Telegrapher* thus advises:

The labor of little children and convict labor are used to fatten the dividends of mill and factory owners and other large employers of cheap labor. The children should be placed in schools and the convicts kept busy improving public roads.

**Equitable Judges.** The *Machinist's Journal* grows eloquent in contemplating the recent anomalies in jurisprudence, the decisions of Judges Caldwell and Wilson, and of Justice Harlan. Workingmen have become so accustomed to the partnership which apparently exists between the United States judges and corporations that decisions in workingmen's favor from such sources come like a clap of thunder from a clear sky. The supreme, circuit and district federal judges, as a rule are but corporation attorneys rewarded for past partisan services, and it is gratifying to know that at least a few are like Cæsar's wife, above suspicion. The *Journal* says:

It is indeed refreshing to the masses when they are able to learn that though we are little concerned in large matters in the make up of our government, there are yet a few men left in judicial positions who have not been tainted with the glittering inducements that are left at their disposal by wealthy corporations. This decision is a new inspiration to organized labor. It is a bright ray of hope that all avenues of right and justice are not yet closed to the toiler.

**Cheap Raw Material.** It would be reasonably supposed that with raw material cheapened manufacturers would pay higher wages or sell their products cheaper, but such is not always the case. Increased profits are the legitimate fruits of such conditions, fruits harvested by capital alone, until competition comes to the relief of the consumer. The laborer is seldom, if ever, a beneficiary of cheaper raw material except that it be the occasion of giving more men employment, or that the manufacturer performs the labor himself. Farmers have seen the price of wheat decrease to as low as forty-five cents per bushel, but as yet in few localities have the consumers been able to purchase cheaper bread or the journeymen bakers receive better wages. Prof. Atwater says in a late bulletin from the agricultural department:

One hundred pounds of flour will make from 125 to 137 pounds of bread, an average of about 130 pounds. Flour, such as is used by bakers, is now purchased in the eastern states at not over \$4 per barrel. This would make the cost of flour in a pound of bread about 1½ cents. Allowing ½ cent for the shortening and salt, which is certainly very liberal, the materials for a pound of bread would cost not more than two cents. The average weight of ten cent loaves, purchased in Middletown, Conn., was one and one-fourth pounds.

This makes the price to the consumer eight cents



per pound. The price of bread and the size of the loaf are practically the same now as when flour cost twice as much. The cost of baker's bread is a comparatively small matter to the person who buys only a loaf now and then; but in the eastern states and in the larger towns throughout the country many people, and especially those with moderate incomes and the poor, buy their bread of the baker.

**One Cause of Poverty.** That the poor are becoming more numerous is evident.

With all the strenuous efforts of labor to gain control of wealth little remains after all bills are paid. These bills have as much to do with the increase of the poor as has the question of wages. Good wages with thrift and frugality are poverty exterminators, but good wages and prodigality leaves the poor poorer. It is said that more is spent for drink than for food and the following from the *Illinois Watch-tower* would verify the saying:

At a largely attended meeting of the Catholic clergymen and laymen of one of the leading parishes of Chicago, Father M. P. Dowling, one of the most earnest of those demanding reform, made an address in which he gave some startling figures. He said that the total cost of the World's Exposition was \$25,000,000, the gate receipts \$10,000,000 and the appropriation of the city of Chicago, \$5,000,000. And yet stupendous as these figures are, the money annually paid to the Chicago saloon-keepers is nearly twice the combined construction and general expenses of the World's Fair, about five times the total gate receipts and nearly ten times the city's appropriation. During the six months of the fair the saloons of the city received not less than three times the gate receipts, \$3,000 going to them for every \$1,000 paid the fair.

**The Secret Ballot.** A strong argument is offered against the "Australian ballot," adopted in many states, when attention is called to the fact that it precludes the possibility of a citizen voting for his individual choice for any official position should he object to the candidates selected by the various political parties. He is compelled to choose between those candidates whose names appear upon the official ballot. The "independence" of the American citizen becomes a myth, and he votes as some party dictates or does not vote at all. But when the secrecy of the Australian method is taken into consideration, the plan is not so bad after all. In the state of Montana an election has just been held to select a city for the future capital. The following taken from the *Great Falls Leader* shows how elections are conducted under either style of balloting:

BELT, MONT., October 16, 1894.

Charles L. Fisk personally appeared before me, a notary public in and for the town of Belt, Cascade county, Montana, and made oath to the following:

"This morning I was asked while working at carpenter work for the Anaconda Company (Castner Coal and Coke Company) whether I was going to vote for Helena or Anaconda. I told them that I would use my own judgment in that, and would vote for Helena. Then I was told to go to the office and get my time."

(Signed.) CHARLES L. FISK,  
Subscribed and sworn to before me this, the 16th day of October, 1894.

[SEAL.]

WALTER J. KENEDY,  
Notary Public.

**Aid for the Unemployed.** The time has come when something should be done to aid the families of those unfortunate victims of the recent labor troubles. You that have employment, have homes and firesides for wives and babes, can not realize the condition of many of our former brothers. It matters not that they may have erred—they are now in distress and should receive relief at the hands of those more fortunate. The *Denver Times-Sun*, of November 16th, says:

Considerable concern is developing in relation to the number of railway men in the city suffering for the lack of food, etc., who quit the employment of the railways during the strike. It is estimated that there are about 200 families in a destitute condition and about 400 unmarried men who have no means of getting subsistence. While some of the men claim they are blacklisted, the railway officials say nothing of the kind exists. A committee which has been examining the condition says something has to be done at once to relieve these people. Railway officials say there is not enough business to employ them, and there is being planned a public meeting to take up the question and consider some plan of relief. For four months and over these people have had no employment. The cases are considered very serious.

**Rival Organizations.** What a pity that men who work for a living cannot agree to dwell together in peaceful union. After years of labor to unite men in organizations for their protection and the protection of their families, something comes up to disunite them. A little difference in policy, some new feature advocated by an ambitious member, takes root and the work of disintegration commences. Instead of agitating these reforms within the ranks of the organization an opposition movement is set on foot and the labor of years is destroyed in a day. If all who have different theories of national government should set up opposition establishments political affairs would indeed be chaotic. The *Eight Hour Herald* lamentingly says:

There are probably two hundred and fifty skilled printing pressmen in Chicago—enough to form a very formidable union when the peculiar surroundings of this craft are taken into consideration. But there are not enough of them to form two unions, especially when the two organizations engage in an unrelenting war of extermination upon each other, and more especially when each faction is determined to draw employers and the whole printing industry into their squabble. Employers do not relish having their establishments declared unfair by one or the other of these rival unions on every possible occasion. No matter which faction is employed, the other one has a grievance.

**Labor Organizations Before the Courts.** The decision of Judge Caldwell in the Union Pacific case, of Judge Wolson in the Omaha & St. Louis (Wabash) case, and Judge Harlan in the Jenkins case, show what labor organizations can do for railway employees without resorting to grievance committees and strikes. Of course the records of the courts ignore labor organizations. It would seem from the

records that the "employees" won the battle, and labor organizations were no party to the suit. The fact of the matter is labor organizations took up the grievance, employed the attorneys and paid the bills. Not 50 per cent. of the "employees" contributed either morally or financially to the cause. The reason of this is the law does not recognize a labor organization except to prosecute, if not to persecute, and many "employees" reap the benefits of a legal victory without risk or expense. In speaking of the recent legal battles in which labor organizations have been victorious the *Railroad Telegrapher* says:

None of the railroad labor organizations care whether the employees are recognized as members of their several brotherhoods or not. Organized labor does not permit official dignity to stand in the way when it is necessary to carry a case into court. They are satisfied to know that organization enables the employees to confer with one another and receive necessary advice, etc., and that such conference and advice results in the grievance receiving the recognition of a legal court.

Gratitude has ever been considered one of the most beautiful of human attributes. Women, as the mothers, daughters, wives and sweet-hearts of men, are notable for the possession of this characteristic, but as politicians, they have recently, like all other politicians, shown a disregard for benefactors. The franchise, the chance to vote—just once like a man—has been the ambition of many women and it was believed that the party that championed women's suffrage would at least receive the support of a considerable majority of women voters but, woe to the Populists, these expectations were not realized. Kate Fields in her *Washington*, says:

There is no doubt that Colorado women owe the suffrage to the Populists, though my previous statement to this effect was recently denied in the *Denver News*. Here are Governor Waite's own words, taken from the *North American Review*:

"There is no doubt that in Colorado the women owe the suffrage to the Populists. The Populists in the General Assembly nearly all supported the bill, but a majority of the members of both the old parties voted in opposition. The law was recommended by a Populist governor, the bill was introduced by a Populist representative, at the general election the Populist party in the state supported the measure, but nearly all the Republican counties and all the Democratic counties voted largely against it."

Fifty-five per cent of the votes in Colorado was cast by women, and Governor Waite may well say that "the women did it."

At Indianapolis, on October 20th, a federation of trades unions of the iron industries was formed under the name of the Federated Metal Trades. A committee was appointed to draw up a plan of federation satisfactory to all trades represented. Lee Johnson, of the boiler-makers, was elected president, James O'Connell, of the machinists, vice-president, and Wm. Anderson, of the brass-workers, secretary-treasurer.

#### SHALL ARBITRATION BE REJECTED?

The situation among the striking cloak makers is desperate, says a New York dispatch dated November 14th. They started out with strong faith in the outcome. This confidence was justified empirically by the supineness of the manufacturers in the past. But the firms, which had suffered from many such difficulties all the year, finally determined by co-operation to make a fight. In a short time the strikers had nothing but hope, based on the chances of the order for a general garmentmakers' strike. When this failed and the firms still held out the workmen were reduced to charity, and that is their sole reliance now. Affiliated unions have sent them some aid, united labor generally will raise something for them at mass meetings soon, and business men, saloonkeepers and others are supplying some food and promises of clothing. Such action will not help long, and as the strikers are disposed to hold out it is probable that 9,000 or 10,000 able-bodied men and women, with a skill for which there is a market now, will be thrown on the charity of the community before the winter is over. These few incidents illustrate the serious conditions existing. \* \* \*

In the damp, dark basement of Walhalla Hall nearly a hundred men who have been turned out of their homes with their families because they are not able to pay their arrears in rent, have been compelled to sleep on the hard board floor. Their wives and children they have left with neighbors who have still a roof to cover their heads. The basement where these wretched people sleep is about twelve feet beneath the street. Not a ray of sunlight and rarely a breath of pure air reaches it. Eight hundred ragged and woebegone men lay there last night, sighing, moaning, and groaning, unable to forget their misery in sleep. Now and then there rose and fell a prayerful murmur like the chanting of savages in the solitude of the prairies.

"Bread! O, give us bread! We must have bread!" was repeated again and again with outstretched arms.

To-day 300 loaves of bread were distributed in this basement. The men crowded around it and fought like animals for the loaves. Seventy-five more of the families were evicted to-day. The women and the children were all provided for as comfortably as the leaders could devise.

The desperation and brutality which hunger traces on human faces was shown plainly in the 3,000 men who gathered in the ball-room of Walhalla Hall to-day. Women wept. Speakers ascended the platform by dozens and said:

"We are starving, but yet we remain on strike. What do we care for hunger? Brothers, will you remain out on strike

until next spring? [Roars of 'Yes' 'Yes!'] Are you willing to give up this strike?" ["Never." "Never."]

"A scab is here!" shouted a dozen strikers. "Kill him! kill him! Out with him!" Five minutes later there was a cry of "Spies! Spies! There are spies in the meeting!" Immediately there was a great commotion. "Here they are! Kill them! Lynch them!" could be heard. Amid a great disturbance the spies were ejected with severe injuries.

Timely meditation under the auspices of a body of citizens whose worthy motives are admitted is against being widely discussed. An attempt is being made by the coat and shirt making contractors to force a return to the sweating system, which was abolished in the two industries recently by the strikers. These poor people are clamoring for bread, desperate in thought, awaiting a leader for violent deeds. But they declare they will not compromise.—*Exchange.*

#### Internecine War.

It is given out that war has been declared by the Knights of Labor upon the United Brotherhood of Carpenters and Joiners and of which P. J. McGuire, of Philadelphia, is general secretary. This organization is affiliated with the American Federation of Labor, while the Amalgamated Association of Carpenters and Joiners, and which also has a McGuire at its head, is affiliated with the Knights. At the recent general convention of the United Brotherhood, held in Indianapolis, a resolution was adopted declaring the supreme right of that order to govern all workers of the craft in the United States and Canada and declaring that hereafter it would recognize no other organization of carpenters. Since this convention the general executive board has sent out a secret circular instructing and asking for earnest co-operation in refusing to recognize any card other than that of the United Brotherhood.

This action has nettled the officers of the Amalgamated Association, which has its headquarters at Amsterdam, N. Y., and the executive board of the Knights has willingly promised its co-operation to a warfare that promises to be bitter, and which they claim will lead to the extermination of the United Brotherhood. In a secret circular which has been issued it is declared that the United Brotherhood lost 20,000 members during the past year; that 375 local unions ceased to exist, and that its narrow-minded policy will cause still further losses in membership before the next convention. Every branch of the Amalgamated Association throughout the country is to be instructed to use every effort to bring about secessions from the United Brotherhood to the rival association.—*Exchange.*

Labor's greatest enemy is labor. The

Brotherhood of Carpenters and the Brotherhood of Firemen have each much to fear from these "Fatherhood of God and Brotherhood of Man" concerns. The firemen have just undergone a severe test, and although somewhat disfigured they are still in the ring.

#### THE LABOR MOVEMENT.

The eighteenth annual session of the General Assembly of the Knights of Labor convened at New Orleans on November 13th. Grand Master Workman Sovereign was re-elected.

The Railway Agents' Association has severed its connection with its official organ, *The Railway Agent*, because of differences arising between the publishers and the association.

Grand Master Workman Sovereign, of the Knights of Labor, delivered an address at the Texas State Fair, at Dallas, on Oct. 31st, "Labor day." Many thousand workmen were present.

In New York City, although 103 manufacturing firms have agreed to the demands of the Garment Makers to cease the sweat shop system, the large concerns still hold out. It is a struggle between wealth and starving humanity.

According to the *Railway Review* (London), Mr. John Burns, M. P., and Mr. David Holmes, J. P., have been appointed by the Trades Union Congress of Great Britain to represent that body at the coming convention of the American Federation of Labor.

The American Federation of Labor meet at Denver, Colorado, in their fourteenth annual convention on the 10th day of the present month. A cordial invitation to the trade unionists of America has been issued to participate in this, their most important convention.

Members of the International Association of Machinists have formed a joint stock company at Baltimore, known as the Pioneer Co-operative Machine Works, and propose doing a general manufacturing business. The stock of this concern is taken up by members of the association.

Rev. Dr. Talmage is credited with saying: "One Sabbath night, in the vestibule of my church, a woman fell in convulsions. The doctor said she needed medicine not so much as something to eat. As she began to revive, in her delirium she said gaspingly: 'Eight cents! Eight cents! I wish I could get it done! I wish I could

get some sleep, but I must get it done! Eight cents!' We found afterwards that she was making garments at 8 cents apiece, and that she could make but three of them in a day. Hear it! Three times eight are 24! Hear it, men and women who have comfortable homes!"

According to the *Public Ledger* the Philadelphia Traction Company has discharged numerous conductors and motormen for alleged connection with the new Brotherhood of Trolley Car Employees. What occult influence can it be that leads men to sacrifice their positions, their homes, for a principle and yet allow them to remain in ignorance of the magic power of the ballot. Perhaps it has never occurred to the workmen of Pennsylvania that they could enact laws that would send corporation officials to prison for just such doings.

Judge Priest, of the United States Circuit Court, "was disqualified from setting in a case" at St. Louis which involved a dispute between a railway company and its employes "because he was a former railway attorney." Great Scott! If this rule is to be established, what is to become of all the other judges, governors, attorney generals, members of legislatures and of congress, and last, but not least, presidents? Appearances would indicate that unless a candidate is an ex-corporation attorney no political party will support him for such position.

Emperor William, of Germany, is having his sleep broken by thoughts of the growing democratic sentiment of the German people. The socialists in "fatherland" are nearly as demonstrative as were the subjects of George III, of England, when they threw the cargo of tea overboard in Boston harbor. His majesty would like to take the bull by the horns and stamp out independent sentiment, but he is afraid it is loaded. Chancellor Caprivi thought he saw "a cloud no larger than a man's hand" in the horizon, and wisely got in out of the weather.

It is doubtful if any of the great strikes of the recent years, from Homestead to Pullman, says the *Eight-Hour Herald*, would have taken place had public opinion been strong enough to compel both parties to the controversy to meet for an exchange of views. Now let workingmen, by their attendance at and interest in this matter, demonstrate their willingness to encourage rational methods. Past experiences teach us that when a great strike has been precipitated, it is then too late to talk of arbitration or conciliation. To be effective,

these measures must be popularized in times of industrial peace.

At the recent Indianapolis convention of the Brotherhood of Carpenters decisive action was taken, says *The Carpenter*, to secure the more general adoption of the eight hour working day among the carpenters in every town and city in every section of the entire country. It is to be pushed forward by incessant agitation, public discussion, thorough organization, and through conferences and consultations with contractors, builders and employers, so to avoid strikes or any possibilities of labor disturbances.

At their recent convention the Brotherhood of Railway Track Foremen enacted laws which admits to membership "all white railway trackmen who are sober, industrious and otherwise of good character, who have been engaged at track work for a period of at least one year and can read and write English." The B. of R. T. F. will hold biennial conventions in future and will meet two years hence at Louisville, Ky. The Grand Chief Foreman, James T. Wilson, in his annual report said: "The rise of the American Railway Union, which it was strenuously asserted was to prove a panacea for all the ills that afflict railway men, completely paralyzed the progress of young and conservative organizations such as ours. On May 17th last, a special circular letter was sent to all subordinate divisions of the brotherhood warning our membership of approaching danger, reciting that as one-third of the railway companies of the country were bankrupted and in the hands of receivers, with the whole country in the midst of a financial panic, while thousands of men were roaming in search of work, it was our duty to refrain from participating in any strike movement during the crisis, and if we would wait for the return of more prosperous times we would be more successful in our efforts to have our grievances adjusted. Despite any entreaties several of our subordinate divisions surrendered their charters and hundreds of members refused to pay dues and assessments, many sending in their certificates with the statement that the A. R. U. was the 'only' order. They were wild with excitement and lost sight of the fact that assessments are collected to pay the claims of widows and children and disabled brothers. They informed us it would be wasting money to pay their assessments to the Brotherhood. The new organization was going to enrich its entire membership, and they would have no further need for insurance." These same men now have no insurance, no protection, no job. See?

**OLNEY AND THE BROTHERHOODS.**

Since Judge Dallas has been so tardy in granting justice to the members of the Brotherhood of Railroad Trainmen who have protested against being discharged by the receivers of the Reading Railway because they were Brotherhood men, Attorney General Olney has made the following suggestion to the court:

**I.**

The material facts may be briefly stated. The petitioners are members of the Brotherhood of Railroad Trainmen. Some of them have been members for seven or eight years—have each year paid annual dues and assessments which now amount to considerable sums of money—and by continuing their membership, will, in case of death or permanent disability, become entitled by themselves or their representatives to large pecuniary payments from the funds of the brotherhood. On the other hand, by ceasing to be members, they lose all benefit from the assessments and dues already paid and forfeit all claim upon the brotherhood treasury.

The constitutions and rules of the brotherhood and of the subordinate lodges are before the court as part of the petition. No controversy or antagonism has ever arisen or existed between the Reading Railroad and the brotherhood or any of its lodges, or between the Reading Railroad and any members of the brotherhood as such members. If, as is claimed, the Reading Railroad has for some years adopted the rule that it would not have in its service any member of a labor organization, it is a rule which has not been uniformly nor invariably acted upon since there has been a Philadelphia lodge of the brotherhood on the Reading line for nearly eight years and its existence cannot have been unknown to the Reading officials. What has now happened and what has led to the present petition is this: The Reading receivers have notified the members of the brotherhood on its line that unless they cease to be such members, they will be discharged from their present employment on or before October 8th. The receivers make no complaint of the manner in which the brotherhood employees discharge their respective duties. The notice has been given simply because of such employees' membership of the brotherhood, as is conclusively shown by the following telegram received by Grand Master Wilkinson in reply to his remonstrance against the course proposed to be taken. "The policy of this company is well known to be that it will not consent that persons in its service shall owe allegiance to other organizations which may make claims upon

them which are incompatible with their duties to their employers. This position was taken advisedly and we have no intention of departing from it. (Signed) Joseph S. Harris, President and Receiver." Thus, if the receivers are right and their rule is to prevail, membership of the brotherhood by and of itself incapacitates for service on the Reading Railroad. It is respectfully submitted that the receivers are wrong and that the action proposed by them ought not to be sanctioned by the court.

**II.**

It will help to make plain the precise question before the court to note the opening words of the telegram just quoted. "The policy of the company is well known to be, etc., etc." Mr. Harris, who signs the telegram both as president and receiver, evidently forgets that the company is no longer in control—that it can have no present policy on the subject and that what its past policy was is of slight consequence.

The Reading Railroad being now in the hands of receivers the receivers and all the employees of the company are officers of the court. The court, therefore, and not the company, is the employer of all the persons engaged in the operation of the road. The present policy of the court—and not the past policy of the company—is the material thing to be considered. And hence the precise question is—will the court now lay the rule that members of the Brotherhood of Trainmen shall, because they are such members, be discharged from the service of the road?

**III.**

The court, it is submitted, ought not and cannot lay down any such rule on the ground that either the purposes and objects of the brotherhood, or the means by which they are to be attained, are shown to be illegal.

1. The general purposes and objects of the brotherhood are stated in the preamble to the constitution, as follows:

"To unite the railroad trainmen; to promote their general welfare and advance their interests, social, moral and intellectual; to protect their families by the exercise of a systematic benevolence, very needful in a calling so hazardous as ours, this fraternity has been organized.

"Persuaded that it is for the interests both of our members and their employers that a good understanding should at all times exist between the two, it will be the constant endeavor of this organization to establish mutual confidence and create and maintain harmonious relations.

"Such are the aims and purposes of the Brotherhood of Railroad Trainmen."

Certainly these objects must be regarded

as laudable in the highest degree and as deserving the approbation and support of every good citizen. They are indeed practically the same as those for which working people are expressly authorized to incorporate themselves by act of congress—the statutory description of such objects being “for the purpose of aiding its members to become more skillful and efficient workers, the promotion of their general intelligence, the elevation of their character, the regulation of their wages and their hours and conditions of labor, the protection of their individual rights in the prosecution of their trade or trades, the raising of funds for the benefit of sick, disabled, or unemployed members, of the families of deceased members, or for such other object or objects for which working people may lawfully combine, having in view their mutual protection or benefit.”

2. If the means to these praiseworthy ends be now examined, there is nothing in them to which the most captious critic can object except the provisions made for strikes.

It is well to note that even these provisions are of an eminently conservative character—that great care is taken to guard against the abuse of a weapon which is a two-edged sword and generally proves as damaging to those who use it as to those against whom it is used.

Thus, by the brotherhood constitution and rules, a strike does not take effect till approved *first* by the local grievance committee, *second* by the general grievance committee, *third* by a board of adjustment, and *fourth* by the Grand Master with the consent of two-thirds of the members involved—while striking or inciting to strike except in accordance with the above rules is punished by expulsion from the brotherhood.

3. Nevertheless, among the means of accomplishing the ends of the brotherhood is the bringing about of a “strike.” As what a “strike” is is not defined by the brotherhood constitution and rules, its precise nature must be determined by the court. And, as the brotherhood is entitled to the ordinary presumption of lawfulness for its methods as well as its objects until the contrary is shown, the court will hold the thing termed “strike” in the brotherhood constitution and rules to be something lawful unless there cannot be such a thing as a lawful “strike.”

4. But whatever may be the customary or probable incidents or accompaniments of a strike, it cannot be ruled that there is no such thing as a legal strike—that every strike must be unlawful.

The necessary elements of a strike are only three—(1) the quitting of work; (2) by concert between two or more; (3) sim-

ultaneously—and in and of themselves involve no taint of illegality.

A strike becomes illegal when, to these necessary features, are added others, such as a malicious intent followed by actual injury, intimidation, violence, the creation of a public nuisance, or a breach of the peace of any sort.

5. But it is unnecessary to elaborate the proposition that a strike is not necessarily unlawful since it is emphatically sustained by the recent decision of the Circuit Court of Appeals in *Farmers' Loan and Trust Co. vs. Northern Pacific R. R. Co.* just decided in Chicago. And it is hardly necessary to point out that the attending circumstances, which only too often makes strikes unlawful, are none of them provided for by the brotherhood constitution and rules and cannot therefore be assumed to be necessary incidents of any strike occurring pursuant to them.

#### IV.

If the rule that a member of the Brotherhood of Railroad Trainmen shall not work on the Reading Road cannot be justified because of anything inherently unlawful in the constitution and rules of the brotherhood, the only remaining ground on which it can be defended is that of business expediency.

That question is presented because in operating the Reading Railroad so as to secure the best results for the public and all private parties interested, the court is unhampered by any express statutory provisions and has all the liberty of choice belonging to employers generally.

It is conceivable, therefore, though the spectacle would be a curious one, that a court of the United States may, on business grounds, refuse employment to persons for no other reason than their membership of an association whose purposes the laws of the United States expressly sanction.

It is conceivable also that a court of the United States, also on business grounds, may attach to employment by its receivers a condition which employers of labor generally in very many states of the Union are prohibited from imposing under penalty of fine and imprisonment.

But it is safe to say that the consideration of business policy impelling the court to the course suggested should be of the clearest and most cogent character, and that the question presented is one which the court will recognize as of the greatest interest and importance.

It involves the right of labor to organize for the settlement of differences between it and capital whose right to organize is apparently not denied.

How the ordinary employer of labor may

answer such a question, whether mistakenly or otherwise, is of comparatively little consequence.

But, when the court is the employer, any mistaken decision may work infinite mischief both because until corrected it lays down a rule of action for other like cases and because so far as the mistake is recognized, it impairs the confidence of either the employer or the employed or both in the impartiality or capacity of the judiciary.

In considering the question of the business expediency of the employment of brotherhood men, such objection as there is to it must arise from the fact that under its constitution and rules the employees may engage in a strike—with all the natural and possible incidents and consequences. It can hardly be denied that, otherwise, the brotherhood organization is not only not objectionable but is salutary in its operation both as regards the employer and the employed. It is the strike feature and that alone which, from a business point of view, can induce the court to brand the brotherhood men as unfit for its service. It is submitted that that feature should not be allowed to have that effect for various reasons.

It should be remembered, in the first place, that the risks of a strike are not obviated by excluding the members of the brotherhood from the receivers' service. Men deeming themselves aggrieved and seeking relief or redress, though not associated in any formal way or for any general purposes may easily unite for the single purpose, of a strike. In that view, the brotherhood constitution and rules may well be regarded as operating in restraint of strikes. By compelling the question of strike or no strike to be acted upon affirmatively by four or five different and independent tribunals, they certainly tend to prohibit a strike that is rash, or reckless, or for other than weighty cause. Let it be borne in mind in the same connection that when a railroad or any other business concern is operated by receivers, the violence and lawlessness and other abuses of a strike are both less likely to develop than in other cases, and, if developed, are much more readily dealt with. Employees, who understand they are officers of the court, will be slow to antagonize its authority, and if they do, can be summarily controlled and punished through the process of contempt.

While, therefore, under the circumstances of the present case the possible evils of a strike would seem to be minimized, it should not be forgotten, in the second place, that the receivers' proposed remedy, to-wit, a rule excluding or discharging from service any and all members of the

brotherhood, is itself open to serious objections and disadvantages. The best service is not to be expected from employees who smart under a sense of injustice and are in a chronic state of discontent. Yet such is the inevitable condition of employees whose right to organize for mutual protection and benefit is attacked and whose opportunity to labor is conditioned upon the sacrifice of that right. They cannot help noting that organized capital is not so restricted. And when treatment so apparently unfair and discriminating is administered through the instrumentality of a court, the resulting discontent and resentment of employees are inevitably intensified because the law itself seems to have got wrong and in some unaccountable manner to have taken sides against them.

Thus, the mischiefs apprehended and membership of the brotherhood by the receivers' employees lies wholly in the future and are as small as it is possible in the nature of things, while the mischiefs to arise from enforcing the receivers' proposed rule are real and immediate. Whether and how far they may be regarded as offsetting one another need not be discussed. The rejection of the proposed rule may reasonably be expected to be attended with such substantial advantages that the court can hardly hesitate as to the course which sound business policy dictates.

To begin with, not the least of such advantages is the avoidance of the necessary invidious, if not illegal position that a man shall go without work unless he will give up a legal right—a right he may properly deem essential to his safety and welfare.

A correlative advantage is the conciliation of the employed through the full recognition of their rights and the clear indication of an honest purpose that no injustice to them is meditated.

Another advantage is the practical proof thus given that the greatest social problem of the day and the phase it has now assumed are fully appreciated. Whatever else may remain for the future to determine, it must now be regarded as substantially settled that the mass of wage earners can no longer be dealt with by capital as so many isolated units. The time has passed when the individual workman is called upon to pit his feeble single strength against the might of organized capital. Organized labor now confronts organized capital—they are best off when friends, but are inevitably often at variance—as antagonists neither can afford to despise the other—and the burning question of modern times is how shall the ever recurring controversies between them be adjusted and terminated. If the combatants are left to fight out their battles between themselves by the ordinary agencies, noth-

ing is more certain than that each will inflict incalculable injury upon the other while, whichever may triumph, will have won a victory only less disastrous and less regrettable than defeat.

No better mode for the settlement of contests between capital and labor has yet been devised or tried than arbitration, and another and crowning advantage of the course of action here advocated is that arbitration as the mode of settling differences between capital and labor must necessarily be applied in the course of the receivership, and arbitration in its best and most effective form. The court, by appointing receivers, constitutes itself not only an employer of labor but the arbitrator of all disputes between it and the receivers who may justly be regarded as representatives of capital. It occupies the dual capacity of employer and arbitrator naturally and inevitably. It is an arbitrator whose wisdom and impartiality are—certainly should be and must be assumed to be—beyond suspicion. It is an arbitrator capable of acting rapidly and summarily, if need be, and invested with power to enforce its own awards. It is an arbitrator with whom both parties have reason to be as satisfied both from its character and its ability to make its award effective, and might well be expected to furnish, should circumstances permit or require, a conspicuous object lesson illustrative of the value of the arbitration principle.

In short, the question being whether business policy requires the court to approve the rule that a member of the Brotherhood of Railroad Trainmen is *ipso facto* ineligible as an employee of the receivers of the Reading Railroad and an officer of the court, the conclusive considerations against the rule may be summed up as follows:

1. The rule is of doubtful value as a preventive of strikes because it leaves employees to act upon impulse and from passion and freed from the restraints of the brotherhood regulations.

2. The rule is of doubtful value when the court is the real employer both from the reluctance of the employed to defy the court's authority and from the power of the latter to speedily and summarily vindicate it.

3. The rule is of positively injurious tendency in the disaffection and discontent engendered among employees by the denial to them of rights enjoyed by citizens generally and deemed necessary for their security and comfort.

4. The repudiation of the rule, on the other hand, has the positive merit.

- (a). Of tending to secure for the service the good will of employees and thus promoting its efficiency.

- (b). Of recognizing the real conditions

of the capital and labor problem and the fact that labor both has the right to organize and is organized.

- (c) Of illustrating the working under the most favorable auspices of the principle of arbitration as the means of adjusting the differences between capital and labor.

- (d). Of demonstrating that there is not one law for one class of the community and another for another, but the same for all, and of thus tending to preserve for the law and for the judiciary by which it is administered that general respect and confidence which have always been a marked characteristic as well as excellence of our institutions.

(Signed),

Richard Olney.

#### MR. W. E. BROKAW.

In the "Brotherhood" department a letter is published from Mr. W. E. Brokaw, editor of the *Single Tax Courier*, in reply to an article in the November MAGAZINE. Mr. Brokaw's original article was lost in transmission to this office and the present letter did not arrive until after other forms had gone to press, therefore it appears among the correspondence. The December issue will close all personal discussions, but brief, well written essays on all economic questions will receive due attention.

#### ANN ARBOR RICKS.

According to press reports, the senate will be engaged in an impeachment trial soon after the holidays. The committee conducting the investigation of the charges against Judge Ricks, United States District Judge of the Northern District of Ohio, have finished taking testimony, and to-day, returned to Washington. The newspaper reports of the testimony taken by the committee at Cleveland indicate damaging testimony against Judge Ricks. The defense will be allowed some time for the further presentation of their case in writing, but the expectation is that the committee report, which will be prepared by Representative Bailey, of Texas, will be ready before the holiday recess is taken. The report will be first acted on by the house judiciary committee. It is not thought that they will consume much time in consideration of the case, as the testimony will be all before them, and is said to be of a character not to excite much doubt. It is believed that a resolution of impeachment will be reported promptly by the committee, and that the case will be sent to the senate for trial.

It is not often that the senate is called upon to act in its judicial capacity on impeachment, and the case will probably be one of considerable interest. The charges grow out of alleged illegal collection of fees by Judge Ricks.



## JUDICIAL DECISIONS.

## REDUCTION OF WAGES BY RECEIVERS.

The court, in its discretion, will consider an application by railroad employees to rescind an order of the receiver reducing wages.

Thomas vs. Cincinnati, N. O. & T. P. Ry. Co. (Circuit Court, S. D. Ohio, W. D.) 62 Fed. Rep. 609. (26)

## ASSUMPTION OF RISK BY SERVANT.

Where a servant, with knowledge of a defect in the master's premises, continues in his service, without proper notice to the latter, he assumes the risk of injuries growing out of such defect.

Texas & Pacific Ry. Co. vs. Bryant. (Court of Civil Appeals of Texas.) 27 S. W. Rep. 825. (38).

The Supreme Court of Texas holds that a section foreman, with authority to employ and discharge hands, is not a fellow servant of those under his control; and it is immaterial that he derived such authority only from the roadmaster.

Ft. Worth & D. C. Ry. Co. vs. Peters. (27 S. W. Rep. 257.) (40).

## LOCATION OF PROPERTY INSURED.

Where property is insured "while" in a certain building, the insured cannot recover in case it is destroyed at another place, though it was then in its "ordinary, necessary, and convenient use."

Green vs. Liverpool & London & Globe Insurance Co. (Supreme Court of Iowa.) 60 N. W. Rep. 189. (36).

## LIABILITY FOR DEATH OF EMPLOYEE.

In an action against a railroad company for the death of an employee, evidence that he could have been seen in time to avoid running over him, and that the engineer was probably asleep, is sufficient to sustain a verdict of negligence.

Craft vs. Northern Pas. R. Co. (Circuit Court, D. Oregon.) 62 Fed. Rep. 735. (47).

## INSURANCE—PAROL EVIDENCE AS TO TERMS OF CONTRACT FOR INSURANCE.

Where, in pursuance of an oral contract to insure, a policy is issued and received by the insured, which is void for non-compliance with the statutory form, it will be presumed that the terms of the oral contract were the same as those in the written policy.

Green vs. Liverpool & London & Globe Insurance Co. (Supreme Court of Iowa.) 60 N. W. Rep. 189. (36).

## LIABILITY FOR NEGLIGENCE OF FELLOW SERVANT.

Where a servant, who has knowledge of the incompetency of a fellow servant, continues to work with him, without complaint to the master, the latter is not liable to the servant for injuries caused by the fellow servant's negligence, though he was negligent in retaining the fellow servant in his employ.

McCharles vs. Horn Silver Mining & Smelting Co. (Supreme Court of Utah.) 37 Pac. Rep. 793. (57).

## LIABILITY TO THIRD PERSONS FOR WANTON AND MALICIOUS ACTS OF SERVANTS.

The wanton and malicious use of the steam whistle of a locomotive by servants of a railroad company who are in charge of the locomotive while it is in motion on a regular or authorized run, is an act within the scope of their employment, so far as to charge the company with liability for injuries caused thereby.

Texas & P. Ry. Co. vs. Seville. (Circuit Court of Appeals, Fifth Circuit.) 62 Fed. Rep. 730. (67).

## TRANSFER BY INDORSEMENT WILL NOT PASS TITLE.

While the transfer of negotiable promissory notes secured by an absolute conveyance of land made under the statutes, although the transfer be made by indorsement of the payee without recourse upon him, will not discharge the land from the incumbrance placed upon it by the deed, yet a mere written transfer, indorsed upon the deed, of the deed itself and the rights of the grantee therein (the payee of the note) will not pass title to the land out of him, and into the indorsee of the notes, so as to enable the latter to convey the land back to the debtor who executed the deed to secure the notes. Consequently, under such circumstances, verdict in a suit upon the notes, and judgment, should not find and declare unconditionally that the plaintiff has or shall have a special lien

on the land for the payment of the judgment, but only that he shall have such lien provided he shall procure a proper conveyance to be made by the grantee in the security deed conformably to his bond for titles, and have the same duly filed and recorded before causing the land to be levied upon.

Henry vs. McAllister. (Supreme Court of Georgia.) 20 S. E. Rep. 66. (26).

## LIABILITY FOR INJURY TO RAILROAD EMPLOYEE.

The failure of a railroad company to securely fasten the ends of a car which are on hinges, so as to allow the car to be used as a flat car by dropping the ends inward, is not negligence, so as to render the company liable to a brakeman, who in getting off the car, is thrown beneath the wheels by reason of the end falling in, he having used it as a support.

Graham vs. Chicago, St. P. M. & O. Ry. Co. (Circuit Court, D. Minnesota, Second Division.) 62 Fed. Rep. 896. (40).

## INJUNCTION REQUIRING PERFORMANCE OF DUTY BY EMPLOYEES.

Where employees of a railroad company, though remaining in its employment, refuse to perform their duties of operating its trains so long as Pullman cars are hauled, though the company is bound by contract to carry them, thus interrupting interstate commerce and the transmission of mails, and subjecting the company to suits and great irreparable damage, injunction will issue requiring them to perform their duties during their continuance in the company's employment.

Southern California Ry. Co. vs. Rutherford. (Circuit Court, S. D. California.) 62 Fed. Rep. 796. (40).

## CONTRIBUTORY NEGLIGENCE BY RIDING ON BRAKE BEAM.

It is negligence for a brakeman, contrary to the rules of a railway company, to ride on the brake beam of a tender of an ordinary locomotive backing across a trestle at the rate of from five to eight miles an hour; and if, while so riding, he is struck by a gate which is allowed to swing across the track, he cannot recover. The negligence of an employee in going into a dangerous place, contrary to the rules of his employer, will not be excused because it was customary for other employees to go into the same place.

Benage vs. Lake Shore & Michigan Southern Ry. Co. (Supreme Court of Michigan.) 60 N. W. Rep. 286. (40).

## LIABILITY FOR VIOLATION OF ORDINANCE.

Where a valid municipal ordinance, broad enough to cover the running of locomotives in yards of railroad companies within the city, limits the speed to five miles an hour, it is negligence by itself, relatively to employees whose duty requires them to cross or be upon the tracks within these yards, to violate the ordinance by running at a higher speed. If such violation caused the death of an employee, and if he was not at fault, and could not by ordinary care and diligence, have avoided the consequences to himself which resulted from such violation, his widow would under the statute applicable to negligent homicide, be entitled to recover.

Central Railroad & Banking Co. vs. Brantley. (Supreme Court of Georgia.) 20 S. E. Rep. 98. (47).

## LIABILITY OF COMPANY FOR INJURY TO EMPLOYEE.

Although the coming apart of the train, and the running back of a portion of it, may have been the result of the engineer's negligence, and have made it necessary for the conductor to go back and flag an approaching train, yet, as the immediate and proximate cause of his injury was his slipping and falling upon a cross-tie forming a part of a trestle, the injury was a mere casualty incident to the business in which he was engaged, and he was not entitled to recover. This is true, although there was upon the head of the cross-tie a small bit of decayed sap, the breaking of which from the tie itself caused his fall. There was no negligence of the company, relative to the conductor, in having a defective cross-tie, the purpose of having ties not being to make a way for employees to walk upon, but to make a safe road-bed for the running of trains.

East Tenn., V. & G. Ry. Co. vs. Reynolds. (Supreme Court of Georgia.) 20 S. E. Rep. 70. (46).

## CONSPIRACY IN OBSTRUCTION OF INTERSTATE COMMERCE.

A railroad which is a link in a through line of road by which passengers and freight are carried into a state from other states and thence to other states, is engaged in interstate commerce, within the statute declaring every combination or conspiracy in restraint of such commerce to be an offense. Though a railroad engaged in interstate commerce must, unless prevented by circumstances beyond its control, run trains in a reasonable manner, and as often as the ordinary business of commerce requires, yet, where the composition of its trains, as ordinarily made up, is reasonable and appropriate to the service required, it is not obliged, on the refusal of its employees to move the trains so long as certain cars are thereon, to leave off such cars, and run the rest of the train. Where the regular passenger trains of a railroad have been designated for the carrying of mail, failure of the railroad to run other trains for that purpose is not in violation of the statute against obstruction and interruption of the mail.

In re. Charge to grand jury. (District Court, S. D. California.) 62 Fed. Rep. 334. (183).

## CONTEMPT FOR INTERFERENCE WITH RECEIVER—IMPEDING OPERATION OF RAILROAD.

Any willful attempt, with knowledge that a railroad is in the hands of the court, to prevent or impede the receiver thereof, appointed by the court, from complying with the order of the court in running the road, which is unlawful, and which, as between private individuals, would give a right of action for damages, is a contempt of the order of the court.

Maliciously inciting employees of a receiver, who is operating a railroad under order of the court, to leave his employ, in pursuance of an unlawful combination to prevent the operation of the road, thereby inflicting injuries on its business, for which damages would be recoverable if it were operated by a private corporation, is a contempt of the court.

Such inciting to carry out an unlawful conspiracy is not protected by constitutional guaranties of the right of assembly and free speech, and is not less a contempt because effected by words only, if the obstruction to the operation of the road by the receiver is unlawful and malicious.

A combination to inflict pecuniary injury on the owner of cars, operated by railway companies under contracts with him, by compelling them to give up using his cars, in violation of their contracts, and, on their refusal, to inflict pecuniary injury on them by inciting their employees to quit their service, and thus paralyze their business, the existence of the contracts being known to the parties so combining, is an unlawful conspiracy.

A combination by employees of railway companies to injure in his business the owner of cars operated by the companies, by compelling them to cease using his cars by threats of quitting and by actually quitting their service, thereby inflicting on them great injury, where the relation between him and the companies is mutually profitable, and has no effect whatever on the character or reward of the services of the employees so combining, is a boycott, and an unlawful conspiracy at common law.

A combination to incite the employees of all the railways in the country to suddenly quit their service, without any dissatisfaction with the terms of their employment, thus paralyzing utterly all railway traffic, in order to starve the railroad companies and the public into compelling an owner of cars used in operating the roads to pay his employees more wages, they having no lawful right so to compel him, is an unlawful conspiracy by reason of its purpose, whether such purpose is effected by means usually lawful or otherwise.

Such combination, its purpose being to paralyze the interstate commerce of the country, is an unlawful conspiracy, within the act of July 2, 1890, declaring illegal every contract, combination, or conspiracy in restraint of trade or commerce among the several states.

Such combination, where the members intend to stop all mail trains as well as other trains, and do delay many, in violation of revised statutes, Sec. 3995, punishing any one wilfully and knowingly obstruct-

ing or retarding the passage of the mails, is an unlawful conspiracy, although the obstruction is effected by merely quitting employment.

Thomas vs. Cincinnati N. O. & T. P. Co. (Circuit Court, S. D. Ohio, W. D.) 62 Fed. Rep. 803. (541).

## Our New Advertisers.

We wish our readers to give particular consideration to the advertisements that appear for the first time with this issue. We should not forget that wise doctrine of patronizing those who patronize us. Among the new advertisements there will be found that of D. Van Nostrand Co., of New York, publishers of useful books on mechanics that should be of special interest to firemen. Also the "Breadwinner Overalls" advertised by O. L. Hinds Co., of New York, who propose to sell on such liberal terms of trial and return if not satisfactory as to stamp this a fair dealing and reliable concern. Cornish & Co. is well and favorably known by many of our readers as makers of pianos and organs which they sell at low figures and on easy terms. The Homes & Hearsh Co. offer special holiday bargains in watches which should be taken advantage of during the approaching Christmas tide.

WHAT T. V. POWDERLY SAYS: Many of our readers may have noticed that the noted ex labor leader, T. V. Powderly, has been admitted to practice law, and it will be of general interest to know that Mr. Powderly derived his knowledge of the law from a course of home study as mapped out by the Sprague Correspondent School of Law, Detroit, Michigan.

Their advertisement appears elsewhere. Many of our readers are so situated that they could give a number of hours daily to such study, fitting them either for the practice of law or for general culture and information. The school referred to has some three thousand students located in every portion of the United States, and in some foreign countries, and has the endorsement of the leading educators, and is strictly first-class in every way. They will be glad to send full particulars to anyone asking them.

Attention is called to the unusual offer made by the watch department of the Homes & Hearsh Co., New York, in this issue. We have seen the calendar watch advertisement, and believe it to be an excellent thing. Do not fail to read the advertisement, and avail yourself of the opportunity.

THE Joint Committee of the Master Car Builders' Association and the Master Mechanics' Association have decided on Thousand Islands, Alexandria Bay, New York, as the place for the next convention of these two organizations in June, 1895.

## THE BROTHERHOOD.

### GRAND EXECUTIVE BOARD.

The fourth biennial convention, by resolution, instructed the Grand Master and Grand Secretary and Treasurer to collect data and statistics relative to the probable cost to members carrying the different grades of insurance, and that when sufficient information to insure intelligent action had been gathered, the Grand Executive Board should be convened, and they, in conjunction with the Grand Master and Grand Secretary and Treasurer, should constitute a committee to incorporate such amendments and make such alterations in the laws of the beneficiary department as were deemed necessary to conform to the graduated system of insurance, such amendments and alterations when approved by a majority of said committee to become laws, binding and in full force from January 1st, 1895.

The Grand Master was also instructed to enter into communication with different cities and ascertain what advantages such cities had to offer for the location of the Grand Lodge offices; and that when the Executive Board met to decide the rate of assessment for the different grades of insurance, he should submit the several proposals and various inducements offered to them, and they, acting jointly with the Grand Master and Grand Secretary and Treasurer, should select such city as in their judgment would be to the best interests of the Brotherhood.

In compliance with these instructions, the Grand Executive Board was convened in the city of Terre Haute, Ind., Monday, November 19, 1894, at 9 A. M., and at once proceeded to business.

Amendments to beneficiary laws were introduced, discussed, modified, altered and adopted. Circulars containing the new rate of assessment have been sent to all subordinate lodges. The new and amended sections are published in full in this issue, and will appear in the Constitution and By Laws to take effect January 1st, 1895.

The Grand Master laid before the committee a vast amount of correspondence

from the various cities he had communicated with relative to the location of Grand Lodge headquarters, containing information, bids, proposals, statistics, plans and photographs of buildings considered available for office use. In all twenty-one cities replied, and invited the committee to consider the advantages they possessed as to the accessibility from different points of the compass, facilities for transportation, mailing and telegraph service, splendid office buildings, cheap rents, substantial banks willing to pay reasonable interest on daily balances, and first class printing establishments fully capable of handling the MAGAZINE and other printing, at moderate rates. Each city's propositions were read, tabulated and filed, separately. The claims of each were carefully weighed and comparisons drawn. The geographical location of competing cities being of vital importance, the committee deemed it wise to place the headquarters as near the center of membership in the order as possible, provided it could be accomplished without too great a sacrifice, the situation of everyone was kept well in sight. Committees from the board of trade and chambers of commerce and citizens of the following municipalities came to Terre Haute in person and stated in earnest language the inducements they had to offer: Indianapolis, Cleveland, Peoria, Evansville, Rochester, N. Y., and Fort Dodge, Iowa. A committee from the common council of the city of Terre Haute presented a series of resolutions protesting against our removal from their city, and were told the reasons that actuated the Brotherhood in seeking a new location. That it was a matter of dollars and cents, wholly devoid of sentiment or prejudice. That the Brotherhood believed it could secure better facilities and more economically conduct its affairs elsewhere.

At the urgent solicitation of the mayors and boards of trade the committee visited the cities of Indianapolis, Evansville, Peoria, Cleveland and Cincinnati and made a personal investigation of the office buildings deemed available, inquired into the stability of the banks and the capability and responsibility of the printing establishments. After careful deliberation and minute comparison of all propositions submitted, the committee by ballot selected

the city of Peoria, Illinois, for permanent headquarters.

Contrasting the propositions received from Peoria for printing the MAGAZINE, office rent and interest on daily balances with the expense account for these three items in Terre Haute the past year, and a reduction of \$9,252 in the annual expense account is effected.

In addition, the Grand Lodge has a large amount of job work, or contingent printing, done each year; taking the amount saved on the MAGAZINE as a criterion, it is safe to presume that a large reduction can be effected in this expense also, thus enabling the Grand Lodge to furnish supplies to subordinate lodges much cheaper than heretofore.

In concluding this report, I wish to call the attention of the membership to the fact that in 1884, at the Toronto convention, an effort was made to have headquarters moved from Terre Haute and located in some larger city where competition was keener, with a view to securing cheaper rates on printing and interest on our funds. The effort has been repeated in succeeding conventions, but has been as repeatedly defeated and its advocates maligned. It is safe to presume that had the effort succeeded then, as it did at Harrisburg, placing a very conservative estimate on the annual amount saved, the Brotherhood would be at least \$50,000.00 ahead on its expense account.

The Brotherhood first saw the light of day on December 1, 1873, and perhaps it is but fitting and memorable that upon its twenty-first anniversary it should assert its manhood by casting off ties that have cost it so many thousands of hard earned dollars.

About the close of our session a proposition was received from the business men of Terre Haute which would reduce expenses from the figure of 1894 on rent, printing of MAGAZINE and interest on daily balances \$6,998.67, but even this proposition, favorable and unexpected as it is, still leaves Terre Haute \$2,253.30 higher than Peoria on annual expense.

Respectfully submitted,

T. P. O'ROURKE,

Secretary Grand Executive Board.

DECEMBER, 1ST, 1894.

#### The New Beneficiary Law.

The following are the articles of the constitution of the Brotherhood of Locomotive Firemen relating to the Beneficiary Department adopted at the Fourth Biennial Convention and go into effect on January 1st, 1895.

#### BENEFICIARY DEPARTMENT.

SEC. 47. The beneficiary department of this order, established to provide substantial relief to members and their families in

the event of death or total disability, shall be known as the Beneficiary Department of the Brotherhood of Locomotive Firemen.

#### ALL MEMBERS TO PARTICIPATE.

SEC. 48. All members shall be required to participate in the beneficiary department, subject to the laws, rules and regulations by which it is now, or may be hereafter, governed, except such members as may have failed to pass the required medical examination.

#### APPLICATION FOR BENEFICIARY CERTIFICATE.

SEC. 49. A candidate for admission shall, at the time of applying for membership, make application for a beneficiary certificate, in substance, as follows:

I, . . . . ., desiring to make application for membership in . . . . . Lodge, No . . . . . of the Brotherhood of Locomotive Firemen, hereby agree to comply with all the laws, usages and regulations of the order, and those that may be hereafter enacted, as the condition upon which I am to be entitled to participate in the beneficiary department to the amount of . . . . . dollars and receive the other rights, privileges and benefits of the order. I certify that the answers made by me to the questions propounded by the Medical Examiner, which are attached to this application, are true in every particular. I hereby authorize that the amount of said beneficiary certificate, in the event of my death, shall be paid to . . . . ., whose relation to me is that of . . . . . and whose residence is . . . . .

Applicant.

Attest . . . . ., Secretary.

#### FORM OF BENEFICIARY CERTIFICATE.

SEC. 50. Upon the admission of a beneficiary member, the Grand Lodge shall issue to him a beneficiary certificate in the following form:

This certificate, issued by the Grand Lodge of the Brotherhood of Locomotive Firemen, witnesseth: That Brother . . . . ., a member of . . . . . Lodge, No . . . . . of said order, located at . . . . . is entitled to all the rights, privileges and benefits of membership and to participate in the beneficiary department to the amount of . . . . . dollars, immediately on the issuance of this certificate, which amount, in the event of his total disability, shall be paid to him or at his death shall be paid to . . . . . his . . . . ., whose residence is . . . . .

This certificate is issued on condition that said . . . . . shall comply with all the laws, rules and regulations of the order while a member of the same; otherwise this certificate shall be cancelled and become null and void.

In witness whereof, the Grand Lodge of

the Brotherhood of Locomotive Firemen has caused this certificate to be signed by its Grand Master and Grand Secretary and Treasurer, and the seal thereof to be attached, this . . . day of . . . , one thousand, eight hundred and . . .

[SEAL] . . . . . Grand Master.

Grand Secretary and Treasurer.

We, the undersigned, Master and Secretary of . . . . . Lodge, No . . . , do hereby countersign and attach the seal of this lodge hereunto, this . . . day of . . . 189 . . .

[SEAL] . . . . . Master,  
 . . . . . Secretary.

AMOUNT OF BENEFICIARY CERTIFICATE.

SEC. 51. Upon the death of a beneficiary member in good standing, the person or persons named in the beneficiary certificate of the deceased member shall be entitled to receive from the beneficiary fund of the order the sum mentioned in the beneficiary certificate issued from the Grand Lodge office as determined by his application for the same and the records of the Grand Lodge; and in the event of the total disability of a beneficiary member in good standing he shall be entitled to receive a like amount under like conditions, provided, said deceased or disabled member shall have complied with all the laws and requirements of the order.

ASSESSMENTS, HOW LEVIED AND WHEN PAYABLE.

SEC. 52. All assessments levied by the Grand Lodge for the beneficiary department shall be in the sum of two dollars (\$2.00) for each member who shall carry a beneficiary certificate amounting to fifteen hundred dollars; and in the sum of one dollar and fifty cents (\$1.50) for each member who shall carry a beneficiary certificate amounting to one thousand dollars; and in the sum of seventy-five cents (\$0.75) for each member who shall carry a beneficiary certificate amounting to five hundred dollars, such assessments to be levied as often as may be required to meet outstanding claims. All such assessments shall be levied on the first day of each month, and shall be remitted by subordinate lodges so as to reach the Grand Lodge on or before the twentieth (20th) day of the month in which they are levied.

ASSESSMENTS, HOW COLLECTED, DUTY OF COLLECTOR.

SEC. 53. The collector shall collect all dues provided for in this department and shall deliver the same to the receiver of the lodge on or before the fifth (5th) day of each quarter, together with a statement showing the names of members with the amount

paid opposite their respective names; provided the collector shall not receive from any member less than the full amount due for the quarter.

TOTAL DISABILITY.

SEC. 61. A beneficiary member in good standing becoming totally blind, or sustaining the loss of a hand at or above the wrist joint, or a foot at or above the ankle joint, shall be entitled to the full amount of his beneficiary certificate upon the proper proof of such disability as hereinafter provided. It shall be the duty of the Secretary of the lodge of which he is a member to immediately make a statement thereof, under seal of the lodge. When disability is produced by injury, the date of said injury shall be stated, and when caused by sickness, the date of first sickness shall be stated, together with the date and cause of disability. There shall also be issued a certificate of disability by the attending physician, with affidavit attached, which shall set forth the date of injury or first sickness and the date and cause of disability. The Secretary shall also secure the receipts of the disabled member, covering the period from date of injury or first sickness to date of disability. These receipts shall include all dues and assessments, and in case the original receipts can not be found, the Collector shall issue duplicates of the same, provided that each receipt bears the exact date upon which payment was made. The Collector shall also issue a statement under seal of the lodge; certifying to the good standing of the said member at the time of his disability. The Secretary shall forward these statements and receipts, together with the beneficiary certificate of the disabled member, to the Grand Secretary and Treasurer, who shall thereupon, if the claim be valid, adjust the same in its regular order. If an applicant for a disability claim is at a distance from his lodge, the examining physicians may be appointed by the Grand Master and Grand Secretary and Treasurer.

NOTE.—The fourth biennial convention adopted the following as a standard in passing upon claims for total disability on account of defective vision: That when a member has less than 15-200 vision in each eye when sight is in both eyes, or when he has but one eye, 15-100 vision it shall be considered total blindness.

HOW CLAIMS ARE ESTABLISHED.

SEC. 62. A beneficiary member in good standing who shall be totally and permanently incapacitated from performing manual labor from consumption, Bright's disease of the kidneys, or total and permanent paralysis, shall be entitled to the full amount of his beneficiary certificate, provided that all claims arising under the provisions of this section shall be referred to the Grand Lodge officers who shall make a

personal investigation thereof, employing such physicians as in their judgment may be necessary to determine the validity of the same; all expenses incurred to be paid by the claimant unless assumed by the lodge of which he is a member.

#### CLAIMANTS TO PAY DUES.

SEC. 63. A beneficiary member petitioning for a total disability claim shall not be exempt from dues or assessments until his claim is regularly allowed by the Grand Lodge. His standing shall be kept good, without intermission, otherwise the beneficiary certificate of said member shall be cancelled as in all other cases. Provided, that when an application for a claim is based on disabilities as specified in Section 61, the applicant shall be relieved from the payment of all dues and assessments from date of such disability.

SEC. 64. All receipts issued by the Collector shall bear the exact date of payment.

#### ADJUSTMENT OF CLAIMS.

SEC. 65. Upon receiving official notice of the death or total disability of a member in good standing, the Grand Secretary and Treasurer shall adjust the claim and shall notify the beneficiary to appoint a person with a power of attorney to collect the amount from the Grand Secretary and Treasurer. As soon as the Grand Secretary and Treasurer receives proper notification of the appointment of the said person properly empowered, he shall, by way of settlement, draw an order on the beneficiary fund for the amount, and have a draft issued in favor of said party or parties entitled thereto, which he shall forward to the said person holding the said power of attorney. Upon receiving the said draft the person holding the power of attorney shall execute a full and proper receipt and forward the same to the Grand Lodge.

#### DUTIES OF COLLECTOR.

SEC. 107. It shall be the duty of the Collector to keep a full and correct account between the lodge and each member, receive all moneys due the lodge, paying the same to the Receiver on or before the 5th day of each month (except quarterly dues), taking his receipt therefor. He shall issue to the lodge a quarterly report of all moneys received by him, amount paid to Receiver, balance on hand, if any, and all other matters pertaining to his office, which report when properly endorsed by the board of trustees, shall be filed with the Secretary and read at the first regular meeting of the lodge in each of the months of July, October, January and June. He may appoint such deputies as he may require, subject to the approval of the lodge, and when thus approved they shall be duly authorized to receive and receipt for moneys due the lodge. All receipts issued by the Collector shall

bear the exact date of payment, and in no case shall a receipt be dated previous to the date of payment. He shall give such a bond as the lodge may require for the faithful performance of his duties; he shall perform all duties required of him in the beneficiary department, and at the close of his term he shall make an annual report to the Grand Lodge, in the prescribed form, of all his official acts during the year, and surrender all books, papers, accounts and moneys on hand to his successor, when duly elected and qualified.

#### QUARTERLY DUES.

SEC. 132. The dues of a member of a subordinate lodge who shall carry a beneficiary certificate of fifteen hundred dollars shall be such an amount as may be determined by the lodge, provided that in no case shall they be less than four dollars and fifty cents (\$4.50) per quarter, payable in advance.

SEC. 133. The dues of a member of a subordinate lodge who shall carry a beneficiary certificate of one thousand dollars shall be of such an amount as may be determined by the lodge, provided that in no case shall they be less than three dollars and fifty cents (\$3.50) per quarter, payable in advance.

SEC. 134. The dues of a member of a subordinate lodge who shall carry a beneficiary certificate of five hundred dollars shall be of such an amount as may be determined by the lodge, provided that in no case shall they be less than two dollars (\$2.00) per quarter, payable in advance.

#### WHEN PAYABLE.

SEC. 135. On or before the first day of July, the first day of October, the first day of January and the first day of April of each year each member shall pay to the Collector of the lodge the amount of his dues for the next ensuing quarter, provided, that members admitted during the last two months in each quarter shall be exempt from dues for said quarter.

#### INCREASE OF POLICY.

SEC. 136. A member who shall decrease the amount of his beneficiary certificate shall not be required to undergo a medical examination, provided he shall be in good financial standing at the time of his application for a decreased beneficiary certificate, but a member who shall apply for an increase in the amount of his beneficiary certificate must undergo a medical examination showing that he is in good, sound, physical health, or the increased amount will not be granted. No member shall be permitted to change the amount of his beneficiary certificate except prior to the beginning of the quarter, and provided that not less than thirty (30) days' notice be given to the Secretary of his lodge of the proposed change.

## A NEW ORGANIZATION.

The Switchmen's Union of North America is Established.

Pursuant to call, the switchmen of America met in Kansas City to re-organize in such manner as would be conducive to the benefit of all concerned, says an exchange. Due deliberations upon subjects of vital importance were considered and the following is a brief digest of one of the hardest worked body of men that ever met in the United States. They transacted their business with firmness and dispatch, and that a grand outlook for the future of this organization is pre-eminent goes without saying.

In many points the new constitution is radically different from that of the old Switchmen's Mutual Aid Association, which was dissolved last summer. The insurance system which marked the old constitution and was obligatory upon every member of the association has no place in the constitution of the new union. It is provided, however, that every lodge in the body shall see to it that its members who become disabled shall be provided for, but the amount to be paid each week to each disabled switchman or his family is to be optional with the lodge. Provision is made for a national grievance committee, ordinary grievances are to be settled by the members of the local unions. The secretary-treasurer of the union is to be placed under a \$10,000 bond as soon as he assumes office.

The board of grand directors must, under the constitution, examine the books and audit the accounts of the grand treasurer every three months during his two years' term of office. The unions' organizers are to be appointed by the grand master. The union pledges itself to pay the claims against the old association which was wrecked by Simsrrott, and thus free from want and distress the hundreds of families of switchmen who were insured in it. These claims aggregate \$33,559, the amount embezzled by Simsrrott. One of the chief reasons why the beneficiary system was discarded is that expenses shall be less and these claims met. It is intended that the freedom from assessments shall be an incentive to switchmen to join the organization for the protection of their craft, while at the same time they will be free to join whatever outside benevolent and protective orders they choose.

The following officers were elected:

Grand Master, D. D. Sweeney, of Jersey City, N. J.; Vice Grand Master, M. R. Conlin, of Kansas City, Kansas; Grand Secretary and Treasurer, John Dougherty, of St. Louis, Mo.

The Board of Directors consists of M. R. Welch, of Omaha, Neb.; H. C. Nelson, of Kansas City, Mo., and F. D. Wartinbee,

of LaCrosse, Wis. These six are to hold office for two years. The next convention will be held in Omaha, Neb., on the second Monday in October, 1895.

The convention adopted the Corey car coupler. The delegates were highly pleased with the treatment they received at the hands of the local switchmen during their stay in that city.

The convention was called to order Monday evening and concluded Wednesday evening at 6:30. Delegates from all parts of the country, representing 4,000 switchmen, were present.

It was voted to call the new organization "The Switchmen's Union of North America," and to establish the national headquarters in Kansas City.

## Joint Protective Boards.

The secretaries of all Joint Protective Boards who have not already corresponded with this office on the subject will please send in the names of the chairman and secretary of each Joint Protective Board on or before the 10th day of January, 1895, so that a correct directory can be published in the February number.

## Justice Appreciated.

At a regular meeting of Welcome Lodge No. 72, B. of L. F., at Camden, N. J., held Sunday, November 11th, 1894, the following resolutions were adopted:

WHEREAS, Mr. Richard Olney, as attorney general of the United States of America, has taken a position in favor of, and delivered an opinion upholding organized labor, in the case of the B. of R. T. against the Reading Railroad; therefore, be it

Resolved, That we, as members of Welcome Lodge No. 72, B. of L. F., express to him, through our Grand Lodge officers, our appreciation, and also extend to him a vote of thanks for his just and upright interpretation of the laws governing this case.

Resolved, That a copy of these resolutions be forwarded to Mr. Richard Olney, attorney general of the United States, and also printed in the B. of L. F. MAGAZINE, and entered upon the minutes of Welcome Lodge No. 72, B. of L. F.

## Addresses Wanted.

G. FLINN.—Brother U. H. Simpson, of 219, desires the address of Mr. G. Flinn, formerly of Allegheny, Pa., and at one time a member of the B. of L. F.

THOS. B. CUBBINS.—Information wanted as to the whereabouts of Thos. B. Cubbins. Was last heard from in Yucatan; is a locomotive engineer and fireman; about six feet high, slightly stoop-shouldered; dark complexioned, with very black hair and moustache; aged 35 years. Any person having knowledge of his whereabouts or having seen him within the last three years will confer a favor by addressing his brother, J. F. Cubbins, North Second street, Memphis, Tenn.

JAMES MILLET.—Mr. James Millet, Sr., of Zouetouh, Ky., would gladly receive any information from his only son, James Millet, who was running an engine when last heard from, three years ago, on the Mexican Central at San Luis Potosi, Mexico.

## CORRESPONDENCE.

TO CORRESPONDENTS.—Brief, newsy letters are desired upon subjects of general interest. Sign name and *nom de plume*, the latter for publication.

## That Editorial.

MR. EDITOR:—Last summer, and again in the November MAGAZINE, W. H. Stuart charged that, "in an editorial in the *Standard* Mr. George had defended 'Old Hutch' in his famous 'corner' on wheat in Chicago a few years ago, that such men were public benefactors, and the promoting of 'corners' a legitimate use of capital." The editorial referred to was in the *Standard* of October 13, 1888, first page, third column, beginning just *below* the editorials bearing George's signature, and was unsigned. As Mr. George *always* signed his editorials, and as this appeared exactly as follows—italics and all—following all the matter that bore Henry George's signature, it is plain that *he* did not write it. A careful perusal will also show that there is no foundation for Mr. Stuart's construction of it. A complete file of the *Standard* is in the Los Angeles public library, yet Mr. Stuart, having made the above charge in a meeting of the Los Angeles Single Tax Club (as well as in this MAGAZINE), and having promised to prove his charge, has not yet attempted to do so. The editorial is as follows:

"A certain Mr. Hutchinson is reported to have cleared a million dollars or more by gambling in the wheat pit of the Chicago exchange. Believing that the wheat crop was considerably smaller than most people thought it, Mr. Hutchinson contracted with various Chicago brokers to take all the wheat they could deliver him up to and including September 30 at prices ranging from 85 cents up to \$1 a bushel. The brokers, on the other hand, believing that the crop was not extraordinarily short, and that before September 30, they could buy plenty of wheat to deliver to Mr. Hutchinson at less than he was willing to promise to pay for it, accepted his offers freely. The event proved that Mr. Hutchinson was right. The wheat crop *was* short. When the brokers tried to buy wheat to deliver in fulfilment of their contracts they found they could not get it. The result was a sharp competition to get what there was, and a sudden rise in price. When the last day of delivery arrived the contracting brokers who had not succeeded in buying wheat to deliver were at Mr. Hutchinson's mercy. He could put the price of wheat, *as between him and them*, at any figure he pleased, and they must pay him the difference between that figure and the price he had agreed to pay them. He might have named \$10 a bushel had he chosen. He

was prudently merciful and named two dollars only. At that very moment, wheat to be delivered within two or three days was selling at \$1.10 a bushel.

"What Mr. Hutchinson did, in effect, was to make bets with certain other men that his estimate of the wheat crop was better than theirs. That this gambling is demoralizing, goes without saying. It is a bad thing for all concerned in it; and it is a doubly bad thing for those who, seeing it, are tempted to try if they also cannot make a living by gambling instead of honest work. It is a bad thing, in the same sense that the sale of pools at horse races is bad.

"But a great many people seem to think that Mr. Hutchinson's successful corner is going to make wheat cost the people who use it more than otherwise would have been the case. It will do nothing of the sort. The law of supply and demand is operating as freely and as surely as if Mr. Hutchinson had never been born. There is no less wheat in the country than there would have been, there has been no abnormal increase in population, there has been no diminution of wealth with which to purchase wheat. The factors that determine prices are all operating with full effect. What has happened is simply the discovery of the fact that the supply of wheat is short. The rise in price is a legitimate result of that discovery. Men will have to pay higher prices for bread this winter, not because Mr. Hutchinson won his bets, but because there is less of the material to make bread in the world than usual.

"And in so far as the Chicago corner established the fact that the wheat crop is short, it was distinctly a good thing. To establish such facts is, in the intricate scheme of our civilization, the chief function of mercantile exchanges. It is by the friction of buyers and sellers upon their floors, by the bringing of divergent opinions to the tests of actual facts, that the world's supply of food and necessities is distributed and brought to hand as it is needed. What the German socialists would accomplish by means of an army of statisticians, and with frightful risk of mistakes, our exchanges do at trifling cost and with unfailing accuracy. Men are probably sowing wheat in Australia and Chili to-day because Mr. Hutchinson's deal has warned them that the United States will furnish less than her share of wheat this year for the world's consumption. We shall have bread to eat in February without paying famine prices for it for the same reason. All the civilized world over, wherever men gather to exchange productions, the clash of buyer and seller, for present and for future use, goes on unceasingly: and whether it be tea from China, or coffee from Brazil, or wheat from Dakota's prairies that is dealt in, the result is the measuring



of supply against demand, and the checking or increasing of consumption, so that famine and surfeit may be alike avoided. It is a pity that men like Mr. Hutchinson should gamble. It is a pity that other men should bet upon the passage of rival steamers. But it is as foolish to reprehend the Chicago exchange because of Mr. Hutchinson's gambling as it would be to burn a steamship because men wagered upon her speed."

W. E. Brokaw.

#### A REVIEW OF OTHER DAYS.

Dear Mrs. Bloom, my whilom friend,  
And queen of former ravings  
When for your love I did contend.  
To soothe my bosom's cravings.  
Indeed I'm not surprised to know  
The lines I've long been reading,  
Have never been inspired by woe.  
Where you in pain sat bleeding.  
The first time that your songs of grief  
Rose tenderly above me.  
I swore I'd bring your heart relief.  
If you would deign to love me;  
I suffered, as all men must do,  
Whose hearts are strongly human.  
Who sigh and sob and live to rue  
The whims of heartless woman.  
The many, many nights I tossed  
Upon my restless pillow!  
I thought my soul and body lost!  
And soon beneath a willow  
I fancied I'd be planted deep,  
In those old days departed.  
When hourly I would moan and weep  
For you, so fickle hearted.  
I had it bad, your plaintive pen  
Was full of conjuration!  
It played old Harry with me then,  
And filled me with temptation;  
But Time, that galvanizes woe,  
Salved up my wounds long bleeding.  
And once again began to glow  
My heart with pain reeding.  
Your other readers may have thought  
Your pen was dipped in sorrow,  
Experience very dearly bought,  
Told me you'd only borrow  
The garments of a gloomy mind  
To win men's warm devotions.  
I'm one who never felt inclined  
To nurse such foolish notions.  
Your latest poem says I'm right,  
For by your own admission,  
You plainly tell you took delight  
In sending to perdition  
Myself and others whom you've won.  
Whose top knots fresh and gory.  
You dangle on your belt in fun,  
Types of the old, old story!  
You'll let me sign myself your friend?  
Or will you be my sister?  
My suffering all is at an end.  
My heart no more you'll blister;  
In friendly or fraternal ties  
Hereafter you may hold me;  
But never more mid belching sighs  
I'll let past grief unfold me.

—Shanty Maguire.

#### Clyde River Lodge, No. 46.

MR EDITOR:—I have read some fine specimens of your editorial work, and I beg leave to put myself under obligations to you by asking that you publish this review of one of the "Relics of Barbarism," situated in Essex county, in the far-famed state

of Vermont, on the G. T. Ry., which, by the way, if we commit any misdemeanor, is a very good place to get into Canada from. It is half way between Portland and Montreal, and is the terminal point for the Richmond division. The population is about two thousand. The town is about forty-five years old and has churches of all denominations and a new public school, which has lately been opened, and which is both a credit and an ornament to the town. The climate is very severe, generally averaging six months of cold weather.

On the night of October 31st, at 8:20 P. M., one of Vermont's sturdy sons arrived in town, no other than Grand Master Frank P. Sargent, who on the following evening instituted a lodge of the Brotherhood of Locomotive Firemen here with fourteen charter members. The instructions given by the Grand Master were very interesting, and he won the respect of every one present. Bro. McCarty of 301, Bro. Boxborough of 15, and Bros. Pye, Linahen and Kerr of 118, were present and all reported a good time. Now, if the ladies would organize an "auxiliary" I am sure we could find some work for them, as we are in need of an altar cover. I only make this as a suggestion, but in time of pressing need, when all the assistance is necessary, which can possibly be obtained, it is then that a lady adds a new lustre to her charms by coming forward and rendering all the assistance she can to help the boys out, it is then that she is in spirit, as well as in form, "but little lower than the angels."

Hoping some of the ladies will take this matter in hand, I remain as ever,

*The Silent Chap.*

ISLAND POND, VT., Nov. 4, 1894.

#### Benefits of the Brotherhood.

To Mr. K. G. Hoag, Master, Lodge No. 9, B. of L. F., and through his kindness, to Mr. F. P. Sargent, Grand Master, Grand Lodge B. of L. F., Greeting:

GENTLEMEN:—I have this day received from P. J. Singleton, Collector, and J. F. McNamee, Receiver of Franklin Lodge No. 9, B. of L. F., a draft for \$1,500.00, due me for total disability. And I take this means of thanking the gentlemen mentioned, together with all of my brother firemen for the generous manner in which they have aided me in this, the hour of helplessness and distress. If it were not for your kindness and brotherly help, I do not know of any way, or of any resource that I could have relied upon, and knowing that on account of my physical condition I was prevented from performing any labor whereby I might still be the support of my family. I have, at times, been very much discouraged and despondent, knowing, however, as I did,

that I was entitled to the benefits, and never giving up all hope that finally my case would be favorably passed upon. And I am very thankful, more than I am able in words to express, that I have been remembered. And my prayer is, brothers, that none of you may ever be brought to such a helpless condition as that in which I am placed, with no prospect of cure. Now, finally, allow me to exhort you all to do as you would wish to be done by, and thereby gain the approbation of your own consciences as well as the undying gratitude of those whom you assist. As long as my life is spared I will pray that nothing but the best of fortune may be yours.

I cannot close without mentioning some of the brothers who have been particularly kind to me, and in my own lodge. These are Bros. McNamee, Berlin, Singleton and Hoag, and especially all those who helped to get my ship model returned to me. I shall prize it all the more from the fact that you were so kind as to return it to me in the way you did.

Farewell, brothers, and may the good Lord bless you all.

*James Anderson.*

Hudson, Ohio, Aug. 29, 1894.

#### PERSONALS.

Bro. Arnold reports N. Y. C. lodges in excellent condition.

Bro. Milo Bowles, of 378, is doing great work for the brotherhood at Chartiers, Pa.

The Master, Secretary and all other officers of 48 are to be relied on for the future success of the new lodge up in Vermont.

On October 12th Past Grand Master Joshua A. Leach organized a lodge at New Franklin, Mo., which is known as Silver Moon, No. 164.

Brother J. J. Bellaire will please correspond with the secretary of Alpha Lodge, No. 26. Business of interest to himself. O. E. Whitcomb, Sec. No. 26.

Bros. Ricker and Sandhas of 251, and Hocking of 507, came near having an adventure in a Wilkesbarre hotel, all on account of a hole in the wall.

W. F. Hynes Lodge No. 48 will give their sixth annual ball on Thursday evening, December 20th. Great preparations are being made to make this event eclipse all previous efforts.

While looking after disability claims in Pennsylvania Grand Master Sargent paid a visit to Loyal Lodge, No. 207, at Meadville on October 18th, at which time a special meeting was held. Bro. Sargent reports great workers for the brotherhood at Meadville.

The Joint Protective Board of the Pittsburgh & Lake Erie Railway held a meeting at Pittsburgh on October 17th on which occasion Grand Master Sargent was present. The men on the P. & L. E. are earnest brotherhood men.

Your uncle, E. E. Welton, delegate at Harrisburg from Sayre, Pa., is a pretty oily article just now. He is supplying the inhabitants along the north line of Pennsylvania with the finest grades of oil. Bro. Welton is a hustler.

Grand Secretary and Treasurer Arnold made an extended trip east in the interest of the Brotherhood the latter part of October, meeting with many members while en route. He made short stops at Columbus, Buffalo, Sayre, Wilkesbarre and Easton. While on this trip he paid off the Lehigh members.

Boston Lodge, No. 57, has been undergoing the excitement incidental to preparations for a grand ball. Bro. A. W. Spur is in charge and having his reputation at stake, which reputation as a managing director is without a peer, it can readily be understood what rustling has been going on in the Hub city.

Our mutual friend, Hinsdale, of 378, has a mania for fast runs, all of which have been made on the P. & L. E. under his personal supervision. He has made assurances that shortly he will make a few special runs not down on the schedule. These will be in behalf of the MAGAZINE and promise to be record breakers.

The patriotism and rustling qualities of Bros. Pennebaker, of 289, Anderson of 222, Witty and McGriff of 160, Watt of 48, Ward and Pruyn of 99, and many of the Cleveland and Indianapolis members have been brought prominently to the front in the late contest for the headquarters of the brotherhood. They each deserved success, but that could not be.

Beginning with the next issue the brotherhood department will have something to say about members and lodges that form the acquaintance of Bros. Wilson and Maier, our new assistants to the Grand Master. It is understood, of course, that the MAGAZINE will, of necessity, depend upon grand officers in the field for information regarding members and lodges.

Again, after a short vacation, the lodges on the Missouri Pacific have called to their assistance Bro. Asa Dillon, of 31, as chairman of the Joint Protective Board. Bro. Dillon is peculiarly fitted for this position. The MAGAZINE speaks knowingly, inasmuch as away back in '88 its editor was a disciple of "The Judge" on the old Joint Board of Adjustment of the Gould Southwest system.

Golden Eagle Lodge, No. 78, at Sedalia, Mo., is busily engaged making preparations for a grand ball on the evening of December 20th. When the Missouri Pacific and "Katy" boys "combine and conspire" to have a good time all restraining injunctions, federal, state and municipal, fall flat. The ball is given to commemorate the twenty-first anniversary of the Brotherhood.

Grand Master Sargent organized Clyde River Lodge, No. 46, at Island Pond, Vt. on November 1st. This lodge starts out with 14 enthusiastic brotherhood men, most of whom are old time members of Great Eastern, No. 4. Island Pond is a division terminal between Portland, Me., and Richmond, Quebec, on the Grand Trunk Railway. Bro. Sargent was ably assisted by members of Lodges 4, 15 and 118. A banquet was tendered by the ladies which, with speaking, singing and music, made the occasion a most enjoyable affair. Success to 46.

THE JOURNAL OF THE FRANKLIN INSTITUTE. Contents for November—American Gas Company's Fuel Gas System and Apparatus, Phosphates of the World, Aerial Navigation, Engineering Practice and Education. Practical and Easy Method for Determining or Comparing the Freeboard, etc.

MINE AND THINE. BY KATHARINE PEARSON WOODS, 25 CENTS, PUBLISHED BY JOURNAL OF THE KNIGHTS OF LABOR, 814 NORTH BROAD STREET, PHILADELPHIA.

An interesting story of railway life combining romance and adventure, and written from a workingman's standpoint.

CRULL'S TIME AND SPEED CHART. BY E. S. CRULL, CHIEF TRAIN DISPATCHER, \$1.00. RAND, McNALLY & Co., 166 AND 168 ADAMS STREET, CHICAGO.

This is a valuable pocket assistant to dispatchers, engineers, conductors, etc. Tables are so arranged that with but a moment's reference all calculations of speed, distance or time are avoided. A handy companion to make close runs or build time cards.

A MANUAL OF INSTRUCTION FOR THE ECONOMIC MANAGEMENT OF LOCOMOTIVES FOR LOCOMOTIVE ENGINEERS AND FIREMEN. BY GEORGE H. BAKER, \$1.00, RAND, McNALLY & Co., 166 AND 168 ADAMS STREET, CHICAGO.

Contents—Source of Power, Combustion of Coal and Firing, Formation of Steam and Boiler Feeding, Use of Steam, Friction and Lubrication. The book is bound pocket form, flexible cover and a veritable "ignorance exterminator" and intended to cut down the fuel expense of railroads.

### The Standard Dictionary.

By actual count the STANDARD DICTIONARY contains, exclusive of the Appendix, 301,865 vocabulary words and phrases, and the Appendix of Proper Names, Foreign Phrases, etc., contains 47,468 entries, making the total vocabulary of the Dictionary 349,333—this after great care has been exercised to exclude useless words. The immense increase in the vocabulary of the English language appears from the fact that the vocabulary of Webster's International Dictionary is 125 000 and the Century Dictionary is 225,000.

It is remarkable to note the high testimonials the Standard Dictionary continues to receive from leading educational authorities in Europe and America, as Dr. John T. Duffield, of Princeton College, N. J., who writes: "It will be conspicuous among the enduring monuments of intellectual life at the close of the nineteenth century. . . For comprehensiveness of vocabulary, accuracy of definition, judicious arrangement of material, instructive illustrations, and admirable typography, it is superior to any other work of its class, and ere long will supersede them, and be recognized as the standard dictionary."

*Nature*, London, Eng., J. Norman Lockyer, the celebrated astronomer, editor, says: "It passes the wit of man to suggest anything which ought to have been done that has not been done to make the dictionary a success."

IN McCURE'S MAGAZINE for December, Miss Tarbell's second paper on Napoleon treats of Napoleon's passionate love for Josephine in the early period of their relations, and of Napoleon's swift rise to fame and supreme power through his brilliant achievements in the Italian and Egyptian campaigns. There are fourteen more portraits of Napoleon, showing him at different times in this most interesting part of his career, and six other portraits, including one of Josephine, most of these pictures being after portraits from life by the great painters of the time, including David, Gros, Appiani, Laurent and others. Professor Henry Drummond, in "Some Impressions and Facts" regarding Mr. Moody, supplies much interesting information about a man known to everybody in his public words and works, but hitherto scarcely at all known in his private life and history. Views of Mr. Moody's home and the schools founded by him in Northfield, Massachusetts, accompany the article; and in the "Human Documents" are series of portraits of Mr. Moody and his co-worker, Mr. Sankey. There is also a series of portraits of Archdeacon Farrar, who contributes a Christmas article, "The Christ Child in Art," embellished with reproductions of famous paint-

ings. Then there is an excellent Christmas story, and a story which, while not a Christmas story in point of time, is pre-eminently one in spirit and conclusion; and finally, a dramatic story of the Napoleonic era by Conan Doyle. More dramatic, though, than any story is Cleveland Moffett's history, drawn directly from the archives of the Pinkerton Detective Bureau, of "The Overthrow of the Molly Maguires" through the instrumentality of Detective James McParland, who to the risk of his life, himself became a member of the order and affected to support and aid it in its crimes. Bret Harte, in a conversation reported by H. J. W. Dam, relates his experience as a gold-digger, express messenger, school teacher, and editor in the early days in California, and tells how he came to write the stories which have given him fame. A series of portraits of Mr. Harte and other pictures accompany the article.

THE December number of the *Arena* opens the eleventh volume of this leading liberal and progressive review. It contains over 200 pages of literary matter by some of the greatest thinkers of our day, and by some of the most interesting and original of the younger American writers. It opens with an important and scholarly paper by Professor Max Muller, the famous Oxford scholar, on "The Real Significance of the World's Parliament of Religions." Count Leo Tolstoi, the great Russian novelist and social reformer, contributes a critical and appreciative paper on Guy de Maupassant and his place in literature. The Hon. George Wilson, the president of the oldest bank in Missouri, writes a paper on "The Silver question," which he calls "David A. Wells' Downfall," in answer to Mr. Wells' arguments for monometallism under the caption of "The Downfall of Certain Financial Fallacies." Rev. Minot J. Savage writes a timely paper on "The Religion of Holmes' Poems," which falls into the series on the Religion of the Poets of this last half of the century. B. O. Flower opens a series of articles which will discuss the Age of Consent laws of the various states. The *Arena* is going to try to influence legislation on this important question by creating a public sentiment in the different states which shall have the laws revised and the age raised to sixteen. There is a suggestive symposium on "The Abolition of War," which contains a valuable bibliography of the subject. Henry Lathford contributes a strikingly clever sketch of an imaginary transaction between Peter the Great and William Penn. Heinrich Hensoldt, Ph. D., who has been writing on Occultism in Thibet, and has aroused a hornet's nest of critics, writes a story, "The Fate of Major Rogers; a Buddhistic Mystery." Hamlin

Garland, the brilliant young Western novelist and poet, contributes a Christmas story called "A Woman in the Camp," which has the mastery of his earlier "Main Travelled Roads" stories. Will Allen Dromgoole, the Southern story writer, has a Christmas story of life in the Tennessee mountains called "Cinch." Walter Blackburn Harte makes cheery reading in his new department. He has a sketch called "At the Old Fogies' Club in Elysium," a dialogue between Dr. Samuel Johnson, Boswell and Oliver Goldsmith in the other world. Altogether the *Arena* presents a fine Christmas number.

#### TO REMEDY STRIKES.

The address of Charles H. Walcott before the Union League recently has brought forcibly before the attention of the public the remarkable results of the state board of arbitration and conciliation in Massachusetts.

When Sir John Gorst was present at the meeting of the Civic Federation last month he remarked that in England it was considered that the Massachusetts board was the best of its kind in the world and represented a distinct advance over anything else. Sir John Gorst is certainly an authority on this subject, because he was a member of the last royal commission on labor and made a minority report devoted especially to the subject of arbitration and conciliation. England has progressed farther than other countries in the establishment of a large number of voluntary boards of conciliation and arbitration, something like that in the bricklaying trade in Chicago, New York and Boston, but has no state or national board.

The great success of the Massachusetts board, as Mr. Walcott described it, has consisted in its commanding the confidence of the public, and its inducing both sides voluntarily to appeal to it to help settle difficulties. Out of 216 cases of labor dispute which the board has referred to in its reports from the summer of 1886 to January 1, 1894, and which apparently include nearly every important case of labor difficulty in the state, the board has settled, itself, 105, while in twenty-three other cases the parties have peaceably adjusted matters in some compromise. In only eighty-eight cases therefore, or about 40 per cent. of all, was there failure to bring about an adjustment in a peaceable way before one party or the other owned up to defeat. Of the 105 cases settled by the board fifty-five were settled by conciliation, or mediation, as it is sometimes called; that is, the board would approach both parties, sometimes at the request of one or both and sometimes without, and induce them to accept the advice of the board in the matters at stake.

In fifty cases the board was asked by both sides to arbitrate the difficulty, and, as Mr. Walcott stated, in no case has the decision of the board failed to stand.

One great secret of success of the Massachusetts board has been the high class of men selected by the governor and the permanency of their tenure, for, though they were chosen for only three years, two of the board have continued in office since its organization. These are Richard P. Barry, chosen by the governor from the ranks of organized labor, and Charles H. Walcott, an attorney, selected by the governor on the recommendation of the two other two members, as provided by law. The third member of the board has been changed twice, the third man and present incumbent, Ezra Davol, being appointed as a representative of the employing class in 1893. But these changes have been due solely to resignation for the sake of more lucrative business employment.

The care with which the board was selected at the start by Governor Robinson is seen in the special care taken by him to get a good labor representative. In view of the great extent of the shoe industry in the state, and the number of labor difficulties in it, it was thought best that the men should come from that industry and from the city of Lynn, the great center of that industry. Having decided this, Governor Robinson wrote out a series of qualifications which his appointee must have, such as integrity, good repute in his community, recognized standing in the ranks of labor, temperance, moderation of views, etc. Applying these tests to one after the other of the many who sought the office they were all rejected, and he deputed friends in whom he had great confidence to visit Lynn and look up the man, and when the choice fell upon Mr. Barry he at first declined the office, preferring his home life and assured future of a modest kind to the uncertainty and travel incident to a position on the board. This naturally confirmed Governor Robinson in his desire for the man. How few, however, of our public officials are thus carefully selected!

#### HOW MEMBERS ARE CHOSEN.

It may be well to dwell for a little upon the constitution of this famous board. The way the members are selected for three years by the governor to represent employe and employer has already been indicated. It might, however, be added that if the two representatives of labor and capital should fail to agree upon the choice of the third man, the governor would appoint on his own responsibility. It has further been remarked that this board was organized in 1886 on an act approved on the 2d of June. In January, 1894, the eighth annual report

was transmitted to the legislature by Bernard F. Supple, who has been clerk since the creation of the board. The salary of each member of the board is \$2,000 a year and necessary traveling expenses. A clerk is paid \$1,200. A stenographer is sometimes employed as well as experts, to be described later, and occasional witness fees are paid. The entire cost of the board has been during the last four years between \$8,500 and \$10,500 a year, while the earnings of the men directly involved in the controversies which the board has tried to solve have been from \$1,600,000 to \$2,400,000 a year.

Whenever any controversy or difference or not involving questions which may be the subject of a suit at law or a bill in equity, exists between an employer, whether an individual, co-partnership or corporation, and his employes, if at the time he employs not less than twenty-five persons in the same general line of business in any city or town in the state, the board must on application of either party or of the mayor and city council of the town concerned, visit the locality of the dispute. The board must then make careful inquiry into the cause of the trouble, hear all persons interested who may come before them and advise the respective parties what, if anything, ought to be done to adjust the difficulty. It is really the duty of the board to do this of its own volition whenever, in its judgment, good can be accomplished by such a policy. Sometimes an application is made, and it is evident that both parties are opposed to any conciliatory methods until they have made a trial of strength. In such cases the board is free to postpone its active efforts to bring the parties together until those efforts are likely to result in something.

The chief work of the board consists of efforts to bring the two parties together and advise them how to settle their difficulties, but a step further is taken when both parties ask in writing that the board shall arbitrate the differences. The written application must contain a concise statement of the grievances complained of, and a promise to continue in business, or at work without any lockout or strike until the decision of the board, if it shall be made within three weeks of the date of the filing of application. When an application is signed by an agent claiming to represent a majority of the employes, the board satisfies itself that such agent is duly authorized in writing to represent the employes, but the names of the employes giving this authority are kept secret by the board. The parties to the application agree also to abide by the decision of the board for six months. It is supposed that a failure to so abide by the decision might be legally punished, but only

one case of failure to obey the decision has ever occurred and that was only a partial failure. This was in North Adams in February, 1890, when the workers in certain shoe factories refused to obey the decision as they had agreed to do, but other men took their places on the conditions that the board had prescribed, and the strikers, according to the statement of the board to the writer, had some grounds for just complaint of the decision of the board, owing to some misunderstanding on the part of the latter as to the points in controversy.

If both parties to a labor dispute sign the written application just mentioned, for arbitration, a public notice is given for a time and place for a hearing, unless public notice is objected to in writing by both parties; in the latter case the board can use its discretion.

#### EXPERT ASSISTANTS ON THE BOARD.

A very important amendment to the law was passed in 1890 providing that each party to the controversy may in writing nominate and the board may appoint one person to act in the case as expert assistant to the board. The two persons so appointed must be skilled in and conversant with the business or trade concerning which the dispute has arisen. It becomes their duty, under the direction of the board, to obtain and report to the board information concerning the wages paid and the methods and grades of work prevailing in manufacturing establishments, railroads or other industries within the state, of a character similar to that in which the matters in dispute have arisen. Such expert assistants are sworn to faithfully discharge all their duties and are paid from the state treasury such sums as may be allowed by the board, usually \$7 a day, while the board is free at any time, and often makes use of this freedom, to appoint such other expert assistant or assistants as it may deem necessary.

The arbitration proceedings are at once stopped if either side fails to keep the promises to continue to work, etc., made in the written application, unless the adverse party gives a written consent.

The board has power to summon as witnesses in a case of arbitration any operative in the departments of business affected and any person who keeps the records of wages paid in those departments and to examine them under oath, and to require the production of books containing the record of wages paid.

The decision is given in writing and published at the discretion of the board in their annual report. The decision is binding for six months, unless either party gives two months' notice to the contrary. Though such notice has been given once or twice it has never been acted upon, and therefore

the decision of the board has stood for six months and in fact much longer in most cases and has been the introduction, usually, to a peaceful treatment of all controversies in the business concerned.

The law permits the creation of local boards on arbitration, but they have not been resorted to to any considerable extent.

It might be added that witnesses summoned by the state board are allowed 50 cents for each attendance and the further sum of 25 cents for each hour of attendance in excess of two hours, and 5 cents a mile for traveling expenses each way from places of employment or business.

When the board was instituted in 1886 it was found that the establishments with over twenty-hands numbered 2,007, employing 238,884 persons, or two-thirds of all engaged in manufacturing in the state. Of course the number of these large establishments with which alone the board has anything to do has grown much since then.

The first case before the board was dismissed for want of jurisdiction, and in the second case the employer refused to appear, but discharged four men and one woman of his employes who did appear. A great change has occurred since then. The shoe industry has shown the greatest readiness to utilize the board. This may be partly due to the fact that Mr. Barry, the labor representative, was himself a shoe worker. It may partly be due to the intelligence of those engaged in the industry or to other special conditions, but other industries have used the board to a large degree.

The importance of the work may appear in a single instance at Beverly. The decision of the board regarding wages in one shoe factory was followed by the adoption voluntarily of the same wages per piece in all the other factories whose pay roll amounted to over \$1,000,000 a year.

The board gives correct information to both parties to a difficulty as to wages elsewhere, and this clears up many misunderstandings. Employers generally express themselves as ready to pay as much as is paid elsewhere and when the board is able to show that higher wages are paid elsewhere the employer is under great pressure to yield. The board, however, does at times award an advance in wages or conditions over that which prevails among competitors, with the understanding that these better conditions will be temporary, pending the securing by the men of similar conditions in the rival factories; for example, the board decided in favor of the nine hour day in several places in 1892-93. Inasmuch as the rivals of the places involved followed suit in a little while, the decision of the board remained.

The writer asked a member of the board how he would answer the current objections

that arbitration meant halving the orange, e. g.; the employer might ask for a considerable reduction in wages and the board would allow, perhaps, half of it, and then the employer would make another cut and get half of that, or vice versa; the men might demand higher wages and, getting some advance, make another demand. The reply to this objection was that the board did not hesitate to decide wholly in favor of one side, especially if it had lately had a similar case before them from the same party or parties similarly situated. If they had determined upon a fair wage they would not be likely within a few months to change the wages.

When a struggle between labor and capital seems to the board inevitable as a test of strength, assometimes happens, the board lets it proceed a while, but as soon as there appears any likelihood that the two sides have measured each other's strength to their satisfaction, the board appears upon the scene, but in most cases it is not necessary to wait at all.

#### CAN MAKE AN INVESTIGATION.

The board has the power to make a public investigation and report the results of its findings to the public in case the parties refuse to adjust the differences, but the board has hardly ever done this, even when the men have asked for the aid of the board and the employers have refused. The men generally object to any investigation, though it might lead to arousing public opinion against the employer, for they have a lurking feeling that if they ever want to get back to their old places it is well not to stir up any antagonism of the employer too much. In a case of a demand for somewhat higher wages on the part of the section hands of the eastern division of the Fitchburg Railroad in February, 1893, the railroad refused to meet the men or the board, while the men were willing to do both. The board made its investigation, found that the Fitchburg Road was paying lower wages for the same work than rival roads, and was on the point of publishing its conclusions when the men came to the board and said that they had reason to believe the railroad would give them what they had asked for, and they preferred therefore that the board would withhold publication of its opinion till the annual report. Yet the board, whether the men wish it or not, can at any time make an investigation, as did Colonel Wright's commission in the recent Pullman strike, and publish its findings, and there seems to be room for considerable development in this direction in the interest of the general public, who are deeply concerned in any large strike and ought to know the exact facts with regard to it. In 1891 the board wrote:

Not infrequently it happens that someone—it may be a manufacturer, or a workman, perhaps—applies either in person or by letter for a copy of some price list recommended by the board two or three years ago, saying that a question of price has arisen in some shop or factory and on one side or the other it had been urged that a decision of the state board had in effect settled a fair rate of wages for work like that in dispute. It is obvious impossible to estimate the number of cases of this sort in which the careful, painstaking work of the board in the past has supplied a standard which, with proper adjustments to the circumstances of each case, has served to facilitate a settlement of difficulties by agreement of the parties most interested. It is certain that the work of this board is often referred to in a manner and for the purpose indicated, and this much leads us to believe that the influence of its decisions has in this way been salutary and far reaching.

This statement of the board seems altogether justified by a careful reading of their reports from the beginning and to be a very fair summary of much of their work. —Prof. Edward W. Bemis, of Chicago University in *Chicago Herald*.

#### The Brotherhood Hat.

At the recent convention a resolution was passed indorsing the "Brotherhood Hat," made at Hazleton, Pa., by Bro. F. W. Hocking, an earnest member of Lodge 507, B. of L. F. Since the adjournment of the convention Bro. Hocking has received many cash orders from all parts of the country and is greatly enlarging his plant. He runs a regular union shop, pays union wages and deserves the support of the brotherhood. It's a good thing—push it along.

#### The Switchmen's Union.

Any one desiring information regarding the organization of switchmen's unions can procure same by addressing any of the following officers:

Grand Master, D. D. Sweeney, 183 Thirteenth street, Jersey City, N. J.; Vice Grand Master, M. R. Conlin, 231 North Fourteenth street, Kansas City, Kan.; Grand Secretary and Treasurer, John Dougherty, 231 North Fourteenth street, Kansas City, Kan.; Chairman Board of Directors, F. D. Wartinbee, 522 Berlin street, LaCrosse, Wis.; H. C. Nelson, Secretary of Directors, 1317 Jefferson street, Kansas City, Mo.; M. R. Welsh, member Board of Directors, 1218 Sherman street, Omaha, Neb.

Mr. Sweeney has been employed on the Erie Railway for eighteen years, Mr. Conlin in the Kansas City yards for thirteen years and Mr. Dougherty at St. Louis for the Missouri Pacific for nine years.

### THE CHICAGO LABOR CONGRESS.

A so-called Labor Congress was held at Chicago on November 13th and 14th, under the auspices of the Civic Federation. The purport of this meeting was to hear expressions from prominent men and women upon the subject of arbitration and conciliation in disputes arising between employer and employee.

The arrangements of a programme was delegated to a sub-committee by the Civic Federation. Of this committee Judge Vincent was chairman and Miss Jane Addams secretary, and in speaking of this it would be well to call attention to their earnest and efficient work. There were present on this occasion many of the most advanced students of economic questions.

Mr. Lyman J. Gage officiated at the opening session as chairman and in his opening address, said:

This conference on arbitration and conciliation marks, we believe, a forward step in the movement of our industrial and social life. We have for many generations followed the old paths where mutual suspicions and misunderstandings growing out of apparently opposing interests have led the way to bitterness, hostility, human suffering, and social disasters. The advanced nations have found in the peaceful arena of arbitration a more satisfying method of composing international disputes than has ever been offered in the shock of battle or in the clash of contending arms. Who does not look upon the peace congress or the Geneva arbitration of 1872 as the highest expression of national wisdom and the noblest prophecy of that better day when war and its barbarisms shall cease? In the individual differences also which often arise among men as the result of opposing judgments, colored, no doubt, by self-interest, we can perceive a clearly marked tendency toward avoiding the vexatious and expensive methods of the courts by a voluntary submission of such differences to the arbitration of impartial friends. In the business world of to-day questions involving thousands, nay, millions, are thus quietly and peacefully composed. Cannot methods so benign in their character, so healthful in their influences, find a place in the industrial relationships which now so intimately enter into the warp and woof of our modern life?

It is to consider this question that the congress, or conference, has been called. Can a more worthy subject be presented for thoughtful and impartial study? The Civic Federation has no interest in it not common to all. It has no propaganda to establish. It believes, however, that the triumphs of civilization may be best achieved in the field of intelligent inquiry and temperate debate. We have therefore provided here in this city, focal as to territorial limits, focal as to influence which will shape the future, a neutral platform for various ideas and shades of opinion which may be expressed upon the important theme. The industrial committee, upon whom have rested the labor and responsibility of the programme, have put forth every effort to make it fairly and fully representative. If in any respect it lacks in these desirable features the lack must be ascribed, not to want of discernment nor absence of desire on their part, but rather to prejudices or preconceptions among those they found it impossible to successfully reach. You will, however, unite with me in congratulation at the fair promise the programme offers.

The first paper read before the congress was by Prof. E. R. L. Gould, of the Johns Hopkins University, and was a "History of Industrial Conciliation and Arbitration in Europe and Australia."

Mr. James Peabody, editor of the *Railway*

*Review*, took a strong position against anything conciliatory and preferred that laws should be enacted that would compel railway employees, like sailors, to enter into a stipulated enlistment; in fact, it was evident that as far as Mr. Peabody was concerned, he had "nothing to arbitrate." He believed that railway men pursued a dangerous occupation, but as a rule were much better paid than other laborers. Mr. Peabody said during his address:

If the essence of crime consists in injury to public welfare there would seem to be no need of enlarging upon this particular branch of the subject. Laying aside for the moment the question of asserted justification it is difficult to conceive wherein a body of men can commit a greater injury to public welfare than by just such interruptions of the movement of commerce as take place when a railroad strike is inaugurated. The stopping of a single train by a party of bandits and the robbery of the passengers or express is deemed a crime worthy of being visited with the swiftest and severest justice; but the stopping of thousands of trains and the consequent loss to the public of many times the amount that could by any possibility be realized in a train robbery, is commonly but slightly condemned, often passed by with seeming indifference and sometimes even attempted to be excused. That some additional legislation is needed to render the regulation of the general government effective and promote the welfare of the public is evident from the recent decisions in connection with railway affairs.

It may not be amiss to refer, in passing, to the confidence possessed by many in the value of a license system under governmental direction as an aid in overcoming the tendency of railway employees to strike. While without doubt the inauguration of such a system would in some degree improve the personnel of the men employed, and thus in a measure minimize the danger, it would appear to be open to two principal objections: first, that instead of being universal in its scope, embracing every employee from the highest to the lowest, it would be limited in its application; and, second, that it will fail to prevent, so far as the law can prevent, the engagement of men in a strike if they were so disposed. Such a plan is somewhat relevant to an attempt to cure a fever by the application of cooling lotions. They may be agreeable, are not without merit in the way of amelioration, but as a means of cure without value.

Society, as at present organized, is wholly dependent upon continuous operation of railways, and it not only possesses but should enforce the right of an interrupted service in these lines. Nor is society just to itself if it permits itself to be subjected to the dangers of such interruption. The possibilities of the entire stoppage of the commerce of the country because of the dissatisfaction from any cause of those employed therein is something that ought not to be entertained for a moment. In such matters of public convenience the obligations should be so binding and the penalty for violation so severe, as to preclude the careless assumption of the one or the reckless disregard of the other.

Hon. L. S. Coffin, of Ft. Dodge, Iowa, spoke in behalf of the Brotherhood of Railroad Trainmen. He spoke eloquently in describing what the railway labor organizations had done for its membership, had done for the widows and orphans that would have, in most cases, been left penniless without the aid of the brotherhood. He favored legal investigation—not arbitration—of disputes arising between employer and employee. During the course of his remarks he said:

I am not at all in sympathy with what they call



progress in giving more power to the state and national commissions. Let us have a commission of investigation, and let them focus the public opinion upon any inconsistency and wrong of the great corporations. Talk about the railroad companies saying to the public "The public be —." There is no kind of a corporation that is so sensitive to public opinion as the railroad corporation is. And you let a competent commission take down all the injustice, no matter what it is, and bring it up before the public and let the focus of the public opinion gaze upon it, and it will be a cure in ninety-nine hundredths of every trouble. That is my judgment in regard to that. And I think that is all and as far as we can go in this matter. We must remember that in this nation it is "We, the people," and you must not put your own opinion upon these railroad employees feeling that they are serfs and subjects but that they are your equal all the time and every time. Perhaps I have said all and a good deal more than I ought to say, but I hope it will be understood that all I want is some method by which these men can bring their grievances to a competent authority or arbitration or conciliation commission and have them settled instead of being left to the tender mercies of those that have the power over them, and let us act together as equal men and brother men and citizens of the grandest nation of the earth, and settle these difficulties in this beautiful way. I think, Mr. Chairman, that we have seen the last railroad strike in this nation. [Great applause.] The people are being educated rapidly, and may God grant that the end be now. [Great applause.]

Hon. Wm. M. Springer explained the intent and purposes of his bill presented to congress at its last session, and now pending, which provides for a national arbitration commission.

Judge Murray F. Tuley, who was referred to by the chairman as "the Nestor of the Chicago bar," was introduced and spoke briefly of the various plans of arbitration offered. He favored licensing railway employees as in marine service. In reference to the powers of the court he said:

The fact is, the courts have not risen. They have not progressed. They have not realized the fact that we are living in an age and under conditions very different from those from which they drew their learning and their authority. [Applause.] A decision of a hundred years ago, when a man who refused to work for the stipulated wages was branded with the letter S, and if he continued in his refusal he was transported for life, is not a decision for the present age, and especially in a country where every man is a voter. [Applause and "Amen."]

You have got to have some stringent measures, and you have got to have courts like courts of arbitration, that come directly from the workmen and from the capitalists. The capitalist has no faith in the judiciary; the workmen are fast losing their faith in the judiciary, I am sorry to say. What they want is judges emanating from themselves. The capitalist wants his, the laboring man wants his, and if you can give them their own courts you have solved the difficulty. [Great applause.]

Mrs. Charles Russell Lowell read a highly interesting paper upon the subject of "Distinction Between Arbitration and Conciliation." She explained that in conciliation the disputants alone were brought together on a harmonious basis and the results were a harmonious settlement, but failing in this arbitration was resorted to, which meant the coming in of disinterested, unprejudiced parties, who would investigate facts and then offer a solution to the perplexing problem, based upon equity and justice.

Prof. E. W. Bemis, of the University of Chicago, read an able paper on the "Ethics of Arbitration."

Miss Jane Addams, as chairman of one of the sessions, said:

In opening the second day of the conference perhaps a word of explanation would not be out of place. There was something which occurred to me several times yesterday that, perhaps, might be said with propriety. It is said that each generation has its own revolution, and that this revolution is an attempt on the part of an unrepresented portion of society to take its place in the national life; that the revolution at the end of the last century was an attempt on the part of the working people to come out into the franchise, to have the power of political action. They wished to come out into the sunshine of political equality. That the revolution at the end of this century is an attempt on the part of the working people to come out into a more equal industrial condition, to have a larger share or measure of industrial comfort. They now wish to come out into the sunshine of prosperity. That a man is successful in his generation is in proportion as he helps on this attempt of the disenfranchised to come out into their full national life.

Now, I take it, arbitration is not an attempt to cry peace. It is not an attempt in any way to retard this effort on the part of the working people, this effort on the part of the labor movement so called, to come out into a larger share and measure and a larger share of the profit. It merely wishes to substitute orderly methods for disorderly methods. It wishes to substitute the desire for justice for the emotion which now drives men forward when it is to a condition of hatred and antagonism. It wishes to substitute moral and intellectual forces for the physical forces which too often appear in a strike. It is not an attempt in any way to retard the labor movement. It is a distinct attempt to help forward in the quickest methods that labor movement toward its fulfillment. It is an attempt to bring the latter modern methods in place of the old belated methods of warfare. Arbitration wishes to accelerate that liberation. It wishes to help on the industrial revolution, but it wishes to help on by the most advanced and most peaceful methods possible.

Mr. Joseph D. Weeks, editor of the *American Manufacturer and Iron Worker*, spoke on "The Relations of Employer and Employee in Manufacturing Affairs." His address was very entertaining and made evident the fact that he had a wide and practical knowledge of the subject. Among other things, he said:

"There are three parties that unite to produce a certain thing that we call a product; and when this is produced it does not belong to any one of them, it belongs to all of them. Those three things are capital, which furnishes the money to buy the raw materials, to pay labor, to put in the machinery, to buy the land, to organize the work and go on with it. The employer may or may not be the capitalist. There is one place where we make a great mistake. We always think of the employer and the capitalist as the same. They are not the same. Theirs are distinct functions. The employer may or may not be a capitalist, and in modern industries the employer only represents the capitalist. Take these great corporations, the one who actually becomes the employer, the man in the management of the concern, is very rarely the capitalist. He may be part of the capitalist, but he is very rarely the entire capitalist. The employer stands between the capital and the laborer, who puts his handiwork, or his skill, or whatever it may be, into reproduction. Now the laborer is not the only producer. All three are producers and all three unite to produce a given product.

The wages of capital is interest, the wages of the employer is profit, and the wages of the laborer is what we term in the ordinary sense wages. Now this question, How to make this distribution properly? 1

hardly ever saw a man in my life who, when he came to divide with another man, thought the division was fair. You go to the old schools of political economy and they will say it must be settled by competition. The doctrine of *laissez faire* is the only thing that has brought it right. It is eternal law. It has existed from all eternity and it will exist through eternity; and any attempt to interfere with the doctrine of unrestricted competition, with the doctrine of *laissez faire*, is perfectly useless; you cannot do it. You cannot have anything, you cannot have any legislative enactment, you cannot have any agreement; you must simply put the laboring man into the contest with the employer, and each will inevitably seek his highest good, and you will get the thing at its best. That is the gospel of grab, and I do not believe that the gospel of grab is in accordance with our civilization.

Now, I do not believe either in strikes or lockouts. Strikes and lockouts settle nothing. I have pointed out that it is differences you wish to settle, and a strike or lockout simply decides, as a rule, which can hold out the longest. It does not settle anything. It simply puts two parties together, and the one on the one side, if he has a long purse, and the other on the other side, if he can stand starvation. It gradually comes to a point where the purse gives out or the party can starve no longer, and then the battle is at an end, not because anything has been decided, not because right has prevailed, but simply because it has come to a point where human endurance gives out—and, oh, how men will suffer, how women will suffer, how children will suffer at such hours when these strikes and these industrial contests are on hand. Men will sit, gaunt eyed and hollow visaged, by the door side, waiting for relief to come. They must believe they are right or they would never do it. [Applause.] And yet the most terrible things that ever come into human experience are strikes, and God grant the day will come soon when they will be forever ended. We want industrial peace. That is the thing we want. Nations only grow in peace. Nobody defends strikes and lockouts. There will come times when you cannot help it, but when it cannot be avoided, when the battle must be set, then I say set it, and let us have it through and be done with it.

I still have confidence in the honesty, in the integrity, in the fairness, in the justice of the American people when they can get face to face with the difficulty. [Applause.] When a man says that nobody can do it he means that there will be anarchy and socialism and communism [applause], and Chicago is not the place to preach that.

One objection to arbitration grows out of the assumption that the right to decide questions that arise between employer and employee rests with the employer alone. When the decision is given labor's only choice is to accept, or go elsewhere. An employer holding this belief naturally refuses to recognize the right of any one else to interfere on the part of any employee, or any committee, or board, or arbitrator, and treats the suggestion of an arbitration as an impertinence. I think you have all heard that, not as I put it, but practically. Stripped of its verbiage, it is an assertion that the right to dictate the terms upon which that labor should receive wages, and which are necessary to the very existence of the labor shall be performed, rests with the employer alone. It is a monstrous doctrine. [Applause.] It means slavery or starvation, and it is a theory that society for its own safety should not tolerate for a moment. Labor is not in a state of industrial subjugation, nor does it acknowledge even in theory that its wages come out of the employer's pocket. [Applause.]

Now let us have peace, let us have quiet. Let us meet face to face and settle these questions. Let us go on in this industrial peace; and then, when the hour comes that everything shall be made whole, everything shall be made right, everybody will be happy, and labor will no more stand in the midnight, with its loins girded up, waiting to be sent out into the wilderness. [Applause.]

President M. M. Garland, of the Amalgamated Association of Iron and Steel Workers, read a paper on "Sliding Scales and Kindred Methods" and closed with a

spirited address upon the labor question. Said Mr. Garland:

The main controlling spirit of wage to-day, however, is the law of supply and demand.

Part of the functions of organized labor is to arrange a specified price for labor for each position and the material or wear work, and to curtail the supply of labor all that is possible except at this specified price. The demand for labor controls the employer to a large degree in acceptance of the price specified by organized labor, but if the trade or locality be unorganized, then the natural law of supply and demand asserts full play. And the necessities of starving humanity during times of depression and a surplus of labor alone forms the basis of minimum wage.

Sliding scales, as they have been termed, are in our estimation, a step in advance of any system now in general use. The wages of the iron and steel worker have been based on and determined by this plan for twenty-eight years and, in fact, the iron and steel workers claim to be the pioneers of the sliding scale system.

Certainly, there can be no plan proposed to the average mind that bears a more equitable phase than that when the price of material or goods goes up the laborer's price should advance as well, and when the prices fall he should share in the declines. But to adopt this system, without establishing a minimum to its downward tendency, only shifts the effect described in disorganized trades and locality from advantage taken of necessity to advantage taken because of competition in trade, or, in other words, from wanton attack to competitive manipulation.

After all, it is the getting together of employer and employees with fair intention that cultivates reason on both sides. We are loath to believe the oft repeated assertion of capital and labor being at war, but the greater strangers they continue, the more they are convinced that the other is antagonistic to them. Hands cannot be clasped that are not extended. And companions are not made of people who never meet.

The workman of to-day is simply asserting his rights that possibly before he did not clearly see, but which now are plain to him. Wages based on cost of things produced, sliding scales, and kindred arrangement of wages by which the workman, for self-protection, is compelled to watch market values, have been among the mighty influences that have given us a working class who know their rights, and who at all times stand ready to defend them with reason; and failing to secure justice in this way prefer to walk from the workshop rather than to stultify themselves by acquiescence in injustice.

United States Commissioner of Labor, Carroll D. Wright, spoke on the "Distinction Between Compulsory and Voluntary Arbitration" and "Distinction Between Compulsory Arbitration and Public Investigation of Labor Disputes." The speaker said:

The labor question reduced to concrete form means simply the struggle for a higher standard of living. There may be various ramifications to the question, there may be various complications in it, but the labor question broadly stated means just that—a struggle for a higher standard of living. In this struggle there are strikes, lockouts, labor wars, ambitions that are never fulfilled, the envy and jealousies of labor leaders, a little of politics, a great deal of nonsense, a great deal of aggression, but underneath it all there still remains that underlying struggle for a higher standard of living. The other matters must all be left out of the account; the vagaries of crank, the arbitrary and dogmatic rule on one side or the other, must all be eliminated in the discussion of the labor question from whatever point of view you take it. A strike in itself is simply a protest against any attempt to change conditions adversely, or to prevent the success of this struggle to which I refer. A strike, therefore, must be considered as one of the essential elements of that particular conflict which we are discussing in this conference.

You know that all conflict, all war, all controversy, leads ultimately to good. You know that civilization has never taken a step in advance without conflicts and as the old Athenian philosopher remarked: "War is the father of all things," and so it is when we consider it philosophically: so it is when we look to the underlying principles of progress. All war means the suppression of some form of evil, although there may be great evil in the form of suppression, but out of it all some good is accomplished, some people are brought up in the vale of civilization, and the great step of progress is secured. There are so many instances quartered all along through history which prove this statement that I need not refer to them even, they come to your minds; they come to every man's mind, and however much we may condemn war, however much we may condemn conflict of any kind, because individuals may go down in the conflict, because somebody's principles may be destroyed; because somebody's philosophy may be overturned; we cannot help recognizing that it is only through this conflict that good ever comes in this world.

The distinction between compulsory and voluntary arbitration is the distinction between a continued fight and continued conflict and the supremacy of reason. Voluntary arbitration is a tribunal to which men resort whenever they wish to settle matters outside of courts and beyond their own wisdom. They may be wise enough of themselves to settle the question; but there are elements in an industrial controversy which appeal too strongly to personal interests to allow the parties themselves to look upon the question submitted broadly and in a philosophical sense.

Compulsory arbitration would mean the force of government in settling these questions, and it may be that it will be considered right and just and fair that the people should step in and control the difficulty in their own interest, and when that time comes to modify compulsory arbitration, it should be the rule everywhere in industrial matters; then I predict, ladies and gentlemen, that the man or the corporation who so conducts, or rather who so misconducts, his affairs as to permit a strike to exist, will receive the same disgrace at the hands of public opinion that the fraudulent bankrupt does to-day. [Applause.]

What I have just said relative to compulsory arbitration and the power of the tribunal to summons witnesses and to determine all the facts relating to the question would result in the publication of all the facts relating to the controversy. This would get rid of the sheriff. It would get rid of the military arm of the government in the prosecution of this work, and would result in the establishment of peace and the preservation of harmony in the main, and the peace of the community. Publicity of accounts of railroads and other great corporations would result in great good. Every statistician knows that whenever he attempts to make an investigation his first antagonism lies in the suspicion of the producer or the employer or the employee that personal affairs somehow are going to be brought into public notice, forgetting always that the individual is of no particular account in public investigations, but that the facts are of great account.

All the parties concerned should be notified that the tribunal proposes, upon a certain day—and the earlier the day the better—to be at a given place, there to look into the cause of the trouble, to adjust the difficulties by conciliation, if possible, and in the event of failure to fix the responsibility for the same. Proceeding in this way the report of such a commission would cause public opinion promptly to settle the question, or at least to fix the responsibility where it belonged, and to render successful opposition to the conclusions reached an improbability. [Applause.]

I believe in that lies the keynote of this whole business. If this recommendation can be carried out and the question set before the public, public opinion will take care of the rest without the intervention of the sheriff. There is not a manufacturer in the United States, there is not a labor organization in the United States that could stand up against the verdict of the people should they say that the responsibility of a great strike had been fixed upon it.

"The Economics of Arbitration" was presented in a masterly address by Prof. Henry C. Adams, ex-secretary of the interstate commerce commission. During the course of his remarks he said:

Industrial arbitration brings into controversy a question of personal liberty and fits logically into the history of the English-speaking people. It, and all that it implies, may be regarded as the English solution, as socialism is the German solution, of the labor problem. The reorganization of industry adapted to arbitration, together with the development of personal and corporate duties and rights incident thereto, will be recognized, should it ever be accomplished, as the fourth step toward the attainment of a society composed of freedmen. The first step consisted in the disintegration of feudalism and the consequent enfranchisement of labor. The second step was taken when freedom of conscience became the prized possession of the English people; while the third is found in the realization of political liberty as expressed in constitutional government. Specialists upon the labor problem, whether believers in coöperation, in profit-sharing, in the efficiency of trades unions, or in socialism, all agree that it is impossible for men to become masters of the conditions under which they live and work without acquiring control over the opportunities of labor, which is the essential fact incident to the possession of capital. Profit-sharing is the logical child of coöperation and was conceived by benevolent minds because of the failure of coöperation in practice. Both recognize the necessity of a property which shall be a universal possession in order that the character of the worker, as well as the technique of production, may be raised to the grade of ownership. In no other way can the sense of independence and responsibility be made universal. The same thought also lies at the basis of socialism, which seeks to guarantee men their industrial liberty by converting the political organization into an industrial corporation in which all men shall be shareholders by virtue of being citizens.

It would seem, then, that the only question in controversy pertains to the most appropriate method of rendering property a universal possession. For myself I am willing to concede the socialistic claim that the programmes of savings banks, coöperation and profit-sharing (so long at least as the receipt of profit is a gratuity of the employer and not a right of the worker), are utterly futile, and that their advocacy turns attention from the proper issue. Saving by the individual worker of such a sort and to such a degree that he may come into possession of industrial property, and by virtue of such possession exercise any control over the conditions of this life in a society which tends strongly toward great industries and which recognizes competition as the sovereign regulator, is impossible.

Government, while the sphere of its influence may be widened, need enter upon no new and untried lines of activity to insure the solution of the labor problem. The line of development is clear-cut and simple for him who perceives the possibilities which lie in a bold and judicious use of voluntary association and intercorporate contracts.

The peculiar form which arbitration will assume, should it be established, cannot, of course, be definitely stated, but a few suggestions may perhaps be safely ventured. It would seem essential in the first place that laborers availing themselves of their right of voluntary association should make use of their unions as an agency of contract. According to the ideal of arbitration there is no common labor interest which can serve as the basis of a permanent union embracing all workers or furnish a platform for political agitation by the labor party. The interests which laborers have in common pertain to them as members of a society of freemen and not as laborers.

There exists no interest common to all laborers, but an interest common to workers in a given trade or to the employees of a given corporation is a very palpable and real thing; and if arbitration is ever realized it must be through the agency of trades unions which recognize this fact.

If the first step towards the realization of arbitration be the proper organization of labor, the second

consists in the development of the labor contract. Before a labor contract between incorporated labor and incorporated capital can be effected there must be a general consensus of opinion respecting some of the fundamental rights of the contracting parties and crystallized into a common law of industry through cumulative precedents.

If it is clearly conceived that ability to control the conditions of one's life or to have a voice in their control, is an essential condition of personal liberty, and that the irresponsible exercise of any power whatever, whether political or industrial, is the chief obstacle to the possession of that liberty, there opens up the possibility not only of an adjustment of the labor difficulties, but of a period of progress in all social and industrial affairs.

The development of the labor contract, therefore, as appropriate to the programme of arbitration in industries, assumes the development of a public sentiment respecting the dangers incident to the irresponsible control of industries. The two great industrial problems of the day are the labor problem and the monopoly problem, and both may be solved by applying to them the theory of responsible administration of industrial power. The responsibility of a de facto proprietor must in the case of the labor problem be to the men employed in the industry in question. The responsibility suggested by the evils arising from monopoly must be to the public at large.

The economic doctrine of capital must be abandoned and an entirely new conception find place among economic doctrines. Capital is not, at least this is what the theory of arbitration implies, a material thing that can be created by saving or dissipated by spending. It is energy. It is force.

The third step in the economy of arbitration consists in the adjustment of government to the requirements of the new industrial order and, in theory at least, the task which this imposes upon government is not severe. The government must accept as new care the duty of keeping open the doors of opportunity; that is to say, it must be the supreme arbitrator as to the tendencies which give the decision of the special board of arbitration.

If substantial advantages accrue to the laborer through the establishment of boards of arbitration so that membership in an organization is a thing of real value, the difficulty suggested will very largely settle itself. It will also be necessary, in order to realize an ideal of industrial society organized upon the theory of copartnership between employers and employees, for government to take a very decided stand respecting the matter of an open and untrammelled market. Nothing in the nature of a monopoly can be allowed, even though the laborer participate in the accruing benefits. Above the interest of the capitalist and of the laborer stands the interest of society, which has a greater care than any individual in maintaining the conditions of individual liberty.

The question of arbitration is at bottom a question of personal liberty, and implies the creation of new and unusual rights, which when realized by that great class who are now the possessors of no property shall come to be for them a veritable property.

**Judge John Gibbons spoke on "Private Rights," saying in part:**

I assert it to be the universal law of civil society, whether made so by municipal enactment or not, that every hour of a man's existence belongs to the society of which he is a part, and that it is an infringement upon the metaphysical rights which enter into common life to idle or dream away his time. In the great plan of creation it never was designed to have drones or defectives in the family of man. Among these inalienable rights is the right of purchase, of sale and contract, the right to pursue any lawful business or vocation in any manner not inconsistent with the rights of others, the right to work for whoever may offer employment at any price agreed upon. Rights are not and cannot be limited to those known as individual possessions which are secured to the individual by common right, natural justice, and constitutional protection. Natural or absolute rights obtain only in a state of nature; hence we can find no recognition in social economy, save as modified by and subordinate to the relative rights of others and the natural rights of all. The right of

property embraces not only the exclusive privilege to use and enjoy the thing owned but all the exclusive power to sell, transfer, and dispose of the same upon such terms, at such times, and to such persons as may be agreeable to the owner, provided that in so doing he violates none of the laws or customs established by the society of which he is a member and to which he is indebted for the protection, preservation, and enjoyment of that which is his. Nor does the right of property end here.

So long as society exists for the protection, preservation, and perpetuation of personal liberties, of personal securities, and of the inviolability of private property, a man not only ought to be protected in his right to things tangible and possessory, but should also be protected in his just expectations as to things intangible, such as the fruits of his labor which become valuable rights of property.

We are now confronted with a great national emergency, engendering grave necessity for public action. During last summer, in this great city, markets of trade and commerce were converted into military camps. No man felt secure in his liberty, property or possessions. The supply of food and fuel necessary for the wants and comforts of two millions of people were threatened. In that dread hour, for the first time in the nation's history, the executive of the United States, pleading justification on the score of public necessity, ignored every conventional constitutional requirement, and dispatched the army and navy of the United States to perform the duties of the municipal police. Even those who deny the rights endeavor to justify this assumption of power upon the ground of "public necessity"; upon the claim that the government is a contrivance of human wisdom to provide for human wants and to protect in individual rights.

Whether the power of remedying existing abuses arising from the present inability of the law to adjust the differences between capital and labor, which gives rise to strikes and lockouts, is now vested in the legislative department of the government under the constitution or is still retained by the people matters not. That the power exists and ought to be exercised I do not hesitate to declare. If the constitution is not broad enough it must be expanded.

**"The Relation Between Employer and Employee in Building Trades"** was the subject of an address by Mr. Wm. H. Sayward, secretary of the National Association of Builders, and Mr. T. J. McGuire, secretary of the United Brotherhood of Carpenters and Joiners. This was something like a debate, yet both agreed that their respective organizations would be able to fight it out without interference from outside parties.

Mr. Sayward, the first speaker, said during an address of one hour and thirty minutes:

After arbitration has been exercised, even with as perfectly satisfactory results as possible, that particular case only has been settled—no more. No means have been adopted to prevent a recurrence of the disease. Can such a method be the best which is only brought into service when the body has become the victim of disorder, and then, if its application is fortunate enough to produce an apparent cessation of the malady, leaves the subject unprotected against renewed infection. Our contention is that it is poor policy to allow things to reach such a pass as this.

The method should be a mutual agreement made before sale or purchase by the buyer and seller, covering the amount and quality of goods, when, where and how delivered; the price and other matters incident thereto; the agencies by and through which the agreement is effected; the organization representing respectively the buyer and seller, specifically stated and precisely as it is in operation under the recommendations of the National Association of Builders.

In places where our plans have been put into operation, and this has varied in time of operation from

three to six years, there has not been a single stoppage of work; the hours of labor, wages and all incidental matters have been arranged at the annual meetings of the joint committee, which are held at a time of year which gives everyone opportunity to adjust himself in estimating for new work. We believe the plan is capable of universal adoption, and that when adopted it will bring that peace, harmony and safety which we all profess to desire.

**Mr. McGuire only spoke for about twenty-five minutes, during which time he said:**

I do not want the state to help us. If we can't help ourselves we have no right to expect to be helped. We have the right of organization. The employers have the same right. We must have regard for each other's rights. In the primitive times of society the employer had a sort of paternal interest in the workingman. We don't want that now. Workingmen rarely want to strike. The question of a strike is deliberated upon for days and days, and often is declared only because employers have no conscience of right and think that all they must do is to grind the workingman. When there has been a flood time of trade and employers have made money, it has taken them often several years before the golden rule has entered their heads.

**Mr. Samuel Gompers, president of the American Federation of Labor, was the last speaker of the congress. He was dubious as to the advisability of any step toward a plan of arbitration by law. During his remarks he stated that:**

Arbitration was practiced between the workmen of England and their employers quite a long time, but their experience demonstrated that arbitration, so far as they were concerned, was considerably one-sided. It is more than twenty years since the workmen of Great Britain repudiated arbitration as inimical to their interests.

The question of labor will remain unsettled until justice has been done the worker. Not that kind of justice when a man wearing the ermine of the supreme court of the United States will put his signature to a paper prepared by corporation attorneys and then declare that he has just now issued a document that is practically a Gatling gun on paper; not that kind of justice, when a general of our army, supposed to defend our interests, declares that by force of arms, if necessary, he will break a strike.

Why do employers usually prefer dealing with their own employees? Simply because they know that as a rule the employees of the particular firm will not as persistently represent their interests as would a chosen representative who can lose nothing by an attempted blacklisting on the part of the employer. I deny the right of my opponent to choose my counsel. The walking delegate, abused as he is, the labor agitator, cursed as he is—they are the counsel of the working people. [Applause.] This congress is of great importance. It speaks well. It means hope for the future, when you and I, men and women, who represent opposite views, can come here and talk this matter over freely, openly and yet not lose any respect that we may have had for each other, but, on the contrary, make friends and friendships lasting. I can only express the hope of success in our movement, in the line of right, in the line of justice, for the men and women who labor.

**The following resolution was passed at a meeting of the speakers at the close of the last session of the congress:**

Having been requested by the sub-committee of the Civic Federation of Chicago, having in charge the conference of arbitration and conciliation, to offer suggestions as to the trend and value of the congress as to what might best perpetuate its influence, the parties who have been asked to present papers at the conference do suggest and recommend to the said sub-committee to report back to the Civic Federation that a large national commission be established, through the Civic Federation of Chicago, for the purpose of procuring the wider application of the principles discussed at this congress.

## GRAND LODGE.



### Assessment Notice for December.

OFFICE OF THE GRAND LODGE, B. OF L. F. J.  
TERRE HAUTE, IND., December, 1st, 1894.

ASSESSMENT No. 50, \$2.00.

To the Receivers of Subordinate Lodges:

SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members entitled to all the benefits of the order, viz:

CLAIM No. 1404. Charles M. Laughlin, of Smoky City Lodge, No. 219, was declared totally disabled by Consumption, September 24, 1894.

CLAIM No. 1405. Edward Custard, of Spanish Peaks Lodge, No. 328, died of Spinal Meningitis, June 23, 1894.

CLAIM No. 1406. H. A. Farrington, of Gold Range Lodge, No. 341, was declared totally disabled by injury to Spinal Cord, July 16, 1894.

CLAIM No. 1407. James Rowe, of St. Clair Lodge, No. 116, was declared totally disabled by Consumption, September 3, 1894.

CLAIM No. 1408. Joseph A. Rice, of Fort Pickering Lodge, No. 206, died from an Abscess, September 4, 1894.

CLAIM No. 1409. James Reddy, of Arbitration Lodge, No. 320, died of Pulmonary Consumption, September 12, 1894.

CLAIM No. 1410. John A. Kafer, of D. J. Chase Lodge, No. 259, was killed in a Railway Accident, September 17, 1894.

CLAIM No. 1411. Thomas J. Macon, of Friendly Hand Lodge, No. 201, died of Jaundice, September 21, 1894.

CLAIM No. 1412. Wm. C. McNamara, of Triumphant Lodge, No. 47, died of Consumption, September 24, 1894.

CLAIM No. 1413. James Raub, of Lehigh Lodge, No. 251, was declared totally disabled by loss of Leg, September 27, 1894.

CLAIM No. 1414. C. E. Jeffries, of Orphans' Hope Lodge, No. 466, died of Typhoid Fever, September 28, 1894.

CLAIM No. 1415. J. H. Jennings, of Rickard Lodge, No. 229, was declared totally disabled by loss of Leg, September 29, 1894.

CLAIM No. 1416. Peter Ferrell, of Pride of the West Lodge, No. 6, died of Consumption, September 29, 1894.

CLAIM No. 1417. Wm. J. Flynn, of Ft. Ridgley Lodge, No. 63, died of Bright's Disease, October 1, 1894.

CLAIM No. 1418. Henry J. Bailey, of Adamant Lodge, No. 411, died of Catarrhal Consumption, October 1, 1894.

CLAIM No. 1419. Thomas H. Warren, of Cherish Lodge, No. 440, was killed in a Railway Accident, October 4, 1894.

CLAIM No. 1420. Marshall S. Lower, of Success Lodge, No. 33, was killed in a Railway Accident, October 8, 1894.

CLAIM No. 1421. John Haley, of Central Park Lodge, No. 237, was killed by Jumping from Engine, October 8, 1894.

CLAIM No. 1422. Bernard S. Riney, of Pride Lodge, No. 502, died from Paralysis, October 14, 1894.

CLAIM No. 1423. E. H. Stone, of Loyal Lodge, No. 207, was declared totally disabled by disease of Lungs, October 18, 1894.

CLAIM No. 1424. John Cronin, of Loyal Lodge, No. 207, was declared totally disabled by Bright's Disease, October 18, 1894.

CLAIM No. 1425. Wm. F. Hosey, of Lackawanna Lodge, No. 283, was killed by Railway Accident, October 31, 1894.

An assessment of TWO DOLLARS (\$2.00) has been levied for the payment of the above claims, and you are required to forward said amount for each member whose name appears on the rolls of membership NOVEMBER 30th, 1894, (also for all members having taken a withdrawal (limited or final) after NOVEMBER 1st and for all members who died or were totally disabled since that date), said remittance to reach the Grand Lodge not later than DECEMBER 20th, 1894, as provided in Section 50 of the Constitution. Any lodge failing to make returns as above provided will stand suspended from all the benefits of the order, as per Section 52 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

F. W. ARNOLD, G. S. and T.

#### Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER,  
TERRE HAUTE, IND., November 1, 1894.

#### To Subordinate Lodges:

The following is a statement of the Beneficiary Fund for the month of October, 1894:

#### RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	86	71	106	141	176	84			
2	87	72	107	142	177				
3	88	73	108	143	178				
4	\$162	74	109	144	179				
5	40	75	110	145	180				
6	41	\$52	76	111	146	181			
7	42	40	77	112	147	182	\$122		
8	43	78	113	148	149	183	184		
9	44	122	79	114	149	184			
10	45	80	115	\$92	150	185			
11	180	46	81	116	151	186			
12	47	86	82	117	152	187			
13	48	83	118	153	188				
14	49	84	119	154	189				
15	50	85	120	155	190	44			
16	51	86	121	156	191	90			
17	52	87	122	50	157	\$30			
18	53	88	123	158	192				
19	122	89	124	159	193				
20	55	90	125	78	160	196			
21	56	91	126	46	161	196			
22	57	92	127	162	197				
23	30	93	128	163	198				
24	59	94	129	164	199				
25	60	24	96	180	165	200			
26	61	96	181	166	201				
27	62	97	182	22	167	202			
28	102	63	98	183	168	203			
29	64	99	184	169	204				
30	65	100	185	170	205				
31	68	90	101	186	171	206			
32	67	102	130	172	207				
33	68	54	108	216	173	208			
34	124	69	104	189	174	209			
35	70	106	140	175	210				

#### RECEIPTS—Continued.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
211	263	315	367	419	471				
212	264	316	368	420	472				
213	265	317	369	421	473				
214	\$88	266	318	370	422	474			
215	267	\$140	319	371	423	\$72	475		
216	268	320	372	424	476				
217	269	46	321	373	425	477			
218	270	322	374	426	478				
219	\$126	323	375	427	479				
220	272	324	376	428	480				
221	273	325	377	429	481				
222	274	326	378	430	482				
223	275	327	379	431	483				
224	276	328	380	432	114	484			
225	277	329	381	433	485				
226	278	330	382	434	486				
227	116	279	331	\$72	383	435	487	\$72	
228	280	332	384	436	488				
229	281	333	385	437	489				
230	282	334	386	438	490				
231	283	335	387	439	491				
232	284	336	388	440	492				
233	285	337	389	441	493	44			
234	286	338	390	442	494				
235	40	287	339	391	443	495			
236	288	340	392	444	496				
237	200	289	96	341	393	445	497	30	
238	290	46	342	394	446	498	16		
239	291	343	395	\$48	447	52	499		
240	292	344	396	80	448	500			
241	293	345	397	449	501				
242	294	346	398	450	502				
243	295	347	399	451	503				
244	18	296	348	400	452	504			
245	297	349	401	453	56	505			
246	298	350	402	454	506				
247	299	351	403	455	507				
248	300	352	404	456	508				
249	301	353	405	457	509				
250	302	354	406	458	510				
251	303	355	407	96	459	511			
252	304	356	408	460	62	512			
253	305	357	409	461	513				
254	306	358	410	462	514				
255	307	359	411	463	515				
256	50	308	360	412	464	516			
257	309	361	413	465	48	517			
258	310	362	414	466	518				
259	118	311	363	198	415	467	519		
260	312	364	106	416	40	468	46	520	
261	76	313	365	417	469				
262	184	314	366	418	470				

Balance on hand October 1, 1894 . . . . . \$43,951 85  
Received during month . . . . . 5,296 00

Total . . . . . \$49,247 85

#### DISBURSEMENTS.

By claims 1384, 1385, 1386, 1387, 1388, 1389,  
1390, 1391, 1392, 1393, 1394, 1395, 1396, 1397,  
1398, 1399, 1400, 1401, 1402, 1403 . . . . . \$30,000 00

The following donations were made by the Fourth Biennial Convention:

W. J. Dodds . . . . . \$1,500 00  
Wm. Shanley . . . . . 1,500 00  
Peter C. Johnson . . . . . 1,500 00  
John Marte . . . . . 1,500 00  
A. J. McKinley . . . . . 1,500 00  
Chas. Gallagher . . . . . 1,000 00  
R. M. Bennett . . . . . 1,400 00  
Patrick Sexton . . . . . 1,500 00  
W. H. Rhinehart . . . . . 1,500 00  
C. W. Willis . . . . . 1,500 00

Total . . . . . \$44,500 00

Balance on hand November 1, 1894 . . . . . \$4,747 85  
Respectfully submitted,

F. W. ARNOLD, G. S. and T.

## GRAND LODGE.

**F. P. SARGENT** . . . . . Grand Master  
Terre Haute, Indiana.

**J. J. HANNAHAN** . . . . . Vice Grand Master  
5649 Princeton ave., Englewood, Ill.

**F. W. ARNOLD** . . . . . Grand Secretary and Treasurer  
Terre Haute, Indiana.

## BOARD OF GRAND TRUSTEES.

**WM. F. HYNES** . . . . . Chairman  
935 Eleventh St., Denver Col.

**OWAS. W. MAIER** . . . . . Secretary  
1714 E. Clark ave, Parsons, Kan.

**ALEX. H. SUTTON** . . . . . 975 N. Water st., Decatur, Ill

## GRAND EXECUTIVE BOARD.

**EUGENE A. BALL** . . . . . Chairman  
Stratford, Ontario, Box 123.

**T. P. O'ROURKE** . . . . . Secretary  
Taylor, Tex.

**HENRY WALTON**, 3837 Hamilton st.,  
W. Philadelphia, Pa

**FRED. KRELER**, . . . . . 1508 Brooks St., Houston, Tex

**E. H. BROWN** . . . . . 119 So. Green St., Chicago, Ill

## SUBORDINATE LODGES.

**1. DEER PARK**; Port Jervis, N. Y.  
Meets in Engineers' Hall, corner Ball and Pike  
sts. every Wednesday.

**F. E. Boyd**, 18 Washington st. . . . . Master  
**F. S. Bishop**, 21 Broome st. . . . . Secretary  
**Wm. Cook**, 3 Mount Wm. st. . . . . Collector  
**F. H. Bogardus**, 3 Front st. . . . . Receiver  
**J. T. Duffey**, 52 W. Main st. . . . . Magazine Agent

**2. SPARTAN**; Wexon, Ind.  
Meets in I. O. O. F. Hall, 1st and 3d Sundays.

**E. D. Kellenberger** . . . . . Master  
**Frank Fahnestock** . . . . . Secretary  
**A. J. Mutter** . . . . . Collector  
**E. D. Kellenberger** . . . . . Receiver  
**A. M. Holmes** . . . . . Magazine Agent

**3. ADOPTED DAUGHTER**; Jersey City, N. J.  
Meets in Fisher's Hall, cor. Erie st. and Newark  
ave., 2d and 4th Sundays.

**T. W. Venner**, 210 5th st. . . . . Master  
**F. L. Bradbury**, 495 Pavia Ave. . . . . Secretary  
**G. J. White**, 236 Magnolia ave. . . . . Collector  
**E. M. McMahon**, 58 Gregory st. . . . . Receiver  
**E. P. Hutton**, 281 Communipaw ave. . . . . Mag. Agent

**4. GREAT EASTERN**; Portland, Maine.  
Meets in B. of L. E. Hall, cor. Temple and Con-  
gress sts., 1st and 3d Sundays.

**C. E. Creamer**, 3 Briggs at . . . . . Master  
Secretary  
**J. S. Lowell**, G.T.R.R. Rd. House . . . . . Collector  
**C. E. Creamer**, 3 Briggs at . . . . . Receiver  
**W. F. Coffin**, 1019 Congress st. . . . . Magazine Agent

**5. CHARITY**; St. Thomas, Ont.  
Meets in Forester's Hall every Tuesday at 2:30  
P. M.

**G. M. McCarthy**, Box 582 . . . . . Master  
**Robt. McDonald**, Box 1273 . . . . . Secretary  
**W. J. Murray**, Box 1273 . . . . . Collector  
**H. H. Bedford**, Box 1273 . . . . . Receiver  
**C. L. Blackburn**, Box 1273 . . . . . Magazine Agent

**6. PRIDE OF THE WEST**; DeSoto, Mo.  
Meets in K. P. Hall, cor. Second and Boyd sts.,  
every Monday at 2 P. M.

**W. A. Richardson** . . . . . Master  
**G. W. Spence**, Box 14 . . . . . Secretary  
**G. H. Barron** . . . . . Collector  
**Gus Enler**, Box 411 . . . . . Receiver  
**Carter Sloan** . . . . . Magazine Agent

**7. POTOMAC**; Washington, D. C.  
Meets in Weller's Hall, 8th and 1sts S. E., 2d and  
4th Sundays.

**J. F. Mattingly** . . . . . Master  
**Jeremiah Reagan**, 618 6th St. S. W. . . . . Secretary  
**Daniel O'Brien**, 203 1st St. S. E. . . . . Collector  
**W. A. Cahoon**, 768 6th St. S. E. . . . . Receiver  
**J. E. Flynn**, 711 D. st., S. E. . . . . Magazine Agent

**8. RED RIVER**; Denison, Tex.

Meets in Odd Fellows' Hall 1st and 3d Saturdays  
at 7:30 P. M.

**C. I. Turner**, 216 Main st. . . . . Master  
**W. L. Blessing**, Central Hotel, Main st. . . . . Secretary  
**J. J. Crofton**, 208 E. Morgan st. . . . . Collector  
**J. K. Fairley**, 320 Munson st. . . . . Receiver  
**James Shiras**, 1023 W. Nelson st. . . . . Magazine Agent

**9. FRANKLIN**; Columbus, Ohio.

Meets in B. of L. E. Hall, 80 1/2 N. High st., alter-  
nate Mondays at 7:30 P. M.

**K. G. Hoag**, 157 E. Russell st. . . . . Master  
**W. H. Nason**, 765 Neil ave. . . . . Secretary  
**P. J. Singleton**, 468 Grove st. . . . . Collector  
**J. F. McNamee**, 1050 Atchison st. . . . . Receiver  
**E. G. Bradley**, 427 Dunmeade ave. . . . . Mag. Agent

**10. FOREST CITY**; Cleveland, Ohio.

Meets at 182 Ontario st, 1st and 3d Sundays at  
1:30 P. M.

**J. V. Reynolds**, 100 Delaware st. . . . . Master  
**E. G. Lowrey**, 13 Abbey st. . . . . Secretary  
**A. G. Laubscher**, West Cleveland . . . . . Collector  
**T. P. Curtis**, 41 W. Madison st. . . . . Receiver  
**T. J. Dicks**, 39 W. Madison st. . . . . Magazine Agent

**11. EXCELSIOR**; Phillipsburg, N. J.

Meets in Gwinner's Hall, 2d and 4th Sundays.

**W. M. Myers** . . . . . Master  
**W. E. Prall**, Box 56 . . . . . Secretary  
**C. J. Herbert**, 827 Main st. . . . . Collector  
**J. W. Sinclair**, L. Box 96 . . . . . Receiver  
**A. M. Vanatta** . . . . . Magazine Agent

**12. BUFFALO**; Buffalo, N. Y.

Meets in Firemen's Hall, 198 Seneca st, every  
Tuesday evening.

**Jas. Manning**, 851 Eagle st. . . . . Master  
**F. J. Brennan**, 175 S. Division st. . . . . Secretary  
**T. J. Burke**, 79 Fulton st. . . . . Collector  
**P. J. McNamara**, 108 St. Joseph ave. . . . . Receiver  
**P. M. Cleary**, 139 N. Ogden st. . . . . Magazine Agent

**13. WASHINGTON**; Jersey City, N. J.

Meets in Masonic Hall, cor. Pacific ave and Ma-  
ple st, every 3d Sunday at 10:30 A. M.

**E. F. Jones**, 210 1/2 Monitor st. . . . . Master  
**Henry Klein**, 135 Woodward st. . . . . Secretary  
**Geo. Snyder**, 210 Monitor st. . . . . Collector  
**W. J. Lewis**, 401 1/2 Communipaw ave. . . . . Receiver  
**G. E. Bowland**, 224 Franklin st. Elizabeth, . . . . . Magazine Agent

**14. EUREKA**; Indianapolis, Ind.

Meets in Griffith Block, 34 W. Washington st,  
every Tuesday at 8 P. M.

**T. D. McKeever**, 216 Delos st. . . . . Master  
**W. J. Hugo**, 45 Ruckle st. . . . . Secretary  
**E. J. Kline**, 681 N. West st. . . . . Collector  
**W. J. Hugo**, 45 Ruckle st. . . . . Receiver

**15. ST. LAWRENCE**; Montreal, Canada.

Meets in St. Charles Club Hall alternate Sun-  
days.

**S. J. Adams**, 332 Magdalen st., Pt. St. . . . . Master  
**Charles** . . . . . Secretary  
**Robt. Williamson**, 134 Congregation st.,  
Pt. St. Charles . . . . . Receiver  
**David Mahoney**, G. T. Ry., Pt. St.  
Charles . . . . . Collector  
**Thos. Wilson**, Pt. St. Charles . . . . . Receiver  
**David Mahoney**, 435 Magdalen st., Pt.  
St. Charles . . . . . Magazine Agent

**16. VIGO**; Terre Haute, Ind.

Meets in Brotherhood Hall, S. E. cor. Wabash  
ave. and 7th st., 2d and 4th Wednesdays at 7:30  
P. M.

**McE. B. Glenn**, 1427 S. 6th st. . . . . Master  
**J. F. O'Reilly**, 624 N. 5th st. . . . . Secretary  
**W. J. Butler**, 402 N. 12th st. . . . . Collector  
**C. A. Bennett**, 1004 N. 9th st. . . . . Receiver  
**P. H. Smith**, 339 N. 12th st. . . . . Magazine Agent

**17. PINE RIDGE**; Chadron, Neb.

Meets in I. O. O. F. Hall, 1st and 3d Sundays.

**T. A. Johnston** . . . . . Master  
**W. E. Drews** . . . . . Secretary  
**Herman Mechler** . . . . . Collector  
**H. O. Smith**, Box 534 . . . . . Receiver  
**Jno. Lindgren**, Box 465 . . . . . Magazine Agent

**18. WEST END**; Slater, Mo.

Meets in K. of P. Hall 1st and 3d Saturdays.

**J. J. Day** . . . . . Master  
**W. E. Van Booven** . . . . . Secretary  
**M. C. Page** . . . . . Collector  
**F. G. Klein**, 1004 N. 9th st. . . . . Receiver  
**O. M. Compton** . . . . . Magazine Agent

- 19. TRUCKEE; Wadsworth, Nevada.**  
Meets in E. of L. E. and B. of L. F. Hall every Friday at 7 P. M.  
Jno. Micauder . . . . . Master  
G. W. Lindsay . . . . . Secretary  
W. F. Brown . . . . . Collector  
C. A. Beemer . . . . . Receiver  
W. H. Osborn . . . . . Magazine Agent
- 20. STUART; Stuart, Iowa.**  
Meets in Engineer's Hall every Tuesday at 2:30 P. M.  
J. L. Williams . . . . . Master  
Wm. Stewart . . . . . Secretary  
P. C. Barnhart . . . . . Collector  
Jacob Schlarb . . . . . Receiver  
R. B. Hash, Box 391 . . . . . Magazine Agent
- 21. INDUSTRIAL; St. Louis, Mo.**  
Meets in Druids' Hall, 9th and Market sts., 2d and 4th Thursdays at 7:30 P. M.  
W. G. Perkins, 2124 Franklin ave . . . . . Master  
W. G. Canfield, 326 S. 15th st. . . . . Secretary  
W. G. Canfield, 326 S. 15th st. . . . . Collector  
Louis Volker, 1008 Park ave . . . . . Receiver  
John Diemer, 2324 Scott ave . . . . . Magazine Agent
- 22. CENTRAL; Urbana, Ill.**  
Meets in Kirkpatrick Lindsey Block 2d and 4th Sundays.  
F. M. Call . . . . . Master  
W. E. Stitt . . . . . Secretary  
W. E. Stitt . . . . . Collector  
F. M. Call . . . . . Receiver  
Paris Shepherd . . . . . Magazine Agent
- 23. PHOENIX; Brookfield, Mo.**  
Meets in I. O. O. F. Hall, 1st and 3d Wednesdays at 7:30 P. M.  
Joshua Proctor, Box 60 . . . . . Master  
Jno. Braddock . . . . . Secretary  
Jno. Braddock . . . . . Collector  
Jno. Braddock . . . . . Receiver  
Magazine Agent
- 24. GREAT WESTERN; Parsons, Kan.**  
Meets in Brotherhood Hall, 1904 Forest ave., every Wednesday at 1:30 P. M.  
Jerro McCarthy, 2108 Crawford ave. . . . . Master  
F. R. Plance, 2408 Crawford ave . . . . . Secretary  
Jno. O'Reilly . . . . . Collector  
J. H. Galvin, 1930 Washington st. . . . . Receiver  
Bryant Laham, Crawford ave. . . . . Mag. Agent
- 25. CONNECTING LINK; Boone, Iowa.**  
Meets in Red Men's Hall, cor. 7th and Story sts., 1st and 3d Sundays at 2 P. M.  
B. H. Smith, Box 311 . . . . . Master  
M. N. Crane, L. Box 775 . . . . . Secretary  
M. N. Crane, L. Box 775 . . . . . Collector  
J. F. Bills . . . . . Receiver  
C. W. Roach . . . . . Magazine Agent
- 26. ALPHA; Baraboo, Wis.**  
Meets in B. of L. E. Hall, 2d and 4th Mondays.  
Fred Van Leshout, Box 895 . . . . . Master  
O. H. Whitcomb, Box 960 . . . . . Secretary  
Lincoln Barrett . . . . . Collector  
O. E. Whitcomb, Box 960 . . . . . Receiver  
Henry Jenswold . . . . . Magazine Agent
- 27. HAWKEYE; Cedar Rapids, Iowa.**  
Meets in I. O. O. F. Hall, cor. 1st ave. and 3d st., 2d and 4th Sundays at 2:30 P. M.  
C. H. Wheeler, 65 7th ave . . . . . Master  
A. H. Preston . . . . . Secretary  
S. R. Westcott, 108 3d st. . . . . Collector  
C. H. Wheeler, 65 7th ave. . . . . Receiver  
E. S. Prichard, 427 4th ave. West Magazine Agent
- 28. ELKHORN; North Platte, Neb.**  
Meets in First National Bank Hall, cor. 6th and Spruce sts., every Sunday at 2:00 P. M.  
T. A. Duke . . . . . Master  
B. F. Donehower, L. Box 402 . . . . . Secretary  
A. M. Schermann . . . . . Collector  
W. E. Jackson . . . . . Receiver  
T. E. Morrison, Box 224 . . . . . Magazine Agent
- 29. CERRO GORDO; Mason City, Iowa.**  
Meets in Odd Fellows' Hall, Main st., 1st Monday at 7:30 P. M., and 3d Sunday at 2:30 P. M.  
Lewis Leitner, Box 826 . . . . . Master  
Alex. Motterhead, Box 461 . . . . . Secretary  
Nels Nelson, Box 282 . . . . . Collector  
W. R. Rouse, 508 E. Huntley st. . . . . Receiver  
Max. Newbowers, 410 E. Miller st. . . . . Mag. Agent
- 30. CEDAR VALLEY; Waterloo, Iowa.**  
Meets in A. O. U. W. Hall, cor. 4th and Sycamore sts., 1st and 3d Sundays at 2 P. M.  
W. T. Courtney . . . . . Master  
A. B. Corson, Box 1154 . . . . . Secretary  
H. J. Reynolds . . . . . Collector  
A. B. Corson, Box 1154 . . . . . Receiver  
M. F. Whitney . . . . . Magazine Agent
- 31. R. R. CENTRE; Atchison, Kansas.**  
Meets in Wakes' Hall, on Commercial st., bet. 15 and 16 sts., 2d and 4th Thursdays at 2 P. M.  
F. A. Short, 1417 Atchison st. . . . . Master  
Jno. O'Connor, 1428 Santa Fe st. . . . . Secretary  
Edwin McKeen, 1531 Commercial st. . . . . Collector  
Jno. O'Connor, 1428 Santa Fe st. . . . . Receiver  
F. A. Short, 1417 Atchison st. . . . . Magazine Agent
- 32. BORDER; Ellia, Kansas.**  
Meets in Opera Hall every Saturday at 8 P. M.  
Jno. McKanna . . . . . Master  
G. S. Lelsenring, L. Box 355 . . . . . Secretary  
J. W. Brooks . . . . . Collector  
G. S. Lelsenring, L. Box 355 . . . . . Receiver  
Con Engle, Junction City, Kan. Magazine Agent
- 33. SUCCESSE; Trenton, Mo.**  
Meets in K. P. Hall 1st and 3d Monday afternoons and 2d and 4th Monday evenings.  
W. M. Goode . . . . . Master  
C. H. Torpey . . . . . Secretary  
C. H. Torpey . . . . . Collector  
W. C. Gallup, L. Box 34 . . . . . Receiver  
C. Thomas . . . . . Magazine Agent
- 34. CLINTON; Clinton, Iowa.**  
Meets in Engineers' Hall, 1st and 3d Mondays at 1:30 P. M.  
P. J. Coffey, 916 3d st. . . . . Master  
C. E. Potter, 848 Sunnyside ave . . . . . Secretary  
W. N. Smith, 425 8th ave . . . . . Collector  
P. J. Coffey, 916 3d st. . . . . Receiver  
Parker Lillie, 529 9th ave . . . . . Magazine Agent
- 35. AMBOY; Freeport, Ill.**  
Meets in Engineers' Hall, 54 Stephenson st., 1st and 3d Sundays at 2:30 P. M.  
J. B. Esen, Box 1030 . . . . . Master  
J. J. Shaugnessy, 13 Stephenson st. . . . . Secretary  
C. H. Perry, 172 Liberty st. . . . . Collector  
J. H. Dick, 169 Mechanic st. . . . . Receiver  
Edw. Underwood . . . . . Magazine Agent
- 36. TIPPECANOE; Lafayette, Ind.**  
Meets in U. A. O. D. Hall, cor. Fifth and Columbus sts., at 2 P. M., Sundays.  
Chas. Ernst, 164 Salem st. . . . . Master  
T. A. Vaughan, 131 Alabama st. . . . . Secretary  
Chas. Ernst, 164 Salem st. . . . . Collector  
W. R. Johnson, 110 S. 4th st. . . . . Receiver  
Magazine Agent
- 37. NEW HOPE; Centralia, Ill.**  
Meets in Engineers' Hall, every Wednesday at 7:30 P. M.  
Fred Bauer, Box 206 . . . . . Master  
E. J. Dietrich . . . . . Secretary  
E. J. Dietrich . . . . . Collector  
J. G. Heyduck, Jr. . . . . Receiver  
D. S. Smith . . . . . Magazine Agent
- 38. AVON; Stratford, Ont.**  
Meets in Forrester's Hall 1st and 3d Sundays.  
Jno. Irwin, Box 318 . . . . . Master  
Jos. Gant, Box 318 . . . . . Secretary  
W. H. Chidley, Box 318 . . . . . Collector  
Robt. McIntosh, Box 318 . . . . . Receiver  
Wm. Stanford, Box 318 . . . . . Magazine Agent
- 39. TWIN CITY; Rock Island, Ill.**  
Meets in Engineers' Hall, 30th st. and 6th ave., 2d Sunday a 2 P. M. and 4th Monday at 8 P. M.  
Jerry Mansfield, 2528 6th ave . . . . . Master  
Jas. Powers, 25th st. and 8th ave. . . . . Secretary  
G. B. Dodge, 3047 10th ave. . . . . Collector  
T. E. Roderick, 4014 7th ave. . . . . Receiver  
Wm. McElrath, Vine st., bet. 25th and 26th sts . . . . . Mag. Agent
- 40. BLOOMING; Bloomington, Ill.**  
Meets in Adress Hall every Tuesday at 7:30 P. M.  
W. F. Costigan, 714 O'Hara st . . . . . Master  
Chris Baum, 1408 Western ave . . . . . Secretary  
Chris Baum, 1408 Western ave . . . . . Collector  
R. E. McDonald, 712 W. Walnut st . . . . . Receiver  
F. J. DuBois, 602 W. Walnut st. . . . . Mag. Agent
- 41. ONWARD; Dickinson, N. Dakota.**  
Meets in Odd Fellows Hall, every Thursday at 8:00 P. M.  
W. J. Breckon . . . . . Master  
W. H. Morris . . . . . Secretary  
Jas. Stewart . . . . . Collector  
Brooks Goodall . . . . . Receiver  
Francis L. McDonald, Mandan Magazine Agent
- 42. KLMO; Madison, Wis.**  
Meets in Capitol Lodge Hall, Keyes' Block Mifflin st. 2d and 4th Sundays.  
B. B. Wilber, 608 S. Mills st. . . . . Master  
Frank Lawrence, 425 W. Mifflin st. . . . . Secretary  
Jno. Harrington, 520 W. Main st. . . . . Collector  
B. B. Wilber, 608 So Mills st. . . . . Receiver  
S. E. Alvord, 104 9th st., Milwaukee, Mag. Agent



**43. ST. JOSEPH; St. Joseph, Mo.**

Meets in Brockaw's Hall, Eighth and Locust sts, 2d and 4th Thursdays.

Jas. Fahey, 12th and Monterey sts . . . Master  
Chas. Shellenberger, 2224 So. 6th st . . . Secretary  
H. J. Lynn, 15th and Monterey sts . . . Collector  
Jos. Kane, 113 Felix st . . . Receiver  
E. S. Lynn, 15th and Sacramento sts . . . Mag. Agent

**44. F. W. ARNOLD; East St. Louis, Ill.**

Meets in Geary's Hall, 174 N. Main st, 1st and 3d Tuesdays, at 7:30 P. M.

R. H. Stevenson, 420 S. 4th st . . . Master  
W. W. Gillis, 739 Collinsville ave . . . Secretary  
L. G. Deubach, 1908 E. Grand ave., St. Louis, Mo. . . Collector  
W. J. Welch, 402 Victor st, St. Louis, Mo. . . Receiver

W. J. Welch, 402 Victor St. St. Louis, Mo. . . Magazine Agent

**45. ROSE CITY; Little Rock, Ark.**

Meets in O. R. C. Hall, cor. Markham and Chester sts., 1st and 3d Wednesdays at 7:30 P. M. and 2d and 4th Wednesdays at 2:30 P. M.

I. J. Homard, 121 Riverside ave . . . Master  
C. E. Cook, 135 Riverside ave . . . Secretary  
F. E. Green, 2120 W. 10th st . . . Collector  
T. P. Homard, 121 Riverside ave . . . Receiver  
G. W. Edgington, 1822 W. 7th st . . . Magazine Agent

**46. CLYDE RIVER; Island Pond, Vt.**

Meets 2d and 4th Sundays in Firemen's Hall at 2:30 P. M.

M. A. Cavo . . . Master  
J. T. Gill . . . Secretary  
Geo. B. McKelvey . . . Collector  
J. T. Gill . . . Receiver  
D. C. Fess . . . Magazine Agent

**47. TRIUMPHANT; Chicago, Ill.**

Meets in Prosperity Hall, N. E. cor. State and 18th sts, 1st Monday at 8 P. M. and 3d Sunday at 2 P. M.

W. J. McKenna, 1240 Michigan ave . . . Master  
Michael Murnane, 3532 Pontiac ave . . . Secretary  
Michael Thometz, 726 E. Canal st . . . Collector  
J. C. Leaban, 1240 Michigan ave . . . Receiver  
John Hanley, 1230 Michigan ave. . . Mag. Agent

**48. W. F. HYNES; Peoria, Ill.**

Meets in K. P. Hall, Observatory Building, 2d Saturday at 8 P. M. and 4th Sunday at 2 P. M.

C. T. Olander, 307 Antoinette st . . . Master  
L. A. Laugenberg, 414 W. Madison st . . . Secretary  
J. D. Potter, 617 Howette st . . . Collector  
D. N. Watt, 617 1st st . . . Receiver  
Wm. Wains, 322 George st . . . Mag. Agent

**49. J. M. RAYMOND; Decatur, Ill.**

Meets in Engineer's Hall, E. Eldorado st., 2d and 4th Sundays at 2 P. M.

J. B. Lonnon, 1057 N. Clayton st . . . Master  
J. F. Doster, 1145 E. North st . . . Secretary  
J. B. Lonnon, 1057 N. Clayton st . . . Collector  
A. H. Sutton, 975 N. Water st . . . Receiver  
F. W. Marsh, 638 E. Eldorado st . . . Mag. Agent

**50. GARDEN CITY; Chicago, Ill.**

Meets in Brown's Hall, 47th and State sts, 1st Saturday evening and 3d Sunday afternoon.

Geo. Polk, 824 30th st . . . Master  
R. B. Powley, 5126 Sherman st . . . Secretary  
C. E. Watson, 224 Swan st . . . Collector  
J. N. Parry, 4918 Armour ave . . . Receiver  
R. B. Powley, 5126 Sherman st . . . Mag. Agent

**51. FRISCO; North Springfield, Mo**

Meets in G. A. R. Hall, Springfield, 1st and 3d Wednesdays at 2:30 P. M., and 2d and 4th Wednesdays at 7:30 P. M.

F. E. Gano, 1934 N. Roberson ave . . . Master  
A. F. Turner, Sta. A., Springfield . . . Secretary  
W. H. Hulbe, 1153 Thomas st . . . Collector  
J. J. Johnston, 934 Garfield ave., Sta. A., Springfield . . . Receiver

J. W. Bowler, 1013 E. Locust st . . . Magazine Agent

**52. GOOD WILL; Loganport, Ind.**

Meets in Firemen's Hall, N. E. cor. Fourth and Market sts., 1st and 3d Sundays at 2 P. M.

A. C. Teas, cor. Broadway and 4th st . . . Master  
F. P. Jackson, 632 Linden ave . . . Secretary  
F. P. Jackson, 632 Linden ave . . . Collector  
F. P. Bear, 525 Miami st . . . Receiver  
F. P. Jackson, 631 Linden ave . . . Magazine Agent

**53. W. M. D. ROBINSON; Loganport, Ind.**

Meets in Firemen's Hall, Market and 4th sts., 2d and 4th Sundays at 2 P. M.

A. M. Flanegin, 131 W. Market st . . . Master  
W. H. Smith, 403 Miami st . . . Secretary  
H. L. Chapman, 107 7th st . . . Collector  
C. D. Goddard, 1129 North st . . . Receiver  
J. J. Fitzgerald, Washington st . . . Magazine Agent

**54. ANCHOR; Moberly, Mo.**

Meets in Odd Fellow's Hall, 1st and 3d Tuesdays.

J. T. Grimes, 612 Vincel st . . . Master  
J. S. Sours, 323 Hagood st . . . Secretary  
Max Owen, 438 E. Rollins st . . . Collector  
W. T. Scully, 331 N. Clark st . . . Receiver  
W. T. Scully, 331 N. Clark st . . . Magazine Agent

**55. BLUFF CITY; Memphis, Tenn.**

Meets in Collins' Hall, 174 Johnson st., 1st and 3d Mondays.

J. M. Burns, 285 High st . . . Master  
L. J. Lucke, 237 Greenlaw st . . . Secretary  
Robt. Campbell, 94 1/2 Robertson st . . . Collector  
L. J. Lucke, 237 Greenlaw st . . . Receiver  
Michael Shanley, 203 High st . . . Magazine Agent

**56. BANNER; Stanberry, Mo.**

Meets in B. of L. E. Hall every Saturday at 7:30 P. M.

T. B. Cambron, Box 155 . . . Master  
Thos. Sanford, Box 44 . . . Secretary  
Nealy Stamper . . . Collector  
T. B. Cambron, Box 155 . . . Receiver  
J. S. McLaughlin . . . Magazine Agent

**57. BOSTON; Boston, Mass.**

Meets in Rathborn Hall, 694 Washington st., 2d and 4th Sundays at 10:30 A. M.

J. P. Vasque, 8 Hillside Park, Somerville, Master  
L. M. Howard, 45 Everett st., Jamaica Plain . . . Secretary  
W. H. Taylor, N.Y. & N.E. eng. house . . . Collector  
C. P. Shufelt, 11 Sarsfield st., Roxbury . . . Receiver  
G. A. Canon, Mattapan . . . Mag. Agent

**58. SACRAMENTO; Rocklin, Cal.**

Meets in Masonic Hall, every Monday and Thursday.

J. H. Penney . . . Master  
W. B. Morton, Box 2 . . . Secretary  
A. R. Walther . . . Collector  
A. E. Harter . . . Receiver  
H. W. Noethig, Box 2 . . . Magazine Agent

**59. ROYAL GORGE; Pueblo, Colo.**

Meets in B. of L. F. Hall, cor. D st. and Union ave., every Monday at 7:30 P. M.

T. W. Hughes, 13 Block L . . . Master  
J. C. Waddle, 309 S. Union ave . . . Secretary  
Robt. Willmunder, 50 Shaw ave . . . Collector  
J. F. Garrett, 7 Terrace View . . . Receiver  
J. F. Garrett, 7 Terrace View . . . Magazine Agent

**60. UNITED; Philadelphia, Pa.**

Meets in Dover Hall, 2204 Marshall st., 1st and 3d Saturday evenings.

F. O. Metzger, 2067 Monmouth st . . . Master  
J. H. Mohr, 2312 Fawn st . . . Secretary  
Jas. Vertz, 2312 Fawn st . . . Collector  
B. F. Pettit, 1727 N. 9th st . . . Receiver  
B. F. Pettit, 1727 N. 9th st . . . Magazine Agent

**61. MINNEHAHA; St. Paul, Minn.**

Meets in Druid's Hall, cor. Seventh and Jackson sts., 2d and 4th Sundays at 2 P. M.

J. E. Driscoll, 180 Penna ave . . . Master  
H. E. Kemp, 132 Granite st . . . Secretary  
J. V. Piper, 107 Sycamore st . . . Collector  
Jos. Kellow, 605 Mississippi st . . . Receiver  
Jos. Kellow, 605 Mississippi st . . . Magazine Agent

**62. VANBERGEN; Carbondale, Pa.**

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 2 P. M.

M. J. McLaughlin . . . Master  
E. B. Gardner, 34 N. Washington st . . . Secretary  
W. W. Knapp . . . Collector  
W. H. Brokenshire, 51 Garfield ave . . . Receiver  
E. B. Gardner, 34 N. Washington st . . . Magazine Agent

**63. HERCULES; Danville, Ill.**

Meets in K. of H. Hall, over N. E. cor. Main and Walnut sts., 1st and 3d Sundays at 2:30 P. M.

W. J. Harter, 720 Wellington st . . . Master  
E. E. Partlow, Box 927 . . . Secretary  
Fred Krauel . . . Collector  
W. J. Harter, 720 Wellington st . . . Receiver  
W. J. Harter, 720 Wellington st . . . Magazine Agent

**64. SIOUX; Sioux City, Iowa.**

Meets in I. O. O. F. Hall, 707 4th st., 2d and 4th Sundays at 2:30 P. M.

P. J. Kelly, Room 32, Evans Block . . . Master  
T. F. Dolan, 2013 3d st . . . Secretary  
F. J. Anderson, 511 Wall st . . . Collector  
T. F. Dolan, 2013 3d st . . . Receiver  
M. J. Mangan, 1516 E 7th st . . . Magazine Agent

**65. FORT RIDGELY; Waseca, Minn.**

Meets in Engineers' Hall, 1st and 8d Sundays at 2:30 P. M.  
 R. G. Faes . . . . . Master  
 W. H. Jones, Box 216 . . . . . Secretary  
 Geo. Woskie . . . . . Collector  
 W. J. Pagenhart . . . . . Receiver  
 R. G. Faes . . . . . Magazine Agent

**66. CHALLENGE; Belleville, Ontario.**

Meets in B. of L. E. Hall, Belleville Station, 2d and 4th Sundays.  
 Geo. Collins, G. T. Ry., Belleville Station, . . . . . Master  
 Jno. McDonald, G. T. Ry., Belleville Station . . . . . Secretary  
 M. A. Bonisteel, G. T. Ry., Belleville Station . . . . . Collector  
 W. J. Logue, G. T. Ry. Belleville Station, Receiver  
 Harry Smith . . . . . Magazine Agent

**67. DOMINION; Toronto, Canada.**

Meets in St. Ledgers' Hall, cor. Queen st. and Denison ave., 2d and 4th Sundays at 2:30 P. M.  
 Jno. Sheldon, 52 Clyde st. . . . . Master  
 Thos. Hueston, 131 Spadina ave. . . . . Secretary  
 Philip Richardson, 30 Stafford st. . . . . Collector  
 Jas. Pratt, 172 Huron st. . . . . Receiver  
 Frederick Fox, 342 Adelaide st. W. . . . . Magazine Agent

**68. LAU CLAIRE; Altoona, Wis.**

Meets in Fireman's Hall, 2d and 4th Sundays.  
 J. F. Powell . . . . . Master  
 Wm. McLyman . . . . . Secretary  
 Jno Morgan . . . . . Collector  
 Stanley Ives . . . . . Receiver  
 Wm. McLyman . . . . . Magazine Agent

**69. ISLAND CITY; Brockville, Ontario.**

Meets in Merrill's Hall every Tuesday at 7:30 P. M.  
 W. J. Dowell, Box 183 . . . . . Master  
 C. J. Brownlow, Box 541 . . . . . Secretary  
 Alexander Wood . . . . . Collector  
 W. J. Dowell, Box 183 . . . . . Receiver  
 J. G. Goodison, Box 206 . . . . . Magazine Agent

**70. LONE STAR; Longview, Texas.**

Meets in Firemen's Hall every Saturday at 7:30 P. M.  
 E. M. Dobbs . . . . . Master  
 W. L. Patrick, Box 185 . . . . . Secretary  
 L. D. Oden, Box 185 . . . . . Collector  
 Harry Finnegan, Box 141 . . . . . Receiver  
 Jno. Fogarty . . . . . Magazine Agent

**71. SUSQUEHANNA; Oneonta, N. Y.**

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 3 P. M.  
 H. A. Wickham, 27 Fairview st. . . . . Master  
 H. J. Bryden, 28 River st. . . . . Secretary  
 Jno Klomps, 36 London ave. . . . . Collector  
 Jas. Walters, 48 River st. . . . . Receiver  
 J. J. Carr, 25 Fairview st. . . . . Magazine Agent

**72. WELCOME; Camden, N. J.**

Meets 2d and Taylor ave., 2d and 4th Sundays  
 F. A. Potts, 648 Clinton st. . . . . Master  
 Jno Colton, 412 S. 8th st. . . . . Secretary  
 G. W. Tash, 529 S. 8d st. . . . . Collector  
 Jno Colton, 412 S. 6th st. . . . . Receiver  
 G. W. Tash, 529 S. 8d st. . . . . Magazine Agent

**73. BAY STATE; Worcester, Mass.**

Meets at Commonwealth Hall, 566 Main st., 2d and 4th Sundays at 1 P. M.  
 L. D. Chaffin, 38 Cutler st. . . . . Master  
 Thos. Loynd, 8 Glenwood st. . . . . Secretary  
 A. N. Hoyt, 2 Davis Court . . . . . Collector  
 Thos. Loynd, 8 Glenwood st. . . . . Receiver  
 G. P. Newton, 6 Penn ave . . . . . Magazine Agent

74.

. . . . . Master  
 . . . . . Secretary  
 . . . . . Collector  
 . . . . . Receiver  
 . . . . . Magazine Agent

**75. ENTERPRISE; Philadelphia, Pa.**

Meets in Rodgers' Hall, 4113 Lancaster ave., alternate Sunday afternoons.  
 W. H. Acker, 3951 Wallace st., West Philadelphia . . . . . Master  
 J. L. Strouse, 3305 Rockland st., West Philadelphia . . . . . Secretary  
 D. S. Moore, 681 N. 37th st., West Philadelphia . . . . . Collector  
 J. S. Hemphill, 763 N. 38th st., West Philadelphia . . . . . Receiver  
 D. S. Moore, 681 N. 37th st., West Philadelphia . . . . . Magazine Agent

**76. OCEAN; Norfolk, Va.**

Meets in Acree Hall, cor. Brambleton and Windsor sts., 1st and 3d Sundays at 2 P. M.  
 Saml. Winslow, 1289 Brambleton ave. . . . . Master  
 W. F. Keeling, 1310 Brambleton ave. . . . . Secretary  
 Moses Capps, 82 Granville ave. . . . . Collector  
 Robt. Addison, 30 Maltby ave. . . . . Receiver  
 D. D. Dozier, 772 Brambleton ave. . . . . Mag. Agent

**77. ROCKY MOUNTAIN; Denver, Colo.**

Meets at 3804 Market st., every Thursday at 7:30 P. M.  
 F. H. Lehman, 3931 Franklin st. . . . . Master  
 W. F. Brundage, 1216 Larimer st. . . . . Secretary  
 S. L. Kanaga, 3362 Market st. . . . . Collector  
 W. F. Brundage, 1216 Larimer st. . . . . Receiver  
 J. W. Hevener, 3137 Arapahoe st. . . . . Magazine Agent

**78. GOLDEN EAGLE; Sedalia, Mo.**

Meets in Hoffman's Hall, 734 E. 5th st., every Thursday at 7:30 P. M.  
 J. P. Alcorn, 1223 Engineer st. . . . . Master  
 C. T. Pratt, 1115 E. 6th st. . . . . Secretary  
 C. T. Pratt, 1115 E. 6th st. . . . . Collector  
 W. O. Webster, 1206 E. 3d st. . . . . Receiver  
 Samuel Bowser, 501 E. 4th st. . . . . Magazine Agent

**79. J. E. DODGE; Woodhouse, Ill.**

Meets in K. of P. Hall, Worcester Building, every Monday at 2:00 P. M.  
 C. A. Sheppard . . . . . Master  
 C. A. Hannaford, Box 347 . . . . . Secretary  
 Albert Banks . . . . . Collector  
 Dan'l Stults . . . . . Receiver  
 Alonzo Griffin, Box 366 . . . . . Magazine Agent

**81. PINE CITY; Staples, Minn.**

Meets in Miller's Hall, 2d and 4th Sundays.  
 Jas. Riley . . . . . Master  
 P. F. McDonnell, Box 47 . . . . . Secretary  
 Jacob Everhart . . . . . Collector  
 Geo. Harter . . . . . Receiver  
 J. H. Greenhalgh, Box 95 . . . . . Magazine Agent

**82. NORTHWESTERN; Minneapolis, Minn.**

Meets in Lodge Parlors, 55 4th st. S., 1st and 3d Sundays at 2 P. M.  
 F. K. Holl, 904 22d ave S. . . . . Master  
 W. E. Richmond, 820 N. Girard ave. . . . . Secretary  
 Gustave Ludwig, 24 5th st. N. E. . . . . Collector  
 W. E. Richmond, 820 N. Girard ave. . . . . Receiver  
 . . . . . Magazine Agent

**83. TRINITY; Fort Worth, Texas.**

Meets in B. of L. F. Hall, S. Ruak st., every Wednesday at 4 P. M.  
 T. E. Caulfield, 204 E. Daggett ave. . . . . Master  
 Jacob Weeman, cor. Calhoun and Elizabeth sts. . . . . Secretary  
 M. E. Finnegan, 113 Josephine st. . . . . Collector  
 I. M. Dean, 301 Crawford st. . . . . Receiver  
 Thos. Lahey, cor. 18th and Terry sts. . . . . Magazine Agent

**84. CALHOUN; Battle Creek, Mich.**

Meets in B. of L. F. Hall, 97 Marshall st., 2d and 4th Sunday afternoons and 1st Monday evening.  
 Harry White, 97 Marshall st. . . . . Master  
 E. E. Hawkins . . . . . Secretary  
 Richard Reid, Warren st. . . . . Collector  
 J. R. McDonald, 431 Marshall st. . . . . Receiver  
 E. J. Roach, 36 Lansing ave. . . . . Magazine Agent

**85. FARGO; Fargo, N. Dakota.**

Meets in G. A. R. Hall 2d and 4th Tuesdays at 7:30 P. M.  
 Paul Boley, 15 9th st. S. . . . . Master  
 . . . . . Secretary  
 Silas Zwright, Arlington Hotel . . . . . Collector  
 L. G. Snyder, cor. 16th st. and 1st ave. S. Receiver  
 N. A. Nielsen, 1421 3d ave. N. . . . . Magazine Agent

**86. BLACK HILLS; Laramie, Wyoming.**

Meets in A. O. U. W. Hall, cor. 2d and Garfield sts., every Friday evening.  
 J. S. Gugerty . . . . . Master  
 John A. Anderson, 355 W. Garfield st. . . . . Secretary  
 W. P. Davis . . . . . Collector  
 John A. Anderson, 355 W. Garfield st. . . . . Receiver  
 Jno. Reichert, 259 W. Grand ave. . . . . Mag. Agent

**87. SUMMIT; Rawlins, Wyoming.**

Meets in I.O.O.F. Hall 1st and 3d Thursdays.  
 Geo. Parkins . . . . . Master  
 Edward Smith . . . . . Secretary  
 Edward Smith . . . . . Collector  
 J. W. Hayes . . . . . Receiver  
 Jacob Rhodenbaugh . . . . . Magazine Agent

**88. MORNING STAR; Evanston, Wyoming.**

Meets in K. P. Hall, every Saturday at 2 P. M.  
 H. J. Cramer, L. Box 2 . . . . . Master  
 T. H. Hollingworth, L. Box 212 . . . . . Secretary  
 R. E. Austin, Box 155 . . . . . Collector  
 T. H. Hollingworth, L. Box 212 . . . . . Receiver  
 Fred Clement . . . . . Magazine Agent

**89. CHEEAW; Selma, Ala.**

Meets in Mechanics' Hall, every Thursday at 7:30 P. M.  
 P. R. Oldham . . . . . Master  
 J. E. Briggs . . . . . Secretary  
 Jno. Booth, 321 Selma and St. Ann sts., Collector  
 E. L. Cranford, 321 Selma and St. Ann sts. . . . . Receiver  
 P. C. Tynan, 129 Water st. . . . . Magazine Agent

**90. SAN DIEGO; Los Angeles, Cal.**

Meets in McDonald's Hall, 127 N. Main st, alternate Saturdays at 8:00 P. M.  
 Wm. Fleming, 417 Amelia st. . . . . Master  
 J. H. Hayes, 636 Stephenson ave. . . . . Secretary  
 R. O. Quackenbush, 1902 E. 3d st. . . . . Collector  
 J. T. Higgins, 808 E. 3d st. . . . . Receiver  
 R. O. Quackenbush, 1902 E. 3d st. . . . . Magazine Agent

**91. GOLDEN GATE; San Francisco, Cal.**

Meets in Wood and Coal Yard Hall, 725 Valencia st, 1st Monday at 8 P. M.  
 Wm. Lockwood, 218 Shotwell st. . . . . Master  
 John J. Crimmins, 718 Main st. . . . . Secretary  
 R. F. Lange, 725 Valencia st. . . . . Collector  
 R. H. Powell, 130 18th st. . . . . Receiver  
 Jno. J. Crimmins, 718 Main st. . . . . Magazine Agent

**92. FRONTIER CITY; Owego, N. Y.**

Meets in Jefferson Hall, W. 1st st., 2d and 4th Sundays.  
 Jas. Gorman, 823 W. 8th st. . . . . Master  
 J. E. Dowd, 69 W. 9th and Utica sts. . . . . Secretary  
 Jas. Whalen, 290 W. 7th st. . . . . Collector  
 Jas. Whalen, 290 W. 7th st. . . . . Receiver  
 Ino. Cole, 111 W. Liberty st. . . . . Magazine Agent

**93. GATE CITY; Keokuk, Iowa.**

Meets in Engineer's Hall, 2d So. Third st. 2d and 4th Sundays at 7:30 P. M.  
 Andrew Malum, Walsh . . . . . Master  
 John J. Crimmins, 718 Main st. . . . . Secretary  
 Laurence Walsh, Walsh . . . . . Collector  
 Henry Montgomery, 222 Exchange st. . . . . Receiver  
 . . . . . Magazine Agent

**94. CACTUS; Tucson, Arizona.**

Meets in Masonic Hall, Stone ave, every Monday at 1:30 P. M.  
 W. E. Shanahan, Box 504 . . . . . Master  
 F. J. Landon, Box 504 . . . . . Secretary  
 A. M. Harrison, Box 504 . . . . . Collector  
 C. E. Howard, Box 504 . . . . . Receiver  
 James O. Smythe, Box 188 . . . . . Magazine Agent

**95. CHICAGO; Chicago, Ill.**

Meets in Concordia Hall, 237 Milwaukee ave., 2d Tuesday at 7:30 P. M. and 4th Sunday at 9 A. M.  
 D. M. Leavitt, 1712 Carroll ave. . . . . Master  
 L. H. Evans, 466 W. Adams st. . . . . Secretary  
 D. M. Leavitt, 70 Central Park ave. . . . . Collector  
 . . . . . Receiver  
 . . . . . Magazine Agent

**96. ALEXIA; Wellsville, Ohio.**

Meets in Engineers' Hall, Main st, 1st and 3d Sundays.  
 Reed Ralston . . . . . Master  
 W. H. Wilhelm . . . . . Secretary  
 Chas. Maley, Box 310 . . . . . Collector  
 O. H. Kelly . . . . . Receiver  
 L. P. Satow . . . . . Magazine Agent

**97. ORANGE GROVE; Los Angeles, Cal.**

Meets in B. of L. F. Hall, cor. Leroy and New Main sts., every Friday.  
 L. A. Hayes . . . . . Master  
 H. C. Forsyth, 122 R. E. st. . . . . Secretary  
 B. F. Lyttle, 135 S. Chestnut st. . . . . Collector  
 L. A. Hayes . . . . . Receiver  
 . . . . . Mag. Agent

**98. PERSEVERANCE; Terrace, Utah.**

Meets in Engineers' Hall every Wednesday evening.  
 . . . . . Master  
 R. P. Moffett, Box 24 . . . . . Secretary  
 F. J. Berryessa . . . . . Collector  
 R. P. Moffett, Box 24 . . . . . Receiver  
 . . . . . Magazine Agent

**99. ROCHESTER; Rochester, N. Y.**

Meets in Royal Arcanum Hall, Cook Opera House Bld., S. St. Paul st., 1st and 3d Tuesday evenings.  
 E. E. Prunty, 41 First ave. . . . . Master  
 W. P. Couch, 24 Thompson ave. . . . . Secretary  
 G. N. Kingsley, 71 Hayward ave. . . . . Collector  
 G. N. Kingsley, 71 Hayward ave. . . . . Receiver  
 J. E. Murphy, 121 Kent st. . . . . Mag. Agent

**100. ADAIR; Bowling Green, Ky.**

Meets in Wright's Hall cor. Main and Adams sts. every Monday at 2:30 P. M.  
 Andrew McHugh . . . . . Master  
 T. H. Glenn, 220 10th st. . . . . Secretary  
 W. D. Perry, 232 6th st. . . . . Collector  
 Harold Porter, 1149 Adams st. . . . . Receiver  
 R. C. Johnson, 232 6th st. . . . . Magazine Agent

**101. ADMIRATION; Buffalo, N. Y.**

Meets in Burgard's Hall, cor. Walden and Bailey aves., Buffalo, every Thursday at 8 P. M.  
 Edw. Cooke, 150 Keystone st., E. Buffalo. Master  
 Robt. Fowler, 182 May st., E. Buffalo. Secretary  
 Frank McKnight, 108 Fay st., E. Buffalo. Collector  
 J. G. Smith, 69 St. Joseph ave., E. Buffalo. Receiver  
 W. M. Ellis, 109 May st., E. Buffalo. Mag. Agent

**102. CONFIDENCE; West Des Moines, Iowa.**

Meets in Flynn's Hall, cor. 7th and Locust sts., Des Moines, alternate Sundays at 2:30 P. M.  
 Jos. Harkness, Wabash Rd. House . . . . . Master  
 Wm. Beese, 1457 E. Court ave., Des Moines. Secretary  
 Jos. Krissinger, Jr., 1005 E. Maple st., Des Moines. Collector  
 Wm. Beese, 1457 E. Court ave., Des Moines. Receiver  
 Jos. Krissinger, Jr., 1005 E. Maple st., Des Moines. Magazine Agent

**103. FALLS CITY; Louisville, Ky.**

Meets in Colgan's Hall, cor. 10th and Walnut sts., every Thursday.  
 Oscar Ball, 1023 W. Broadway . . . . . Master  
 Patrick Filburn, 1415 W. Broadway . . . . . Secretary  
 R. L. Crow . . . . . Collector  
 Patrick Filburn, 1415 W. Broadway . . . . . Receiver  
 Henry Blume, Scottsburg, Ind. Magazine Agent

**104. "OLD KENTUCKY;" Ludlow, Ky.**

Meets in Odd Fellows Hall, 1st and 3d Fridays at 7:30 P. M.  
 H. E. Jordan . . . . . Master  
 Jas. Quinn . . . . . Secretary  
 Chas. Heimbarger, Box 151 . . . . . Collector  
 E. A. Fleming, Box 82 . . . . . Receiver  
 Michael Cooney, Jr., W. Covington. Mag. Agent

**105. PROGRESS; Chillicothe, Ill.**

Meets in Dougherty's Hall, 1st and 3d Mondays and 2d and 4th Tuesdays at 8 P. M.  
 Geo. Jones . . . . . Master  
 A. G. Gillen, N. Chillicothe . . . . . Secretary  
 Peter Artz, N. Chillicothe . . . . . Collector  
 Fred Cornell, N. Chillicothe . . . . . Receiver  
 . . . . . Magazine Agent

**106. KEY CITY; Dubuque, Iowa.**

Meets in Dorf's Hall, 19th and Jackson sts., 2d and 4th Tuesday evenings.  
 Sam Schauer, Box 46 E. Dubuque, Ill. . . . . Master  
 Martin Boleyn, C. M. & St. P. shops. Secretary  
 Sam Schauer, Box 46 E. Dubuque, Ill. Collector  
 O. B. Ridgeway, 1615 Elm st. . . . . Receiver  
 A. S. Graham, 446 Rhomburg ave, Magazine Agent

**107. ECLIPSE; Gallon, Ohio.**

Meets in Carhart's Hall, E. Main st., every Wednesday at 7:30 P. M.  
 August Gerhart, Box 196 . . . . . Master  
 S. L. Manherz, Fox 366 . . . . . Secretary  
 W. A. Townsend, Box 65 . . . . . Collector  
 P. D. Gregg, Box 6 . . . . . Receiver  
 M. O. Fast . . . . . Magazine Agent

**108. PIONEER; Chama, New Mexico.**

Meets in Pioneer Hall, 1st and 3d Thursdays at 7 P. M.  
 Oscar Duxstad . . . . . Master  
 J. W. Hopper . . . . . Secretary  
 P. F. Voigt . . . . . Collector  
 J. M. Hayden . . . . . Receiver  
 W. F. Edwards . . . . . Magazine Agent

- 109. PEACE; St. Louis, Mo.**  
Meets in Summit Hall, Ewing ave and Market st., 2d and 4th Mondays at 7:30 P. M.  
Jno. Woods, 7516 O'Reilly ave, So. St. Louis . . . . . Master  
H. L. Allison, 3147 Caroline st. . . . . Secretary  
W. J. Pourcellie, 2949 Clark ave . . . . . Collector  
G. A. La Bee, 8219 S Broadway . . . . . Receiver  
G. H. Baird, 3009 Ruger st. . . . . Magazine Agent
- 110. OLD GUARD; Bucyrus, Ohio.**  
Meets in Engineers' Hall, 2d and 4th Sundays at 2 P. M.  
Wm. Fitzmaurice, 633 E. Rensslear st. . . . . Master  
B. A. Huson, 623 E. Rensslear st. . . . . Secretary  
G. L. Hutchison, 665 E. Rensslear st. . . . . Collector  
T. E. Lowry, 341 cor. Wiley and Charles sts. . . . . Receiver  
B. A. Huson, 623 Rensslear st. . . . . Magazine Agent
- 111. BEACON; Mattoon, Ill.**  
Meets in K. of L. Hall, over Cunningham's dry goods store, Sundays at 1:30 P. M.  
W. P. Fitzgerald, cor. E 6th st. and Broadway way . . . . . Master  
W. P. Fitzgerald, cor. E 6th st. and Broadway way . . . . . Secretary  
A. E. Marshall, 74 Richmond st. . . . . Collector  
Magazine Agent
- 112. EVENING STAR; Howell, Ind.**  
Meets in Curry's Hall, 2d and 4th Mondays at 7:30 P. M.  
M. J. Riehlman, Howell . . . . . Master  
W. W. Craft . . . . . Secretary  
Mart Whitford . . . . . Collector  
T. P. Stephenson . . . . . Receiver  
L. A. Jacobs, 500 N. 3d st., E. St. Louis, Ill., . . . . . Magazine Agent
- 113. CLARK-KIMBALL; Pocatello, Idaho.**  
Meets in I. O. O. F. Hall, Cleveland ave. and B. st., every Monday at 7:30 P. M.  
H. H. Maguire . . . . . Master  
B. Wakefield . . . . . Secretary  
W. H. Zeiter . . . . . Collector  
S. G. Doane, Box 86 . . . . . Receiver  
B. Wakefield . . . . . Magazine Agent
- 114. BLACK HAWK; Keithsburg, Ill.**  
Meets in Mason Hall, 4th and Washington sts., 1st and 3d Sundays.  
W. M. Marks . . . . . Master  
Ellsworth Newell, L Box 39 . . . . . Secretary  
Dan'l. Hammond . . . . . Collector  
W. E. Burch . . . . . Receiver  
Elmer E. Alder, Box 343 . . . . . Magazine Agent
- 115. GULF CITY; Galveston, Texas.**  
Meets in Old Masonic Hall P. O. st., between 22d and 23 sts.  
H. L. Briggs, 802 Mechanic st. . . . . Master  
E. W. Boddeker, 910 ave I . . . . . Secretary  
C. H. Hawkins, 38th st. and ave H . . . . . Collector  
Fred. Oehlert, 31st st. and ave N . . . . . Receiver  
E. W. Boddeker, 910 ave I . . . . . Magazine Agent
- 116. ST. CLAIR; Fort Gratiot, Mich.**  
Meets in Engineers' Hall 1st and 3d Sundays at 1:30 P. M.  
Jno. Gould . . . . . Master  
C. G. Miller, Box 197 . . . . . Secretary  
Collector  
Receiver  
C. E. Topp . . . . . Magazine Agent
- 117. BEAVER; London, Ontario.**  
Meets in Castle Hall, cor. Clarence and Dundas sts., 2d and 4th Sundays at 2 P. M.  
Geo. Black, 460 Simcoe st. . . . . Master  
E. R. Atkins, 268 Clarence st. . . . . Secretary  
Geo. Black, 460 Simcoe st. . . . . Collector  
Geo. Thody, 724 King st. . . . . Receiver  
Wm. Kermath, 560 Grey st. . . . . Magazine Agent
- 118. STAR OF THE EAST; Richmond, Quebec.**  
Meets in McMorine's Hall, Main st., 1st and 3d Sundays at 2 P. M.  
R. A. Leonard, Richmond Station . . . . . Master  
J. E. Linahen, Richmond Station . . . . . Secretary  
Geo. Goyette, Richmond Station . . . . . Collector  
G. A. Pye, Melbourne . . . . . Receiver  
Jas. Campbell, Richmond Sta., Quebec . . . . . Magazine Agent
- 119. COLONIAL; River du Loup, Quebec.**  
Meets in English School, River du Loup Station, 2d and 4th Sundays,  
Timothy Berube, River du Loup Station, Master  
J. V. Dion, River du Loup Station . . . . . Secretary  
S. G. Ferguson, River du Loup Station, Collector  
C. J. Levesque, River du Loup Station, Receiver  
Felix Gagnon, River du Loup Station . . . . . Magazine Agent
- 120. FORTUNE; Syracuse, N. Y.**  
Meets in B. of L. E. Hall, cor. Seymore and Oswego sts., Wednesdays at 8 P. M.  
Fred Demars, 726 Marcellus st. . . . . Master  
Wm. Houston, 107 Oswego st. . . . . Secretary  
L. G. Rousson, 101 Bertha Place . . . . . Collector  
Isaac Gilbo, 138 Richmond ave . . . . . Receiver  
M. E. Lyman, 312 Ostico st. . . . . Magazine Agent
- 121. FELLOWSHIP; Corning, N. Y.**  
Meets in Huber's Hall, cor. Market and Cedar sts., 1st and 3d Sundays at 3 P. M.  
Chas. McCarthy, 364 E. 2d st. . . . . Master  
E. E. Beales, 313 E. 3d st. . . . . Secretary  
E. E. Beales, 313 E. 3d st. . . . . Collector  
K. E. Everts, 87 Mill st. . . . . Receiver  
W. L. Carson, 321 E. Market st. . . . . Magazine Agent
- 122. FEDERATION; Panna, Ill.**  
Meets in I. O. O. F. Hall 2nd and 4th Sundays at 2:30 P. M.  
W. J. Miller . . . . . Master  
W. E. Gray, L. Box 305 . . . . . Secretary  
C. A. Davis . . . . . Collector  
W. E. Gray, L. Box 305 . . . . . Receiver  
Matthew Elgin . . . . . Magazine Agent
- 123. OVERLAND; Omaha, Neb.**  
Meets in Patterson's Hall, S. E. Cor. 17th and Farnham sts. 2d and 4th Wednesdays at 8 P. M.  
I. N. Wright, 917 S. 13th st., 3d floor . . . . . Master  
B. S. Briggs, 1136 S. 29th st. . . . . Secretary  
W. H. Brucher, 916 S. 13th st. . . . . Collector  
Jno. Nilsson, 1018 S. 11th st. . . . . Receiver  
C. W. Milisen, 1102 A So. 11 st. . . . . Magazine Agent
- 124. PILOT; Perry, Iowa.**  
Meets in K. P. Hall, 2d st, 2d and 4th Tuesdays at 7:30 P. M.  
W. B. Howe, Box 153 . . . . . Master  
R. R. Stockwell, Box 332 . . . . . Secretary  
J. E. Banyard, Box 27 . . . . . Collector  
Oscar Woods . . . . . Receiver  
W. H. Gilroy, Box 330 . . . . . Magazine Agent
- 125. GUIDE; Marshalltown, Iowa.**  
Meets in I. O. O. F. Hall, 126 E Main st, 2d and 4th Sundays at 1:30 P. M.  
C. A. Bach, 405 S. Center st. . . . . Master  
T. R. Long, 305 S. 1st st. . . . . Secretary  
Wm. Jennings, 505 W. Boone st. . . . . Collector  
A. L. Johnson, 405 S. Center st. . . . . Receiver  
W. L. Holmes, 207 W. Boone st. . . . . Magazine Agent
- 126. COMET; Austin, Minn.**  
Meets in B. of L. E. Hall, 1st and 3d Mondays and 2d and 4th Sundays.  
R. W. Beecher . . . . . Master  
R. W. Beecher . . . . . Secretary  
J. C. Erickson . . . . . Collector  
W. H. Teeter . . . . . Receiver  
J. C. Erickson . . . . . Magazine Agent
- 127. NORTHERN LIGHT; Winnipeg, Manitoba.**  
Meets in K. P. Hall, Clement Block, Main st., 1st Tuesdays and 3d Wednesdays.  
W. H. H. Goodwin, 496 Logan st. . . . . Master  
Paul Elcombe, 357 Jarvis ave . . . . . Secretary  
J. B. Russell, 712 Pacific ave . . . . . Collector  
Geo. Maneely, 405 Alexander st. . . . . Receiver  
W. H. H. Goodwin, 496 Logan ave . . . . . Mag. Agent
- 128. LANDMARK; Glendive, Montana.**  
Meets in Masonic Hall, every Tuesday evening.  
Jas. Blair . . . . . Master  
Robt. McNeilly . . . . . Secretary  
Alex McDonald, Forsyth . . . . . Collector  
Jas. McKenzie . . . . . Receiver  
T. G. Sorenson, Forsyth . . . . . Magazine Agent
- 129. MINERAL KING; Escanaba, Mich.**  
Meets in Engineer's Hall, 2d and 4th Sundays at 2 P. M.  
Coleman Nee, General Delivery . . . . . Master  
C. J. Dady, Box 452 . . . . . Secretary  
M. A. Berrigan, 819 Ludington st. . . . . Collector  
H. C. Gibbs, 425 Campbell st. . . . . Receiver  
Harry Broad, 1118 Hale st. . . . . Magazine Agent
- 130. GUIDING STAR; Milwaukee, Wis.**  
Meets in Firemen's Hall, Lake and Reed sts. 3d and 4th Sundays.  
J. H. Brady, 794 Scott st. . . . . Master  
A. J. Hall, 337 Brady st. . . . . Secretary  
J. E. Roberts, 34 34th st. . . . . Collector  
J. E. Roberts, 34 34th st. . . . . Receiver  
Magazine Agent
- 131. GOLDEN RULE; Stevens Point, Wis.**  
Meets in Adams' Hall, 2d and 4th Sundays at 2:30 P. M.  
T. E. McPhail, 402 Center st. . . . . Master  
E. G. Zimmer, 918 Center ave . . . . . Secretary  
E. G. Zimmer, 918 Center ave . . . . . Collector  
T. E. McPhail, 402 Center st. . . . . Receiver  
E. J. O'Brien, 739 Elk st. . . . . Magazine Agent

- 132. MARVIN HUGHITT; Eagle Grove, Iowa.**  
Meets in I. O. O. F. Hall, 1st and 8d Sundays at 2:30 P. M.  
O. F. Schoonover . . . . . Master  
Emmett Jones . . . . . Secretary  
Nelson Marshall . . . . . Collector  
J. H. Howell . . . . . Receiver  
W. J. Robinson . . . . . Magazine Agent
- 133. SPRAGUE; Sprague, Wash.**  
Meets in B. of L. F. Hall every Monday at 1:30 P. M.  
J. S. Burns . . . . . Master  
C. W. Shunk . . . . . Secretary  
W. K. Stormont . . . . . Collector  
J. S. Burns . . . . . Receiver  
W. K. Stormont . . . . . Magazine Agent
- 134. EASTMAN; Farnham, Quebec.**  
Meets in I. O. O. F. Hall every Sunday at 8 P. M.  
Wm Watts . . . . . Master  
H. E. Cowan . . . . . Secretary  
Chas. McGuire . . . . . Collector  
E. W. Gibson . . . . . Receiver  
J. E. Blackburn . . . . . Magazine Agent
- 135. NEW YEAR; El Paso, Texas.**  
Meets in O. R. C. Hall every Monday evening.  
E. L. Hanksins, 1107 Franklin st. . . . . Master  
P. S. Wall, Box 108 . . . . . Secretary  
Edw. McGinley, Box 108 . . . . . Collector  
E. J. Benninghoff, Box 108 . . . . . Receiver  
M. E. Welsh, 406 Texas st. . . . . Magazine Agent
- 136. J. SCOTT; Lindsay, Ontario.**  
Meets in S. O. E. Hall alternate Sundays at 2:30 P. M.  
Wm. Dolby, Box 516 . . . . . Master  
W. H. Drummond, Box 516 . . . . . Secretary  
Chas. Pym, Box 516 . . . . . Collector  
W. H. Drummond, Box 516 . . . . . Receiver  
Sam'l. Harris . . . . . Magazine Agent
- 137. PROTECTION; Eldon, Iowa.**  
Meets in K. of P. Hall 2d Sunday and 4th Monday at 2:30 P. M.  
Wm. Taylor . . . . . Master  
C. A. Wood . . . . . Secretary  
J. L. Chinn . . . . . Collector  
G. W. Trott . . . . . Receiver  
E. C. Wright . . . . . Magazine Agent
- 138. UNION; Freeport, Ill.**  
Meets in A. O. U. W. Hall, 2d and 4th Sundays.  
G. J. Schmidt, 41 Iroquois st. . . . . Master  
E. J. Scanlan, 209 Van Buren st. . . . . Secretary  
F. C. Stevenson, 47 Float st. . . . . Collector  
E. J. Scanlan, 209 Van Buren st. . . . . Receiver  
F. B. Taylor, 151 Spring st. . . . . Magazine Agent
- 139. MT. WHITNEY; Sumner, Cal.**  
Meets in Druids' Hall every Saturday at 2 P. M.  
C. A. Devins, Kern . . . . . Master  
F. A. Crosby, Box 39, Kern . . . . . Secretary  
Robt. Phillips, Box 39, Kern . . . . . Collector  
F. A. Crosby, Box 39, Kern . . . . . Receiver  
Magazine Agent
- 140. MOUNT OURAY; Salida, Colo.**  
Meets in I. O. O. F. Hall, every Monday at 7:30 P. M.  
J. S. Grove, Box 463 . . . . . Master  
C. W. Woody, Box 181 . . . . . Secretary  
E. J. Templeton, Box 591 . . . . . Collector  
M. M. Smith, Box 591 . . . . . Receiver  
B. A. Coupland, Box 125 . . . . . Magazine Agent
- 141. A. G. PORTER; Fort Wayne, Ind.**  
Meets in B. of L. F. Hall, 79 and 81 Calhoun st., every Sunday at 2 P. M.  
F. J. Matz, 48 W. Main st. . . . . Master  
P. H. Ryan, 210 Lafayette st. . . . . Secretary  
John Brunsban, 206 Lafayette st. . . . . Collector  
J. R. Arehart, 236 W. Main st. . . . . Receiver  
Dick Truesdale . . . . . Mag. Agent
- 142. SAFETY; Toledo, Ohio.**  
Meets in Emery Hall, Broadway, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.  
C. E. Starkey, 918 Broadway . . . . . Master  
Geo. Bittman, 634 S. St. Clair st. . . . . Secretary  
C. E. Starkey, 918 Broadway . . . . . Collector  
Geo. Bittman, 634 S. St. Clair st. . . . . Receiver  
G. E. Cole, 126 Jarvis st. . . . . Magazine Agent
- 143. E. C. FELLOWS; West Oakland, Cal.**  
Meets in Bartlett Hall every Wednesday evening.  
J. H. Follrath, 1361 E. 11th st, E Oakland, Master  
T. J. Roberts, 1762 1/2 8th st. . . . . Secretary  
T. J. Edwards, 1255 7th st. . . . . Collector  
T. J. Roberts, 1762 1/2 8th st. . . . . Receiver  
C. B. Danielson, 1757 7th st. . . . . Magazine Agent
- 144. DECORATION Chicago, Ill.**  
Meets in Society Hall, cor. Ogden ave. and 12th st. 1st Sunday afternoons and 2d and 4th Thursday evenings.  
Martin Murphy, 979 12th st. . . . . Master  
F. E. Neely, 470 Campbell ave. . . . . Secretary  
Frank Lumppp, 834 Hastings st. . . . . Collector  
F. E. Neely, 470 Campbell ave. . . . . Receiver  
E. G. Aldrich, 1017 W. 12th st. . . . . Magazine Agent
- 145. DAVY CROCKETT; San Antonio, Texas.**  
Meets in Jones' Hall, 710 Austin st., every Tuesday at 2:00 P. M.  
J. R. Norton, 104 River ave. . . . . Master  
G. A. Cook, 1211 Ave. D . . . . . Secretary  
Jos. Braun, 418 Milan st. . . . . Collector  
G. A. Cook, 1211 Ave D . . . . . Receiver  
S. C. Ramsey, 905 ave. D . . . . . Magazine Agent
- 146. BAYOU CITY; Houston, Texas.**  
Meets in Bell's Hall, Liberty ave, Fifth Ward, every Monday at 2:30 P. M.  
Jno. Roach, 1410 Liberty ave. . . . . Master  
Thos. Ballard, 1508 Nance st. . . . . Secretary  
Pat'k DeCourcy Jr., 1503 Brooks st. . . . . Collector  
W. H. Kimmer 1018 McKee st. . . . . Receiver  
E. J. Speer . . . . . Magazine Agent
- 147. MIDLAND; Temple, Texas.**  
Meets in B. of R. T. Hall every Thursday at 8 P. M.  
Arthur Haines, L Box 106 . . . . . Master  
H. C. Pitts, L. Box 105 . . . . . Secretary  
W. T. McGinnis . . . . . Collector  
T. H. Boyd, L. Box 105 . . . . . Receiver  
B. P. Wellborn, Call Box 166 . . . . . Magazine Agent
- 148. SUNNY SOUTH; Tyler, Texas.**  
Meets in Engineers' Hall every Thursday at 7:30 P. M.  
Wm. Fox . . . . . Master  
J. T. Peyton, 317 Poplar st. . . . . Secretary  
W. H. McCormick, 1001 N and B. sts. . . . . Collector  
Daniel Fogarty, 524 Valentine st. . . . . Receiver  
W. T. Phillips, Corsicana, Tex. . . . . Mag. Agent
- 149. JUST IN TIME; New York, N. Y.**  
Meets in Horton Hall, 110 E. 125th st., 2d and 4th Thursdays at 8 P. M. and 2d Sunday forenoon.  
Jno. Ritter, 70 E. 115th st. . . . . Master  
S. D. Lappine, 1863 Park ave. . . . . Secretary  
P. J. Gahagan, 309 W. 119 st. . . . . Collector  
R. T. Roscoe, cor. Clinton ave and Elmwood Place . . . . . Receiver  
J. F. MacVeigh, Lind ave. and Union st., High Bridge . . . . . Magazine Agent
- 150. S. M. STEVENS; Marquette, Mich.**  
Meets in L. Huillier's Hall, 1st and 3d Sundays.  
J. W. Watt, 347 Fisher st. . . . . Master  
J. B. Crowley, 127 Fisher st. . . . . Secretary  
H. R. Roberts, 239 W. Washington st. . . . . Collector  
G. McK. Gibson, 212 Division st. . . . . Receiver  
W. S. Cooke, W. Ridge st. . . . . Magazine Agent
- 151. MAPLE LEAF; Hamilton, Ontario.**  
Meets in K. O. I. M. Hall, 14 Hughson st, 1st and 3d Sundays.  
Wm. Perkins, 304 Chatharine st, N . . . . Master  
Alex. McColl, 25 Crook st. . . . . Secretary  
Chas. Evans, 167 Locke st. . . . . Collector  
J. D. Mills, 32 Inchbury st. . . . . Receiver  
Wm. Perkins, 304 Catherine st N . . . . Mag. Agent
- 152. NORTH POLE; West Bay City, Mich.**  
Meets in New K. P. Hall, 1st and 3d Sundays at 2 P. M.  
Fred Roach . . . . . Master  
R. A. McPeak, 514 State st. . . . . Secretary  
J. B. Miller, 703 N. Union st. . . . . Collector  
R. A. McPeak, 514 State st. . . . . Receiver  
Thos. Doyle . . . . . Magazine Agent
- 153. H. C. LORD; Fort Scott, Kansas.**  
Meets in K. of P. Hall, Main and 2d sts., 1st and 3d Mondays at 2 P. M.  
W. F. Pritchard, 306 Margrave st. . . . . Master  
W. H. Pool, 116 N. Little st. . . . . Secretary  
W. E. Pierson, Gulf Rnd House . . . . . Collector  
W. F. Pritchard, 306 Margrave st. . . . . Receiver  
J. M. Parmley, 102 S. Barbee st. . . . . Mag. Agent
- 154. McKEEN; Chanute, Kansas.**  
Meets in Red Men's Hall every Thursday at 8 P. M.  
P. M. Roby, Box 629 . . . . . Master  
J. E. Flint, L. Box 46 . . . . . Secretary  
S. J. Kester . . . . . Collector  
J. E. Flint, L. Box 46 . . . . . Receiver  
T. O. Baringer . . . . . Magazine Agent
- 155. J. F. BINGHAM; New York, N. Y.**  
Meets in Central Hall, 147 W. 32d st, 1st and 3d Saturdays at 8 P. M.  
Sam'l. Baines, 71 P-tchen ave, Brooklyn. Master  
J. J. Lovett, 802 W 146th st. . . . . Secretary  
G. W. Smith, 307 W. 144th st. . . . . Collector  
Theo. Fry, 506 W. 125th st. . . . . Receiver  
W. C. O'Donnell, 925 W 143d st. . . . . Magazine Agent

**154. NECHES; Palestine, Texas.**

Meets in Engineers' Hall every Monday at 7:30 P. M.  
 Leo Delaney, Box 232 . . . . . Master  
 E. E. Burkhead, Box 232 . . . . . Secretary  
 Milton Merdith, Box 232 . . . . . Collector  
 W. T. Murrell, Box 232 . . . . . Receiver  
 Geo Batt . . . . . Magazine Agent

**157. ECHO; Peru, Ind.**

Meets in Echo Hall, 1st and 2d Sundays at 2 P. M. and 2d and 4th Tuesdays at 7 P. M.  
 M. E. Whetsel . . . . . Master  
 F. E. O'Connell . . . . . Secretary  
 M. E. Whetsel . . . . . Collector  
 T. P. Doud, 181 W. 8th st. . . . . Receiver  
 G. M. Jackson . . . . . Magazine Agent

**158. STANDARD; Detroit, Mich.**

Meets in B. of R. T. Hall, 82 and 84 Gratiot st., 1st and 3d Sundays at 2 P. M.  
 H. E. Rice, 392 Congress st. E. . . . . Master  
 C. E. McAuliffe, 420 Fort st. E. . . . . Secretary  
 Thos. Johnson, 315 Catherine st. . . . . Collector  
 H. E. Rice, 392 Congress st. E. . . . . Receiver  
 Geo. A. Edmiston, 337 Congress st. E. . . . . Magazine Agent

**159. W. H. THOMAS; Nashville, Tenn.**

Meets in K. of P. Hall, Palmer Building, Union st., every Monday at 9 P. M.  
 Chas. Griffin, 1507 Church st. . . . . Master  
 S. P. Whitsett, 933 S. Summer st. . . . . Secretary  
 S. P. Whitsett, 933 S. Summer st. . . . . Collector  
 W. C. McCombs, McLemore st. . . . . Receiver  
 . . . . . Magazine Agent

**160. C. J. HEPBURN; Evansville, Ind.**

Meets in Royal Arcanum Hall, cor. Main and Fifth sts., 2d and 4th Sundays at 2 P. M.  
 J. M. Clark, 402 William st. . . . . Master  
 F. M. Paine, 1320 Walnut st. . . . . Secretary  
 Richard Witty, 1046 Main st. . . . . Collector  
 Lou. Heimroth, 924 E. Indiana st. . . . . Receiver  
 Harry Rhodes . . . . . Magazine Agent

**161. HERALD; Burlington, Iowa.**

Meets in K. P. Hall, 210-214 N. 4th st., 2d and 4th Sundays.  
 J. A. Richards, 1709 Orchard st. . . . . Master  
 Lewis Benthel, 818 N. 10th st. . . . . Secretary  
 J. A. Richards, 1709 Orchard st. . . . . Collector  
 J. D. Hawksworth, 2933 Madison st. . . . . Receiver  
 H. C. Sieben, 820 N. Oak st. . . . . Magazine Agent

**162. PROSPECT; Elkhart, Ind.**

Meets in B. of L. F. Hall, Blackburn Bl'k, every Sunday at 2 P. M.  
 Wallace Marker, 122 State st. . . . . Master  
 J. C. Doty, 510 Harrison st. . . . . Secretary  
 J. C. Doty, 510 Harrison st. . . . . Collector  
 Stephen Dussseau, 323 Jefferson st. . . . . Receiver  
 J. C. Doty, 510 Harrison st. . . . . Magazine Agent

**163. ETNA; Pine Bluff, Ark.**

Meets in Atkinson Hall, cor. Main and 2d ave, 1st and 3d Fridays at 2:30 P. M., and 2d and 4th Fridays at 7:30 P. M.  
 Thaddeus Coshey, 1905 E. Boreque st. . . . . Master  
 Ernest Deane, 821 E. 6th ave. . . . . Secretary  
 J. A. Frazier, 1020 E. 2d ave. . . . . Collector  
 J. F. Franey, 615 Morris st. . . . . Receiver  
 W. H. Graves, 1005 Alabama st. . . . . Mag. Agent

**164. SILVER MOON; New Franklin, Mo.**

Meets in Trainmen's Hall every Wednesday at 7:30 P. M.  
 A. G. Brown . . . . . Master  
 Bernard Finn . . . . . Secretary  
 J. M. Burch . . . . . Collector  
 James Buchanan . . . . . Receiver  
 C. W. Parks . . . . . Magazine Agent

**165. ROBERT ANDREWS; Andrews, Ind.**

Meets in Firemen's Hall every Monday evening.  
 G. W. Adams, Box 166 . . . . . Master  
 C. H. Keefer . . . . . Secretary  
 G. W. Adams, Box 166 . . . . . Collector  
 T. J. Henderson . . . . . Receiver  
 . . . . . Magazine Agent

**166. WM. HUGO; Huntington, Ind.**

Meets in Firemen Hall, every Wednesday at 7:30 P. M.  
 C. M. Keller, 111 Washington st. . . . . Master  
 W. H. Willets, 58 Webster st. . . . . Secretary  
 L. A. Ertzinger, 8 Market st. . . . . Collector  
 Alvin McEndorfer, 14 N. Jefferson st. . . . . Receiver  
 W. H. Willets, 58 Webster st. . . . . Magazine Agent

**167. MOUNT HOOD; The Dalles, Oregon.**

Meets in K. of P. Hall, first and last Wednesdays at 7:30 P. M.  
 J. C. McCoy, 114½ Russell st., Sta. B, Portland . . . . . Master  
 L. D. Miller . . . . . Secretary  
 Chas. E. Rees . . . . . Collector  
 G. A. McCurdy, 402 Knott st, Station B, Portland . . . . . Receiver  
 W. J. Crofton, Box 259 . . . . . Magazine Agent

**168. GUARD RAIL; North La Crosse, Wis.**

Meets in K. of P. Hall, 715 Rose st., N. La Crosse, 1st and 3d Mondays at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M.  
 J. H. Schaller, 424 Caledonia st., La Crosse . . . . . Master  
 J. E. Wells, Batavian Bank Building, La Crosse . . . . . Secretary  
 J. J. Murphy, 430 Avon st., La Crosse . . . . . Collector  
 T. C. Murphy, Portage . . . . . Receiver  
 Chauncy Winn, Portage City . . . . . Magazine Agent

**169. H. G. BROOKS; Hornellsville, N. Y.**

Meets in B. of L. F. Hall every Monday at 7:30 P. M.  
 C. L. But, 25 Jane st. . . . . Master  
 T. J. Glynn, 11 Pardee st. . . . . Secretary  
 L. E. Reed, 10 Vanscoter st. . . . . Collector  
 J. L. Collins, 43 E. Main st. . . . . Receiver  
 J. M. Hadden, 14 W. Genesee st. . . . . Mag. Agent

**170. PRAIRIE; Haron, S. Dakota.**

Meets in I. O. O. F. Hall, cor. 3d and Wisconsin sts, 2d and 4th Sundays at 10 A. M.  
 W. H. Bliss, 584 Utah st. . . . . Master  
 T. R. Cooper, 355 Frank st. . . . . Secretary  
 T. C. Lauters, 445 6th st. . . . . Collector  
 G. E. Briggs . . . . . Receiver  
 A. W. Harvey, Utah st. . . . . Magazine Agent

**171. SUNBEAM; Truro, Nova Scotia.**

Meets in Caledonia Hall, 1st Saturday and 3d Wednesday.  
 Alex. Robbins, Box 239 . . . . . Master  
 T. G. Dickson, Box 239 . . . . . Secretary  
 J. A. Edwards . . . . . Collector  
 J. K. Fraser, Box 436 . . . . . Receiver  
 William Chisoline, 17 Brunswick st. . . . . Magazine Agent

**172. F. G. LAWRENCE; Ottawa, Ontario.**

Meets in Manchester Hall, Wellington st., alternate Sundays.  
 W. H. Wood, 217 Bridge st. . . . . Master  
 R. H. Fraser, 131 Spruce st. . . . . Secretary  
 Chas. Dow, 794 Wellington st. . . . . Collector  
 Chas. Sims, 680 Albert st. . . . . Receiver  
 Chas. Sims, 680 Albert st. . . . . Magazine Agent

**173. PACIFIC; Winslow, Arizona.**

Meets in B. of L. F. Hall every Sunday at 2 P. M.  
 H. H. Downs . . . . . Master  
 B. A. Workman, L Box 3 . . . . . Secretary  
 T. T. Harris . . . . . Collector  
 B. A. Workman, L Box 3 . . . . . Receiver  
 Mark Whitaker . . . . . Magazine Agent

**174. HARRISBURG; Harrisburg, Pa.**

Meets in Bible's Hall, S. E. cor. 3d and Cumberland sts., 2d and 4th Sundays at 1 P. M.  
 Caradoc Edwards, 1604 Logan ave . . . . . Master  
 B. F. Huber, 1716 N. 5th st. . . . . Secretary  
 E. J. Seltz, 618 Harris st. . . . . Collector  
 Wm. Blessing, 422 Riley st. . . . . Receiver  
 J. L. Felix, 246 Cranberry ave . . . . . Magazine Agent

**175. TAYLOR; Newark, O.**

Meets in O. R. C. Hall, south side square, every Wednesday at 7:30 P. M.  
 Louis Kastla, Cedar st. . . . . Master  
 O. A. Simcox, 49 Cedar st. . . . . Secretary  
 Samuel Work, 49 Cedar st. . . . . Collector  
 J. C. Sudbury, 23 Clinton st. . . . . Receiver  
 W. R. Stone, 76 Gay st. . . . . Magazine Agent

**176. MAIN LINE; Clinton, Ill.**

Meets in B. of L. F. Hall Room 21, Union Block, every Monday evening.  
 Henry Lynch . . . . . Master  
 Kent Hannah, Box 130 . . . . . Secretary  
 L. E. Kurt . . . . . Collector  
 B. F. Goodwin . . . . . Receiver  
 B. F. Johnson, Box 31 . . . . . Magazine Agent

**177. SUNSET; Marshall, Texas.**

Meets in B. of L. F. Hall, 614 Railroad ave, every Tuesday at 7:30 P. M.  
 J. A. Rodgers . . . . . Master  
 E. S. Hardy, Box 184 . . . . . Secretary  
 E. S. Hardy, Box 184 . . . . . Collector  
 H. H. Edwards, Box 184 . . . . . Receiver  
 R. A. Bell . . . . . Magazine Agent

- 178. SALT LAKE; Salt Lake City, Utah.**  
Meets in Temple of Honor Hall, cor. Main and 1st South sts., every Monday at 8 P.M.  
B. C. Brown, 22 Germany ave . . . . . Master  
A. M. Davis, Box 17 . . . . . Secretary  
G. C. Woodruff, Box 17 . . . . . Collector  
Jno. Mace, 634 S. 8th West st. . . . . Receiver  
C. J. Selby, 846 S. 7th West st. . . . . Mag. Agent
- 179. BEE HIVE; Lincoln, Neb.**  
Meets in Young's Hall, 1519 O st., 2d and 4th Sundays at 2 P. M.  
J. V. Hall, 229 N. 10th st. . . . . Master  
J. K. Robinson, Box 931 . . . . . Secretary  
Henry Shafer, 637 N. 11th st. . . . . Collector  
J. K. Robinson, Box 931 . . . . . Receiver  
C. E. Rambo . . . . . Magazine Agent
- 180. THREE STATES; Cairo, Ill.**  
Meets in Casino Hall, cor. 12th st. and Washington ave., 1st and 3d Tuesday evenings.  
J. J. Kelly, 2501 Poplar st. . . . . Secretary  
Wm. O'Loughlin, 511 11 st. . . . . Collector  
Magazine Agent
- 181. WELLINGTON; Palmerston, Ontario.**  
Meets in A. O. U. W. Hall, Main st., 1st and 3d Sundays.  
A. Dunbar . . . . . Master  
Wm. Wilson, Box 43 . . . . . Secretary  
David Nicoll . . . . . Collector  
Jas. Nicholson, Box 21 . . . . . Receiver  
Alex. Edmiston, Box 41 . . . . . Magazine Agent
- 182. MAGIC CITY; Roanoke, Va.**  
Meets in Mountain Dale Hall, I. O. O. F., 205 Jefferson st. S., every Sunday at 9 A. M.  
Lee Moore, 514 4th ave. N. W. . . . . Master  
F. L. Bell, 814 3d ave. N. W. . . . . Secretary  
W. H. Westwood, 1319 2d ave. N. W. . . . . Collector  
J. H. Best, 731 1st ave. N. W. . . . . Receiver  
L. C. Dickens, 301 10th st. S. W. . . . . Mag. Agent
- 183. LAKE SHORE; Collinwood, Ohio.**  
Meets in I. O. O. F. Hall every Thursday evening.  
B. C. Pierce . . . . . Master  
J. H. Sturges, Box 19 . . . . . Secretary  
L. H. Pickard, Box 385 . . . . . Collector  
C. H. Sherman . . . . . Receiver  
D. B. Gordon . . . . . Magazine Agent
- 184. LIMA; Lima, Ohio.**  
Meets in B. of L. F. Hall every Sunday.  
J. N. Clutter, 817 W. High st. . . . . Master  
A. J. Gustason, 233 W. Kibby st. . . . . Secretary  
C. S. Roberts, 537 E. McKibben st. . . . . Collector  
J. N. Clutter, 817 W. High st. . . . . Receiver  
L. P. Tolby, 809 N. West st. . . . . Magazine Agent
- 185. FIDELITY; Delphos, Ohio.**  
Meets in G. A. R. Hall, Main st., every Sunday at 2 P. M.  
Jos. Baker . . . . . Master  
Henry Buckpitt, Box 119 . . . . . Secretary  
Jos. Baker . . . . . Collector  
A. A. Washburn, L. Box 78 . . . . . Receiver  
L. E. Ackerly . . . . . Magazine Agent
- 186. CHAMBERLIN; Chicago, Ill.**  
Meets in Walther's Hall, 3934 State st., 1st and 3d Sundays.  
W. H. E. Green, 3609 Portland st. . . . . Master  
J. M. Manning, 419 Duncan Park . . . . . Secretary  
Edw. Koch . . . . . Collector  
Jno. Vass, 1087 E. North st., Decatur . . . . . Receiver  
Jno. Kiler, 4235 Princeton ave. . . . . Magazine Agent
- 187. LITTLE GIANT; Charleston, Ill.**  
Meets in Red Men's Hall 1st and 3d Sundays at 2 P. M. and 2d and 4th Tuesdays at 7:30 P. M.  
T. R. Smith . . . . . Master  
W. F. Freeman, Box 156 . . . . . Secretary  
LeRoy Anderson . . . . . Collector  
W. F. Freeman, Box 156 . . . . . Receiver  
G. C. Barnes . . . . . Magazine Agent
- 188. S. S. MERRILL; Chicago, Ill.**  
Meets in Michle Hall, cor. Western ave. and Indiana St., 1st and 3d Sundays at 2:30 P. M.  
E. B. Roderick, 869 Indiana st. . . . . Master  
Fred Myers, 1107 Chicago ave . . . . . Secretary  
T. Wells, 1120 Superior st. . . . . Collector  
L. L. Gay, 82 California ave. . . . . Receiver  
E. B. Roderick, 869 Indiana st. . . . . Magazine Agent
- 189. BALDWIN; Ft. Howard, Wis.**  
Meets in B. of L. F. Hall, 2d and 4th Sundays at 2 P. M.  
Martin Sheehy . . . . . Master  
D. E. Hogan, L. Box 305 . . . . . Secretary  
R. C. Crane, 521 S. Washington st., Green Bay . . . . . Collector  
Martin Sheehy . . . . . Receiver  
H. G. Kull . . . . . Magazine Agent
- 190. FERGUSON; Sanborn, Iowa.**  
Meets in I. O. O. F. Hall, 2d and 4th Sundays at 7 P. M.  
Emmet Wentworth, Box 102 . . . . . Master  
Henry Kissler . . . . . Secretary  
G. J. Walston . . . . . Collector  
O. J. Walston . . . . . Receiver  
Earl Wentworth . . . . . Magazine Agent
- 191. CUSTER; Livingston, Montana.**  
Meets in Miles' Hall every Wednesday at 7:30 P. M.  
J. A. Marshall, Box 303 . . . . . Master  
J. M. Lannon, L. Box 412 . . . . . Secretary  
A. C. Willson, L. Box 303 . . . . . Collector  
A. M. Getchell, 621 Utah ave., Butte . . . . . Receiver  
O. F. Wessel . . . . . Magazine Agent
- 192. MT. TACOMA; Tacoma, Wash.**  
Meets in I. O. O. F. Hall, 814 E. 26th st., 1st and 3d Tuesdays at 7:30 P. M.  
Jas. Clark, 218 E. 26th st. . . . . Master  
Wm. Moscrop, 218 E. 26th st. . . . . Secretary  
Jas. Clark, 218 E. 26th st. . . . . Collector  
C. W. Meyer, East F. and 26th st. . . . . Receiver  
O. J. Akins, E. D. and 29th st. . . . . Magazine Agent
- 193. J. B. MAYNARD; East Portland, Oregon.**  
Meets in Ross Hall, Portland, East Side, alternate Thursdays, at 7:30 P. M.  
J. F. McQuaid, S. P. R. R. Shops, Portland . . . . . Master  
C. S. Sweeney, 385 Benton st., Portland . . . . . Secretary  
W. D. Jesse, 10 N. Union ave . . . . . Collector  
D. J. Byrne, 20th and E. Gilson sts., Portland . . . . . Receiver  
D. J. Byrne, 20th and E. Gilson st., Portland . . . . . Magazine Agent
- 194. BONANZA; Missoula, Montana.**  
Meets in Odd Fellows' Hall 1st and 3d Sundays at 2:30 P. M.  
W. G. Marshall . . . . . Master  
W. G. Marshall . . . . . Secretary  
S. L. Kelley . . . . . Collector  
J. B. Powers . . . . . Receiver  
A. S. Ericsson . . . . . Magazine Agent
- 195. RE-ECHO; Montpelier, Idaho.**  
Meets in Brennan Hall, 1st and 3d Fridays at 7:30 P. M.  
Ira Chaffin . . . . . Master  
W. H. McGilvray, Call Box 13 . . . . . Secretary  
Jos. McIlwain . . . . . Collector  
Henry Douglas, Box 12 . . . . . Receiver  
Ira Chaffin . . . . . Magazine Agent
- 196. CLOUD CITY; Leadville, Colo.**  
Meets in P. O. S. of A. Hall, 1st and 2d Tuesdays at 7:30 P. M.  
A. F. Taylor, Delaware Block . . . . . Master  
G. W. Buffehr, 219 E. 12th st. . . . . Secretary  
Geo. McGonigal, 306 W. 4th st. . . . . Collector  
Fred Hyde, Box 663 . . . . . Receiver  
William T. Holmes, 411 W. 4th st. . . . . Magazine Agent
- 197. RIVERSIDE; Savannah, Ill.**  
Meets in Engineers' Hall, 1st and 3d Mondays at 9:30 A. M.  
C. P. Ingmundson, Box 1 . . . . . Master  
L. D. McKee, Box 27 . . . . . Secretary  
J. H. Purford, Jr., Box 875 . . . . . Collector  
Jas. Bailey, L. Box B . . . . . Receiver  
F. L. Williams . . . . . Magazine Agent
- 198. MAPLE CITY; Massillon, Ohio.**  
Meets in I. O. U. A. M. Hall, 17 E. Main st., every Monday at 7 P. M.  
W. Y. Dennis, South East st. . . . . Master  
M. E. Church . . . . . Secretary  
D. E. Barker, 29 Bank st. . . . . Collector  
W. Y. Dennis, So. East st. . . . . Receiver  
D. E. Barker . . . . . Magazine Agent
- 199. MAHONING; Youngstown, Ohio.**  
Meets in B. of R. T. Hall, 23 Central Square, 2d Sunday at 10:30 A. M. and 4th Thursday at 7 P. M.  
D. J. Madden, 1018 Ford ave . . . . . Master  
W. S. Neeley, 18 N. Hine st. . . . . Secretary  
Jno. Farragher, 117 Holmes st. . . . . Collector  
Michael Halliday, 719 Covington st. . . . . Receiver  
M. J. Welch, 25 Darrow st. . . . . Magazine Agent
- 200. FAITH; Meridian, Miss.**  
Meets in B. of L. E. Hall, cor. 23d ave. and 5th st., every Monday at 2 P. M.  
J. L. Stutz, 809 21st ave . . . . . Master  
Albert Stockdale, 419 38th ave . . . . . Secretary  
R. E. Crook . . . . . Collector  
J. L. Stutz, 809 21st ave . . . . . Receiver  
M. A. Cassidy, 642 35th ave . . . . . Magazine Agent

- 301. FRIENDLY HAND; Jackson, Tenn.**  
Meets in Machinist Hall every Thursday evening.  
Wm. Cook, M. & O. R. R. Shops . . . . . Master  
J. S. King, 304 Middle ave. . . . . Secretary  
Wm. Cook, M. & O. R. R. Shops . . . . . Collector  
J. D. Bledsoe 203 Prince Edward st. . . . . Receiver  
Mark Lawrence, I.C.R.R. Shops, Magazine Agent
- 302. SCIOTO; Chillicothe, O.**  
Meets in Clough Hall, cor. Main and Mulberry sts., 1st and 3d Sundays at 2 P. M.  
J. R. Schooley, 351 Eastern ave. . . . . Master  
J. D. Stage, 284 E. Main st. . . . . Secretary  
E. C. Brant, 96 N. Hickory st. . . . . Collector  
J. R. Schooley, 351 Eastern ave. . . . . Receiver  
O. W. Day, 341 E. 2d st. . . . . Magazine Agent
- 303. GARFIELD, Garrett, Ind.**  
Meets in Frederick Hall every Sunday at 2 P. M.  
G. E. Campbell, L. Box 272 . . . . . Master  
S. G. Pierce, Box 163 . . . . . Secretary  
Jno. Larkins . . . . . Collector  
C. F. Reneman, Box 96 . . . . . Receiver  
H. C. Barretta, Box 270 . . . . . Magazine Agent
- 304. COTTON BELT; Jonesborough, Ark.**  
Meets in K. of P. Hall every Saturday at 2 P. M.  
J. W. Blakeburn . . . . . Master  
W. E. Smith . . . . . Secretary  
J. L. Spence . . . . . Collector  
A. A. Goin . . . . . Receiver  
J. A. Blackwood . . . . . Magazine Agent
- 305. FLOWER OF THE WEST; Topeka, Kan.**  
Meets in A. O. U. W. No. 3 Hall, 418 Kansas ave., 2d and 4th Sundays at 2:30 P. M.  
B. H. Tobias, 520 Lawrence st. . . . . Master  
H. B. Stillman, 420 Quincy st. . . . . Secretary  
E. H. Powell, 1301 E. 4th st. . . . . Collector  
Christ. McGinnis, 322 Jefferson st. . . . . Receiver  
Ed. D. Webb, 308 E. 3d st. . . . . Magazine Agent
- 306. FORT PICKERING; Memphis, Tenn.**  
Meets in Miller's Hall, cor. Penna. and Iowa aves, every Tuesday at 7:30 P. M.  
J. J. Quinn, 85 Kansas ave. . . . . Master  
Robt. Hall, 85 Kansas ave. . . . . Secretary  
C. F. Lonergan, Station A . . . . . Collector  
Robt. Hall, 85 Kansas ave. . . . . Receiver  
J. E. Hellon, 136 Pennsylvania ave. . . . . Mag. Agent
- 307. LOYAL; Meadville, Pa.**  
Meets in B. of L. F. Hall, 912 Water st., every Tuesday afternoon.  
W. A. Smith, 10 Atlantic ave. . . . . Master  
J. H. Kerr, 868 Water st. . . . . Secretary  
W. P. Herrington, Phoenix Hotel . . . . . Collector  
W. F. Emerick, Vallowia . . . . . Receiver  
W. I. Schadt, 868 Water st. . . . . Magazine Agent
- 308. KEYSTONE, Susquehanna, Pa.**  
Meets in C. M. B. A. Hall, alternate weeks.  
J. J. Hogan, Box 937 . . . . . Master  
Dan'l. Creggan, Box 291 . . . . . Secretary  
Jno Hile, Box 82 . . . . . Collector  
C. W. Anderson, Box 337 . . . . . Receiver  
Frank McKernan . . . . . Magazine Agent
- 309. SARATOGA; Whitehall, N. Y.**  
Meets in B. of L. F. Hall, Old National Bank building, alternate Sundays at 2:30 P. M.  
G. W. McChesney, Box 138 . . . . . Master  
J. S. C. Peck, Box 413 . . . . . Secretary  
B. A. Long, Box 302 . . . . . Collector  
J. W. Farrar, Box 361 . . . . . Receiver  
Cyrus R. Bristol . . . . . Magazine Agent
- 310. 18-K; Schenectady, N. Y.**  
Meets in Carpenters' and Joiners' Hall, 336 State st., 1st and 3d Tuesdays.  
Jno. Vrooman, Box 497 . . . . . Master  
Homer Eynagar, 302 Paige st. . . . . Secretary  
Jno. Vrooman, Box 497 . . . . . Collector  
J. E. VanVranken, Box 497 . . . . . Receiver  
Henry C. Horstman, 20 Mynderse st., Mag. Agent
- 311. ONOKO; South Easton, Pa.**  
Meets in Bragg's Hall, cor. Burwick and Aaron sts., 1st and 3d Sundays at 2 P. M.  
Jas. Tharp, 343 Wilkes Barre st. . . . . Master  
C. N. Conine, 821 Wilkes Barre st. . . . . Secretary  
F. O. Reber, 109 Delaware st. . . . . Collector  
G. W. Moyer, 37 Delaware st. . . . . Receiver  
Mag. Agent
- 312. EMPIRE; Watertown, N. Y.**  
Meets in Red Men's Hall, 2d and 4th Sundays.  
Thos. Barnett . . . . . Master  
H. Lynch, 101 Factory st. . . . . Secretary  
F. W. Stumpf, 2 Orchard st. . . . . Collector  
G. C. Nichols, 12 Poplar st. . . . . Receiver  
F. A. Fisher, Waltham st. . . . . Magazine Agent
- 313. WEST SHORE; Syracuse, N. Y.**  
Meets in Olbeter Hall, 1120 Burnett ave, every Thursday evening.  
Geo. L. Clark, 1246 E. Fayette st. . . . . Master  
C. J. Matteson, 1513 Burnett ave. . . . . Secretary  
M. J. Melroy, 140 Oak st. . . . . Collector  
J. Swan, 140 Oak st. . . . . Receiver  
J. Kelly, 1112 Burnett ave. . . . . Magazine Agent
- 314. ORIOLE; Baltimore, Md.**  
Meets in Smith's Hall, 3 w. 20th st., 2d and 4th Sundays.  
I. H. White, 20 W. Oliver st. . . . . Master  
Jas. Magraw, 600 E. Biddle st. . . . . Secretary  
J. W. Berthold, 2106 Jefferson Place. . . . . Collector  
W. H. Kennedy, 2123 Jefferson Place. . . . . Receiver  
Paul Edwards, 412 W. 2nd st. . . . . Mag. Agent
- 315. EAST ALBANY; East Albany, N. Y.**  
Meets in B. of L. F. Hall, every Tuesday evening.  
H. A. Morris, 398 Broadway . . . . . Master  
D. F. Teeling, 21 Broadway, Bath-on-Hudson . . . . . Secretary  
G. A. March, 358 Broadway . . . . . Collector  
G. B. Cone, 7 Park st, Bath-on-Hudson. . . . . Receiver  
Thos. Paul, Jr., 5 Aiken ave. Greenbush . . . . . Magazine Agent
- 316. LYON BROOK; Norwich, N. Y.**  
Meets in B. of L. F. Hall, Daniels Block, 191 Broad st., 1st Monday evening and 3d Sunday afternoon.  
Frank Especk, 16 Mechanic st. . . . . Master  
R. E. Rowe, Globe Hotel . . . . . Secretary  
W. T. Haight, State st. . . . . Collector  
F. V. Thorp, L. Box 120 . . . . . Receiver  
Wilmon O. Hall, York st. . . . . Magazine Agent
- 317. ZEALOUS; Plattsburgh, Ill.**  
Meets in Odd Fellow's Hall, 1st and 3d Saturdays at 8 P. M.  
Thos. E. Harman . . . . . Master  
Robert Fallon . . . . . Secretary  
Tobe Lynn . . . . . Collector  
Erhart Bischof . . . . . Receiver  
Erhart Bischof . . . . . Magazine Agent
- 318. PIKE'S PEAK; Colorado City, Colo.**  
Meets in I. O. O. F. Hall, Tuesday evenings.  
F. H. Burton . . . . . Master  
C. N. Snyder, L. Box 847 . . . . . Secretary  
W. J. Southern . . . . . Collector  
C. N. Snyder, L. Box 847 . . . . . Receiver  
C. B. Oren . . . . . Magazine Agent
- 319. SMOKY CITY; Allegheny, Pa.**  
Meets in B. of L. E. Hall, cor. Pennsylvania ave and Bidwell st., every Monday at 1:30 P. M.  
J. H. Rockenstein, 297 Franklin st. . . . . Master  
H. W. Robb, 131 Juanita st. . . . . Secretary  
Peter Martin, 50 Kirkpatrick ave. . . . . Collector  
U. H. Simpson, Ewaw Valley . . . . . Receiver  
I. E. Stahl, 107 Lake st. . . . . Magazine Agent
- 320. PROVIDENT; Sanbury, Pa.**  
Meets in P. O. S. of A. Hall, Market st., 1st and 3d Sundays at 1 P. M.  
H. W. Schoffstall, Box 836 . . . . . Master  
Wm. Park, Box 836 . . . . . Secretary  
G. H. Morton, Box 836 . . . . . Collector  
Solomon Cherry, Box 836 . . . . . Receiver  
H. S. Beverlin, Box 836 . . . . . Magazine Agent
- 321. HURON; Point Edward, Ontario.**  
Meets in Odd Fellows' Hall 1st and 3d Tuesdays.  
Jno. Knowles . . . . . Master  
E. J. Everett . . . . . Secretary  
F. J. Burgess . . . . . Collector  
J. S. Crawford . . . . . Receiver  
Frank McKally . . . . . Magazine Agent
- 322. WEBSTER; Fort Dodge, Iowa.**  
Meets in Engineer's Hall, 5th st., 2d and 4th Sundays at 2 P. M.  
Frank Evans, 713 3d ave S. . . . . Master  
O. G. Andersen, 1 River st. . . . . Secretary  
F. E. Rogers . . . . . Collector  
O. G. Andersen, 1 River st. . . . . Receiver  
R. W. Flickinger . . . . . Magazine Agent
- 323. GREEN VALLEY; Grafton, W. Va.**  
Meets in I. O. O. F. Hall, 1st and 3d Wednesdays at 7:30 P. M.  
W. S. Bishop . . . . . Master  
J. D. E. Huffman . . . . . Secretary  
J. W. Shaffer . . . . . Collector  
J. D. E. Huffman . . . . . Receiver  
M. J. Tighe . . . . . Magazine Agent



- 234. T. C. BOORN, St. Cloud, Minn.**  
Meets in Stone Cutter's Hall, 515 St. Germain st.,  
2d Sunday at 2:30 P. M. and 4th Wednesday at  
7:30 P. M.  
H. B. Harding, 511 22d ave N . . . . . Master  
H. G. Ford, 407 19th ave N . . . . . Secretary  
C. C. Jordan, 1107 1st st. N . . . . . Collector  
Walter Bach, Box 159 . . . . . Receiver  
Jno. Mournan, 815 10th ave. N . . . . . Magazine Agent
- 235. SUPERIOR, Fort William West, Ontario.**  
Meets in McDougall Hall, Fort William, every  
Wednesday at 2 P. M.  
Hiram Hodgson, Fort William . . . . . Master  
Wm. Hall, Fort William . . . . . Secretary  
Chas Runey, Fort William . . . . . Collector  
W. A. McPhalen, Fort William . . . . . Receiver  
W. W. Garrett, Box 141, Ft. William, Mag. Agent
- 236. MAGNOLIA; Ennis, Texas.**  
Meets in I. O. O. F. Hall 2d and 4th Wednesdays  
at 7:30 P. M.  
H. H. Kendall, L. Box 63 . . . . . Master  
W. M. Nicol, L. Box 136 . . . . . Secretary  
W. M. Nicol, L. Box 136 . . . . . Collector  
W. M. Nicol, L. Box 136 . . . . . Receiver  
Oscar L. Backloup, care H. & T. C.  
R. R. Shops . . . . . Magazine Agent
- 237. MAGNET; Binghamton, N. Y.**  
Meets in Red Men's Hall, Robinson Bl'k, 2d and  
3d Sundays at 2 P. M.  
F. S. Williams, 24 Virgil st . . . . . Master  
Henry Cunningham, Robinson st . . . . . Secretary  
F. S. Williams, 24 Virgil st . . . . . Collector  
Theo. Haskins, 25 Frederick st . . . . . Receiver  
C. H. Hamblin, 8 Morgan st . . . . . Magazine Agent
- 238. ACME; Scranton, Pa.**  
Meets in G. A. R. Hall 1st and 3d Sundays at 2  
P. M.  
C. S. Deputy, 524 N. Lincoln ave . . . . . Master  
W. H. Gabie, 117 S. Garfield ave . . . . . Secretary  
A. J. Thomas, 817 S. Hyde Park ave . . . . . Collector  
R. S. Gillingham, 801 10th st . . . . . Receiver  
Frank Trumbower, 706 Scranton st.,  
. . . . . Magazine Agent
- 239. RICKARD; Utica, N. Y.**  
Meets in Post Bacon Hall 2d and 4th Sundays  
at 2 P. M.  
J. J. Quirk, Albany st . . . . . Master  
C. A. Pease, 72½ Whitesboro st . . . . . Secretary  
W. F. Foley, 72 2d st . . . . . Collector  
C. A. Pease, 72½ Whitesboro st . . . . . Receiver  
Wm. Barden, 122 Whitesboro st . . . . . Mag. Agent
- 240. ALBANY CITY; Albany, N. Y.**  
Meets in Stremple Hall, 241 Central ave, 1st, 3d  
and 5th Mondays at 7:30 P. M.  
C. G. Riddick, 216 Broadway, East Albany, Master  
G. M. Jeffers, 36 Ontario st . . . . . Secretary  
Courtland Maher, 11 Prospect ave . . . . . Collector  
G. M. Jeffers, 36 Ontario st . . . . . Receiver  
Zacharia Taylor, 807 Livingston ave. Mag. Agent
- 241. DELAWARE; Wilmington, Del.**  
Meets in B. of L. F. Hall, 3d and Market sts., 1st  
and 3d Sundays.  
J. C. Collison, 938 Pine st . . . . . Master  
A. C. Dunn, 500 W. 4th st . . . . . Secretary  
J. A. Donlin 305 E. 3d st . . . . . Collector  
A. C. Dunn, 500 W. 4th st . . . . . Receiver  
Elmer Collins, 322 E. 6th st . . . . . Magazine Agent
- 242. LUCKY THOUGHT, Middletown, N. Y.**  
Meets in A. O. of H. Hall, 2d and 4th Sundays.  
M. J. Kerrigan, 75 Linden Terrace . . . . . Master  
V. L. Powell, 28 Broad st . . . . . Secretary  
W. J. Leddy, 277 North st . . . . . Collector  
Jno. O'Farrell, 331 North st . . . . . Receiver  
John Cohalen . . . . . Magazine Agent
- 243. GLAD TIDINGS; Moncton, New Brunswick.**  
Meets in K. of P. Hall 1st and 3d Sundays at 2  
P. M.  
T. M. Rippey . . . . . Master  
R. G. Jefferson . . . . . Secretary  
G. W. Speer . . . . . Collector  
H. S. Cutton . . . . . Receiver  
Geo. W. Speer . . . . . Magazine Agent
- 244. NORTH BAY; North Bay, Ontario.**  
Meets in I. O. O. F. Hall 1st and 3d Tuesdays.  
Jno Lindsay . . . . . Master  
Jno. Lyons . . . . . Secretary  
W. J. McCambly . . . . . Collector  
J. A. Lynch, Box 126 . . . . . Receiver  
Joseph Mitchell . . . . . Magazine Agent
- 245. THREE BROTHERS; Pittsburgh, Pa.**  
Meets in Welsh Bros. Hall, cor. 26th st. and  
Penn ave. alternate Sundays at 1:30 P. M.  
Chas Longacre, Jr., 3038 Penn ave . . . . . Master  
W. H. Phillips, 4010 Liberty ave . . . . . Secretary  
C. B. Woods, 2314 Penn ave . . . . . Collector  
G. W. Caldwell, 6006 Cehter ave. East End  
. . . . . Receiver  
Chas. Longacre, Jr., 3038 Penn ave . . . . . Mag. Agent
- 246. HINTON; Hinton, West Virginia.**  
Meets in Masonic Hall, every Saturday even-  
ing.  
C. J. Andrews . . . . . Master  
F. A. Cundiff . . . . . Secretary  
J. P. Lear . . . . . Collector  
J. E. Hogan . . . . . Receiver  
B. E. Payne . . . . . Magazine Agent
- 247. CENTRAL PARK; Chicago, Ill.**  
Meets in Rebmans' Hall, 1974 Lake st., Chi-  
cago, 1st and 3d Sundays.  
W. H. Bradley, 185 N. Avers ave, Chicago . . . . . Master  
Harry Lynch, 339 Austin ave., Chicago . . . . . Secretary  
W. N. Code, 1811 W. Ohio st., Chicago . . . . . Collector  
E. H. Brown, 119 S. Green st., Chicago . . . . . Receiver  
Robt. Todd, 2019 W. Lake st. . . . . Magazine Agent
- 248. PLAIN CITY; Paducah, Ky.**  
Meets in Rogers' Hall, 12th and Broadway, every  
Tuesday at 7 P. M.  
Lloyd Grimes, 1301 Broadway . . . . . Master  
H. P. Barksdale, 504 So. 4th st . . . . . Secretary  
Thos. Challenor, 430 S. 10th st . . . . . Collector  
J. P. Wesley, 1131 Madison st . . . . . Receiver  
M. J. Ervin, 1120 Madison st . . . . . Magazine Agent
- 249. BUCKEYE; Delaware, Ohio.**  
Meets in Henry's Hall, 51 Lake st., 2d and 4th  
Sundays at 1 P. M.  
J. W. Hettenbaugh, 169 E. William st . . . . . Master  
Chris Bechhold, 225 E. Central ave . . . . . Secretary  
W. J. Potter, 217 E. William st . . . . . Collector  
Jas. Guinan, 161 W. Spruce st. . . . . Mag. Agent
- 250. GILBERT; Jackson, Mich.**  
Meets in Engineers' Hall, cor. Jackson and Main  
sts., every Monday at 7:30 P. M.  
J. N. Powell, 140 S. Pleasant st . . . . . Master  
G. A. Holden, 1023 E. Main st . . . . . Secretary  
M. A. Henry, 327 Quarry st . . . . . Collector  
F. C. Pierce, 312 Francis st . . . . . Receiver  
C. G. Conklin, 114 E. Wilkins st. Magazine Agent
- 251. LAKE ERIE; Buffalo, N. Y.**  
Meets in B. L. E. Hall, 412 So Division st., alter-  
nate Fridays.  
F. H. Coe, 4 Hickory st . . . . . Master  
C. W. Halbin, 17 Superior st . . . . . Secretary  
F. C. Loomis, 391 Myrtle st . . . . . Collector  
I. H. Crossman, 500 Swan st . . . . . Receiver  
F. C. Loomis, 391 Myrtle st . . . . . Magazine Agent
- 252. LIBERTY; Elmira, N. Y.**  
Meets in D. L. & W.-Y. M. C. A. Hall, 2d and  
4th Sundays at 2 P. M.  
Dennis McCarty, 405 Crescent ave . . . . . Master  
A. J. Keefe, 360 W. 5th st . . . . . Secretary  
Michael Kendrick, 152 W. Washington st  
. . . . . Collector  
C. H. Carr, 387 Warren st . . . . . Receiver  
L. F. Burke, 365 Thurston st . . . . . Magazine Agent
- 253. J. H. SELBY; Texarkana, Texas.**  
Meets cor. Broad and Spruce sts. 1st and 3d  
Fridays at 7:30 P. M.  
E. Fitzgerald, Box 71 . . . . . Master  
W. A. Smith . . . . . Secretary  
Oscar Deitz, Box 372 . . . . . Collector  
E. H. Delk . . . . . Receiver  
L. P. Brandon, Box 164 . . . . . Magazine Agent
- 254. T. P. O'ROURKE; Chicago, Ill.**  
Meets at 314 W. 12th st., 1st Sunday at 2 P. M. and  
3d Friday at 8 P. M.  
P. C. Winn, 314 W. 12th st. . . . . Master  
Jno. O'Malley, 5733 Wright st., Englewood  
. . . . . Secretary  
Jno. O'Malley, 5733 Wright st., Englewood  
. . . . . Collector  
P. C. Winn, 314 W. 12th st. . . . . Receiver  
. . . . . Magazine Agent

- 246. MACON; Macon, Ga.**  
Meets in McGoldrick's Hall, 704 4th st., 2d and 4th Sundays at 2:30 P. M.  
Chas. Green, 416 Elm st. . . . . Master  
J. T. Roach, 13 2d st., S. Macon . . . . . Secretary  
J. E. Sires, 452 Oak st . . . . . Collector  
Chas. Green, 416 Elm-st . . . . . Receiver  
J. M. Richards, 1537 2d st . . . . . Magazine Agent
- 247. KENNESAW; Atlanta, Ga.**  
Meets in Red Men's Hall, 6½ N. Broad st, every Sunday at 2 P. M.  
H. O. Teat, 85 Hood st. . . . . Master  
C. H. Elliott, 29 Walker st. . . . . Secretary  
W. B. Watters, 305 Woodward ave. . . . . Collector  
T. L. Francis, Clara . . . . . Receiver  
Reinhold Wurrechke, 1 N Boulevard st . . . . . Magazine Agent
- 248. WESTERN RESERVE; Ashtabula, Ohio.**  
Meets in Knights of Honor Hall, 2d and 4th Sundays at 1:30 P. M.  
E. W. Johnson, 31 Prospect st . . . . . Master  
H. S. Redhead, 11 Spencer st . . . . . Secretary  
A. V. Hillyer, 218 West st . . . . . Collector  
Jas. Coultas, 56 Lockwood st . . . . . Receiver  
M. E. Benham, 76 Flisk st . . . . . Magazine Agent
- 249. CALUMET; South Chicago, Ill.**  
Meets in I. O. O. F. Hall, cor. 92d street and South Chicago ave, 2d and 4th Sundays at 7:30 P. M.  
Wm. Muldoon . . . . . Master  
Daniel O'Connell, 8852 Houston ave. . . . . Secretary  
B. J. Lynch, 9306 Ontario ave . . . . . Collector  
H. A. Purvis, 9012 Houston ave . . . . . Receiver  
Wm. Zacher, 10203 Ave L, Colehour, Ind., . . . . . Magazine Agent
- 250. GOLDEN LINK; Wilkes Barre, Pa.**  
Meets in Grand Army Hall, 1st and 3d Sundays at 2 P. M.  
Frank Downs, Kingston, Luzerne Co. . . . . Master  
E. O. Hale, Box 322, Kingston, Lu-  
zerne Co. . . . . Secretary  
A. E. Canfield, Kingston, Luzerne Co., Collector  
P. L. Keefer, Kingston, Luzerne Co. . . . . Receiver  
Jonas I. Reed, Kingston Luzerne Co., . . . . . Magazine Agent
- 251. LEHIGH; Mauch Chunk, Pa.**  
Meets in Stahl's Hall, Upper Mauch Chunk, 1st and 3d Sundays at 2 P. M.  
H. L. Sandhas . . . . . Master  
J. H. Ricker, East Mauch Chunk . . . . . Secretary  
W. F. McGinley . . . . . Collector  
H. B. Fulton . . . . . Receiver  
Hugh Sweeney . . . . . Magazine Agent
- 252. COLUMBIA; Columbia, Pa.**  
Meets in Bitner's Hall, every Monday at 7:30 P. M.  
J. A. Miller, Tremont House . . . . . Master  
H. G. Klugh, 242 N. 2d st . . . . . Secretary  
H. M. Hinkle, 570 Walnut st . . . . . Collector  
Jos. Dennison, 640 Chestnut st. . . . . Receiver  
Jos. Mummaw, 1317 Union st. . . . . Magazine Agent
- 253. TRENTON; Trenton, N. J.**  
Meets in A. P. A. Hall, cor. Broad and State sts., at 2 P. M.  
J. B. Salter, 241 Walnut ave . . . . . Master  
Hob. Stackhouse, 1035 So. Broad st . . . . . Secretary  
M. J. Shelly, 411 Monmouth st. . . . . Collector  
F. P. Parsons, 175 Brunswick ave. . . . . Receiver  
F. N. Caffey, 260 Clay st . . . . . Mag. Agent
- 254. CLIMAX; Missouri Valley, Iowa.**  
Meets in G. A. R. Hall 1st and 3d Thursdays at 7:30 P. M.  
J. S. Halstead . . . . . Master  
W. L. French, Box 561 . . . . . Secretary  
Jno. Perry, Box 459 . . . . . Collector  
D. J. Kennedy . . . . . Receiver  
A. H. Donaldson, Mill st. . . . . Magazine Agent
- 255. CANAL CITY; Arkansas City, Kan.**  
Meets in I. O. O. F. Hall, 1st and 3d Wednesdays at 2:30 P. M.  
Jno. Bienfang, Room 2, Syndicate Bldg. . . . . Master  
T. L. Rowland, 510 E. Monroe st. . . . . Secretary  
E. R. Fleischer, 1201 So. K. st . . . . . Collector  
Phillip Enderweisen . . . . . Receiver  
Chas. Tyner, 903 S. B. St . . . . . Magazine Agent
- 256. HIGH LINE; Como, Colo.**  
Meets in Slater's Hall, every Sunday at 2:30 P. M.  
Daniel McGreevey . . . . . Master  
Jno. Olson . . . . . Secretary  
Edw. Conahan . . . . . Collector  
C. D. Adams . . . . . Receiver  
J. R. Morgan . . . . . Magazine Agent
- 257. KIT CARSON; Baton, New Mexico.**  
Meets in I. O. O. F. Hall every Monday at 9 A. M.  
C. T. Morehouse . . . . . Master  
J. D. Shy . . . . . Secretary  
C. S. Wolf . . . . . Collector  
C. S. Wolf . . . . . Magazine Agent
- 258. MONTICELLO; Charlottesville, Va.**  
Meets in Bank Bldg., Main and 6th sts., every Monday at 2 P. M.  
R. L. Brown, 219 9th st . . . . . Master  
J. H. Power, 1103 Duke st, Alexandria . . . . . Secretary  
C. E. Howell, King st . . . . . Collector  
J. L. Almond, 1102 Grove st . . . . . Receiver  
Eugene Rose, 219 9th st . . . . . Magazine Agent
- 259. D. J. CHASE; Ashland, Wis.**  
Meets in Good Templars' Hall, cor. Second st. and 4th ave. W., 1st and 3d Sundays at 2:30 P. M.  
R. W. Harrison, 311 8th ave. W. . . . . Master  
T. W. Driscoll, 2100 5th st. E. . . . . Secretary  
Fred. Godfrey, 818 4th ave W . . . . . Collector  
Wm. Buckley, 720 Ellis ave . . . . . Receiver  
W. C. Vallie, 411 7th ave E . . . . . Magazine Agent
- 260. CALIFORNIA; Sacramento, Cal.**  
Meets in New Forster's Hall, 1 st. bet. 7th and 8th sts., every Tuesday at 7:30 P. M.  
C. P. Wilson, Box 48 . . . . . Master  
C. P. Wilson, Box 48 . . . . . Secretary  
W. Lambert, Box 48 . . . . . Collector  
Chas. E. Wickes, 418 9th st . . . . . Receiver  
Chas. E. Wickes, 418 9th st . . . . . Magazine Agent
- 261. MAGDALENA; San Marcial, New Mexico.**  
Meets in Masonic Hall every Sunday at 7 P. M.  
W. R. Fisher . . . . . Master  
J. R. Williams . . . . . Secretary  
H. H. Kochler . . . . . Collector  
W. R. Fisher . . . . . Receiver  
Jno. Snyder . . . . . Magazine Agent
- 262. QUEEN CITY; West Toronto Junct, Ont.**  
Meets in Campbell Hall, alternate Sundays at 2:30 P. M.  
Ernest McConnell, 77 Vine st., Toronto . . . . . Master  
Fred Sharpe, 103 Quebec ave., Toronto . . . . . Secretary  
G. W. Elley, 34 Union st., N. Toronto . . . . . Collector  
Geo. Wailess, Clendenning ave., Tor-  
onto Juncion . . . . . Receiver  
W. D. Donaldson, Toronto Junct. . . . . Mag. Agent
- 263. ALAMO; Taylor, Texas.**  
Meets in Union Hall, every Saturday at 7:30 P. M.  
W. S. Goff . . . . . Master  
John Hayes . . . . . Secretary  
G. W. Payne . . . . . Collector  
J. B. Steadman, Box 165 . . . . . Receiver  
J. B. Steadman, Box 165 . . . . . Magazine Agent
- 264. J. K. GILBREATH; Butte City, Montana.**  
Meets in Frost's Hall, South Butte, 2d and 4th Thursdays at 8 P. M.  
A. R. McDuffie, Box 94, S. Butte . . . . . Master  
J. M. Hennessy, 126 Utah ave, S. Butte . . . . . Secretary  
C. H. DeCamp, S. Butte . . . . . Collector  
A. R. McDuffie, Box 94, S. Butte . . . . . Receiver  
J. H. Ryan, S. Butte . . . . . Magazine Agent
- 265. GRAND RIVER; Grand Rapids, Mich.**  
Meets in K. P. Hall, 2d and 4th Sundays at 2 P. M.  
Frank McManamy, Room 28, Winegar  
Block . . . . . Master  
L. A. Ogden, 219 Central ave . . . . . Secretary  
Jno. Cunningham, 505 Ionia st . . . . . Collector  
L. A. Ogden, 219 Central ave . . . . . Receiver  
Jno. Cunningham, 505 Ionia st. . . . . Magazine Agent
- 266. JOHN HICKEY; South Kaukauna, Wis.**  
Meets in Duggan Hall 2d and 4th Sundays at 1:30 P. M.  
Luther Clark, Box 267 . . . . . Master  
B. W. Hayes . . . . . Secretary  
Wm. Martens . . . . . Collector  
Richard Callahan . . . . . Receiver  
F. L. Fosha, Box 272 . . . . . Magazine Agent
- 267. ENDEAVOR; Algiers, La.**  
Meets in K. of P. Hall every Wednesday at 1:30 P. M.  
Rudolph Engler, Box 86, McDonoghville, Master  
E. J. McCluskey, 111½ Atlantic ave. . . . . Secretary  
F. J. Myers, 45½ Pacific ave. . . . . Collector  
Jno. Mitchell, 113½ Atlantic ave. . . . . Receiver  
S. S. Andrews, 99½ Edinra st . . . . . Magazine Agent

- 268. CLIFTON HEIGHTS; New Albany, Ind.**  
Meets in A. O. U. W. Hall, N. E. cor. State and  
Market sts., 1st and 3d Sundays at 2 P. M.  
J. E. Dillard, Box 74 . . . . . Master  
Geo. Tharp, 94 E. Main st . . . . . Secretary  
I. D. Stevens, E. 4th st . . . . . Collector  
T. L. Teives, 485 Culbertson ave . . . . . Receiver  
Brooks Bishop, 193 E. Spring st. Magazine Agent
- 269. O. K.; Cincinnati, Ohio.**  
Meets in Queen City Hall, 8th and Freeman  
aves., 1st and 3d Tuesdays at 7 P. M.  
Adam Dods, Montgomery . . . . . Master  
Earl Snyder, Montgomery . . . . . Secretary  
W. J. Haight, 98 Glenway ave., 21st ward Collector  
J. O. Page, 136 Mad Anthony st. 25th ward Receiver  
Cornelius Oakley, Hamilton Magazine Agent
- 270. MINNEAPOLIS; Minneapolis, Minn.**  
Meets in A. O. U. W. Lodge Parlor, 2413 Bloom-  
ington ave., 2d Sunday at 2 P. M. and 4th  
Thursday at 7:30 P. M.  
Oliver Johnson, 2106 Bloomington ave. . Master  
A. H. Titus, 3103 Cedar ave S . . . . . Secretary  
Jos. Deming, 2201 21st ave S . . . . . Collector  
Oliver Johnson, 2106 Bloomington ave. Receiver  
Chas. T. Bailey, 3042 18th ave S. . . . . Mag. Agent
- 271. BYRAN; Port Morris, N. J.**  
Meets in Union Hall 1st and 3d Sundays at 2 P. M.  
C. L. Miller . . . . . Master  
Wm. Weller, Box 25 . . . . . Secretary  
S. R. Losaw . . . . . Collector  
Wm. Weller, Box 25 . . . . . Receiver  
S. R. McConnell, Box 42 . . . . . Magazine Agent
- 272. WILSON; Junction, N. J.**  
Meets in Wells' Hall 1st and 3d Sundays at 3:30 P. M.  
J. S. Eveland, Jr., Box 106 . . . . . Master  
Wm. Walsh . . . . . Secretary  
Geo. Quick . . . . . Collector  
Jno. Everitt . . . . . Receiver  
J. S. Eveland, Jr., Box 106 . . . . . Magazine Agent
- 273. DENVER; Denver, Colo.**  
Meets in Goody Hall, 8th and Santa Fe ave.,  
every Friday at 7:30 P. M.  
Har in Fields, 731 S. Water st . . . . . Master  
C. H. Curtis, 860 S. 9th st . . . . . Secretary  
C. H. Curtis, 860 S. 9th st . . . . . Collector  
F. M. Schrik, 744 S. 9th st . . . . . Receiver  
C. H. Curtis, 860 S. 9th st . . . . . Magazine Agent
- 274. JACKSON; Clifton Forge, Va.**  
Meets in Masonic Hall, 2d and 4th Tuesdays at  
7:30 P. M.  
W. W. Mathews . . . . . Master  
W. G. Monroe, L. Box 145 . . . . . Secretary  
E. S. Sydnor, Box 14 . . . . . Collector  
S. M. Anderson . . . . . Receiver  
E. S. Sydnor, Box 14 . . . . . Magazine Agent
- 275. WEST CHICAGO; Chicago, Ill.**  
Meets in Rebmans' Hall, 2074 W. Lake st., 1st  
and 3d Sundays at 2 P. M.  
Walter White, 244 Center ave. . . . . Master  
J. P. Sheffield, 264 N. May st. . . . . Secretary  
Chas. Anderson, C. & N. W. R'd House.  
Chicago ave. and Halstead st. . . . . Collector  
F. N. Anderson, Box 71 Mayfair  
Frank N. Anderson, Box 71, Mayfair,  
Ill. . . . . Magazine Agent
- 276. REGINA; Vancouver, B. C.**  
Meets in Good Templar's Hall every Monday at  
8 P. M.  
A. E. Walker . . . . . Master  
W. J. Macnab . . . . . Secretary  
Beverly Goddard, Kamloops, B. C. . . . . Collector  
A. E. Solloway . . . . . Receiver  
H. Edwards . . . . . Mag. Agent
- 277. ALABAMA; Mobile, Ala.**  
Meets at J. F. McDonnell's residence 1st and 3d  
Sundays.  
W. A. Smith, 434 Palmetto st . . . . . Master  
J. F. McDonnell, 463 S. Lawrence st. . . . . Secretary  
J. F. McDonnell, 463 S. Lawrence st. . . . . Collector  
J. F. McDonnell, 463 S. Lawrence st. . . . . Receiver  
J. F. McDonnell, 463 S. Lawrence st. Mag. Agent
- 278. WHITE BREAST; Laredo, Texas.**  
Meets in K. P. Hall, cor. Convent and Farragut  
sts., 1st and 3d Sundays at 7:30 P. M.  
J. B. G'Sell, Mex. Nat'l Shops . . . . . Master  
Ed. Chamberlain, 615 Hidalgo st . . . . . Secretary  
J. B. G'Sell, Mex. Nat'l Shops . . . . . Collector  
Ed. Chamberlain, 615 Hidalgo st . . . . . Receiver  
J. A. Fink . . . . . Magazine Agent
- 279. MONTE SANO; Tusculumbia, Ala.**  
Meets in K. P. Hall every Saturday at 7:30 P. M.  
J. A. Johnson . . . . . Master  
Jno. Farr . . . . . Secretary  
J. P. Moody . . . . . Collector  
Jno. Farr . . . . . Receiver  
J. M. Kerby . . . . . Magazine Agent
- 280. OZARK; Thayer, Mo.**  
Meets in Boyd's Hall, cor. 2d and Chestnut sts.  
every Wednesday at 7 P. M.  
C. P. Stevens, Box 143 . . . . . Master  
J. H. Kellner . . . . . Secretary  
C. P. Stevens, Box 143 . . . . . Collector  
W. H. Adams . . . . . Receiver  
J. H. Kellner . . . . . Magazine Agent
- 281. MISSION; Yoakum, Texas.**  
Meets in I. O. O. F. Hall, Front st., every Wed-  
nesday at 7:20 P. M.  
O. L. Kinsey . . . . . Master  
C. T. Wade, L. Box 107 . . . . . Secretary  
Thos. Smith . . . . . Collector  
Jno. Mameron, Box 38 . . . . . Receiver  
C. S. LaHatte . . . . . Magazine Agent
- 282. BURNSIDE; Mt. Carmel, Ill.**  
Meets in Union Hall every Thursday evening.  
J. D. Devore . . . . . Master  
G. E. Poole . . . . . Secretary  
C. H. Tennyson . . . . . Collector  
W. M. Birkitt . . . . . Receiver  
Henry Voigt . . . . . Magazine Agent
- 283. LACKAWANNA; Great Bend, Pa.**  
Meets in Roosa Hall 2d and 4th Sundays at 2:30 P. M.  
W. B. Trowbridge, Hallstead . . . . . Master  
R. A. Barber, Hallstead . . . . . Secretary  
W. B. Trowbridge, Hallstead . . . . . Collector  
S. H. Wells, Hallstead . . . . . Receiver  
R. A. Barber, Hallstead . . . . . Magazine Agent
- 284. ELM CITY; New Haven, Conn.**  
Meets in Elk's Hall, 852 Chapel st., 1st and 3d  
Sundays.  
W. H. Norton, 63 Hurlbut st . . . . . Master  
J. F. Farrell, 295 W. Water st . . . . . Secretary  
Louis Bassemier, 133 Spring st. . . . . Collector  
B. A. Bishop, 100 Park st. . . . . Receiver  
J. W. Kenney, 119 Putnam st. . . . . Magazine Agent
- 285. CHARTER OAK; Hartford, Conn.**  
Meets in Bliss Hall, cor. Pratt and Main sts., 2d  
and 4th Sundays.  
Edw. Buckley, Burnside . . . . . Master  
B. E. Bowne, Box 10, Burnside . . . . . Secretary  
J. H. Osmond, 6 Atlantic st . . . . . Collector  
E. E. Bills, 27 Vine st. . . . . Receiver  
B. E. Bowne, Burnside . . . . . Magazine Agent
- 286. SAGINAW VALLEY; Saginaw E. S., Mich.**  
Meets in Lester Adams' Hall, Potter st., 2d and  
4th Sundays.  
Chas. Hawker, Sevis st. . . . . Master  
Alfred Bush, 110 Dwight st . . . . . Secretary  
Jas. Killen, 706 N. 5th st. . . . . Collector  
J. H. Abraham, 833 N. 6th st. . . . . Receiver  
J. H. Abraham, 833 N. 6th st. . . . . Magazine Agent
- 287. ALTOONA; Altoona, Pa.**  
Meets in Couch's Hall, 11th ave. and 13th st. 2d  
and 4th Sundays.  
W. E. Fleck, 1617 14th ave . . . . . Master  
J. B. Fogle, 1819 Union ave . . . . . Secretary  
A. F. Ansman, 958 17th st. . . . . Collector  
J. B. Fogle, 1819 Union ave . . . . . Receiver
- 288. EMMET; Estherville, Iowa.**  
Meets in Masonic Hall, 1st Tuesday and 3d Mon-  
day.  
Thos. Brand, L. Box 214 . . . . . Master  
P. J. Sullivan, Box 45 . . . . . Secretary  
A. L. Houlthouser, Box 5 . . . . . Collector  
Wm. McArdle, Box 109 . . . . . Receiver  
C. V. Pendergast . . . . . Magazine Agent
- 289. MT. LOOKOUT; Chattanooga, Tenn.**  
Meets in B. of L. E. Hall, 1st, 3d and 5th Tuesdays  
at 7:30 P. M., and 2d and 4th Tuesdays at 2 P. M.  
T. P. Pennebaker, Box 266 . . . . . Master  
M. W. Manker, Box 266 . . . . . Secretary  
T. P. Pennebaker, Box 266 . . . . . Collector  
R. M. Smith, Box 266 . . . . . Receiver  
M. W. Manker, Box 266 . . . . . Magazine Agent
- 290. MARION; Hannibal, Mo.**  
Meets in A. O. U. W. Hall, cor. Main and Broad-  
way, 1st and 3d Wednesday evenings.  
R. E. Tumer, 410 Bird st . . . . . Master  
Jno. Hyde, 421 Hill st . . . . . Secretary  
Jno. Hyde, 421 Hill st. . . . . Collector  
J. T. Hart, 416 Washington st . . . . . Receiver  
Thos. McGaraban, Box 78, Winfield. Mag. Agent

- 291. ATLANTIC; Brooklyn, N. Y.**  
Meets in Triangle Hall, Halsey st. and Broadway, 2d and 4th Wednesday afternoons and 2d and 4th Sunday forenoons.  
Julius Schieler, 275 Moffatt st. . . . . Master  
Arthur Stewart, 978 Halsey st. . . . . Secretary  
W. O. Price, 299 Liberty ave. . . . . Collector  
Horace Penson, Logan st. near Liberty ave. . . . . Receiver  
Geo. Perron, 3 Vanderveer st., cor. Broadway . . . . . Magazine Agent
- 292. J. L. HARRIS, East Grand Forks, Minn.**  
Meets in Brotherhood Hall 2d Saturday at 7:30 P. M. and 4th Sunday at 1:30 P. M.  
Mark Purcell, L. Box 20 . . . . . Master  
Alex. Thomson, L. Box 20 . . . . . Secretary  
Geo. Clifton, L. Box 20 . . . . . Collector  
T. E. Frost, L. Box 20 . . . . . Receiver  
J. J. Best . . . . . Magazine Agent
- 293. LAFAYETTE; Marion, Iowa.**  
Meets in A. O. U. W. Hall, 1st Monday at 9 A. M. and 3d Sunday at 2:30 P. M.  
C. A. Millerke, Box 155 . . . . . Master  
J. W. Johnston, Box 387 . . . . . Secretary  
W. C. Johnson, Box 22 . . . . . Collector  
C. F. Lewis . . . . . Receiver  
C. M. Johnston, Box 387 . . . . . Magazine Agent
- 294. OHIO RIVER; Huntington, W. Va.**  
Meets in Boxley Hall every Sunday at 2:30 P. M.  
A. M. Haight, 1027 7th ave. . . . . Master  
J. E. Persinger, 1840 8th ave. . . . . Secretary  
J. E. Persinger, 1840 8th ave. . . . . Collector  
W. T. Henley, 1823 6th ave. . . . . Receiver  
M. A. Quinlan, 706 6th ave. . . . . Magazine Agent
- 295. IRON RANGE; West Superior, Wis.**  
Meets in A. O. U. W. Hall, Agen Block, 2d and 4th Sundays at 2:30 P. M.  
F. J. Smith, 1616 Oaks ave. . . . . Master  
T. R. Taylor, 1913 11th st N. . . . . Secretary  
Geo. Leek, 514 Ogden ave. . . . . Collector  
T. R. Taylor, 1913 11th st N. . . . . Receiver  
B. W. Pink, 2316 22d st. . . . . Magazine Agent
- 297. CLARK; Jeffersonville, Ind.**  
Meets in Becht Hall, every Sunday at 9 A. M.  
G. T. Sherley, 156 Spring st. . . . . Master  
Edw. Coy, 100 Illinois ave. . . . . Secretary  
Christopher Sellmer, 234 Mechanic st. . . . . Collector  
W. H. Phillips, 193 Broadway . . . . . Receiver  
Albert Chambers, Pearl & Court av. Mag. Agent
- 299. CENTRAL OHIO; Crestline, Ohio.**  
Meets in Engineers' Hall every Wednesday at 7 P. M.  
F. M. Johnson, Alliance . . . . . Master  
H. E. Cotner . . . . . Secretary  
W. J. Wise . . . . . Collector  
G. W. Reed, Box 93 . . . . . Receiver  
Christ Weber . . . . . Magazine Agent
- 300. HARBOR CITY, Michigan City, Ind.**  
Meets in Amon Lodge, cor. Franklin and 6th sts 2d and 4th Sundays at 2 P. M.  
W. P. Pickett, 112 Michigan st. . . . . Master  
F. L. Bauman, 405 E. 9th st. . . . . Secretary  
C. C. Holtgreen, 223 W 7th st. . . . . Collector  
Frank Smotzer, 121 E Boston st. . . . . Receiver  
C. C. Holtgreen, 223 W 7th st. . . . . Magazine Agent
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**  
Meets in Engineers' Hall 1st and 3d Sundays at 10 A. M. and 2d Friday at 7 P. M.  
G. F. Devins . . . . . Master  
A. C. Eastman . . . . . Secretary  
E. P. Rickaby . . . . . Collector  
L. A. Emerson . . . . . Receiver  
Clarence Hinman . . . . . Magazine Agent
- 302. YOUGHIOGHENY; Connellsville, Pa.**  
Meets in Reisinger's Hall 2d and 4th Sundays at 2 P. M.  
Edw. Stephens . . . . . Master  
W. A. Wallace, Box 324 . . . . . Secretary  
S. A. McPhee Box 387 . . . . . Collector  
W. A. Wallace, Box 324 . . . . . Magazine Agent
- 303. VILLA PARK; Streator, Ill.**  
Meets in Union Hall, 127 N. Bloomington st., 2d and 4th Tuesdays at 7:30 P. M.  
E. J. Cantlin, 611 N. Park st. . . . . Master  
Wm. Quikley, 620 E. Main st. . . . . Secretary  
E. J. Cantlin, 611 N. Park st. . . . . Collector  
Milford Rathbun, 206 Johnson st. . . . . Receiver  
C. W. Prindle . . . . . Magazine Agent
- 304. THREE BRANCH; Argenta, Ark.**  
Meets in Vogel Bros' Hall, cor. Newton ave. and Beulah st. every Tuesday evening at 7:30 P. M.  
H. H. Cole, Box 124 . . . . . Master  
A. H. Andrews, Box 147 . . . . . Secretary  
J. S. Wagner . . . . . Collector  
A. H. Andrews, Box 147 . . . . . Receiver  
John Farmer . . . . . Magazine Agent
- 305. UNWIN; Rat Portage, Ontario.**  
Meets in Garfield Hall every Wednesday evening.  
J. B. Baxter . . . . . Master  
J. M. Fleming . . . . . Secretary  
Cornelius Canty . . . . . Collector  
F. C. Munt . . . . . Receiver  
J. B. Baxter . . . . . Magazine Agent
- 306. GRANITE STATE; Concord, N. H.**  
Meets in B. of L. E. Hall, No. 60 N. Main st., Room No. 12, 2d Saturday and 4th Sunday.  
C. E. Bartlett, 25 Franklin st. . . . . Master  
G. H. Maxfield, 41 Franklin st. . . . . Secretary  
C. E. Newman, 99 N. State st. . . . . Collector  
E. B. Chandler, Box 187 West Concord . . . . . Receiver  
Charles E. Fogg, West Lebanon, Magazine Agent
- 307. HAMPDEN; Springfield, Mass.**  
Meets in Crescent Hall, 1st Friday at 7:30 P. M. and 3d Sunday at 1 P. M.  
L. E. Marble, 8 Auburn st. . . . . Master  
E. E. Leander, 16 Boylston st. . . . . Secretary  
E. C. Pierce, L. Box 367 . . . . . Collector  
E. E. Dunham, 68 Auburn st. . . . . Receiver  
F. B. Child, Box 272, Merrick . . . . . Magazine Agent
- 308. SANTA ROSA; Torreon, Mexico.**  
Meets in Firemen's Hall every Sunday at 1 P. M.  
J. F. Manning, Box 112 . . . . . Master  
C. H. McGowan, Box 112 . . . . . Secretary  
S. E. Manning, Box 112 . . . . . Collector  
G. P. Jennings, Box 109, Eagle Pass . . . . . Receiver  
C. H. McGowan, Box 112 . . . . . Magazine Agent
- 309. BARTHOLDI; Long Island City, N. Y.**  
Meets in Schwallenberg's Hall, 2d Monday and 4th Saturday.  
W. R. Kelly . . . . . Master  
Alfred Lilly, 127 Jackson ave. . . . . Secretary  
Patrick Mahoney, Inwood, L. I. . . . . Collector  
A. H. Bauffie, 17 Ely ave. . . . . Receiver  
Jos. Cole, Kent st, Greenpoint, L.I., Mag. Agent
- 310. CHESTNUT RIDGE; Derry Station, Pa.**  
Meets in Odd Fellows' Hall, 2d ave. and Chestnut st., 2d and 4th Saturday evenings.  
J. H. Brantlinger . . . . . Master  
D. M. Gipsom . . . . . Secretary  
Lee Keltz . . . . . Collector  
T. S. Krepps . . . . . Receiver  
C. F. Shairey . . . . . Magazine Agent
- 311. BELLE PLAINE, Belle Plaine, Iowa.**  
Meets in Guthrie's Hall, Main st., 1st and 3d Sundays.  
Edw. Zimmerman . . . . . Master  
G. H. Willis, L. Box 47 . . . . . Secretary  
Robt. Hart . . . . . Collector  
C. M. Blair, Box 277 . . . . . Receiver  
M. A. Quigley . . . . . Magazine Agent
- 312. KAW VALLEY; Armoirdale, Kan.**  
Meets in Melville Hall, 4th st. and Kansas ave., 2d and 4th Mondays at 1:30 P. M.  
W. D. Robbins, Kansas City . . . . . Master  
David Cronen, 217 N. 7th st., Kansas City . . . . . Secretary  
David Cronen, 217 N. 7th st., Kansas City . . . . . Collector  
W. D. Robbins, 618 St. Paul st., Kansas City . . . . . Receiver  
H. W. Evans, 22 Perry sq., Kansas City . . . . . Magazine Agent
- 313. TROY CITY; Green Island, N. Y.**  
Meets in Odd Fellows' Hall, 285 River st., Troy, 2d and 4th Sundays at 2 P. M.  
H. J. Stander, 121 Green st., Albany . . . . . Master  
Wilbur Livingston, 258 S. Pearl st., Albany . . . . . Secretary  
Christopher Haverly, 67 Hudson ave. . . . . Collector  
J. M. Williams, 20 Ingalls ave., Troy . . . . . Receiver  
J. R. Lamb, Saratoga Springs, . . . . . Magazine Agent

- 316. OMEGA; Buffalo, N. Y.**  
Meets in Yox's Hall, Howard and Walton sts., 1st and 3d Mondays.  
Wm. Oliver, 544 S. Division st. . . . . Master  
G. M. Petrie, 459 Eagle st. . . . . Secretary  
G. B. Twitchell, 80 Moore ave. . . . . Collector  
Allen Nicol, 270 Fillmore ave. . . . . Receiver  
H. A. Smith, 187 Jefferson st. . . . . Magazine Agent
- 317. WELCOME HOME; Henderson, Ky.**  
Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.  
L. B. Crowder, care O. V. Ry. . . . . Master  
P. J. Kramer, 934 3d st. . . . . Secretary  
W. F. Rogers, care O. V. Ry. . . . . Collector  
Richard Newcom, care O. V. Ry. . . . . Receiver  
J. P. Shoemaker, care O. V. R. R. Magazine Agent
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.**  
Meets in Feer's Hall 1st and 3d Mondays at 7:30 P. M.  
J. H. Nelville, 43 Renova st. . . . . Master  
J. W. Shields, Gloster st., Hazlewood. . . . . Secretary  
W. H. Rosenlieb, 683 Lytle st. . . . . Collector  
J. H. Nelville, 43 Renova st. . . . . Magazine Agent
- 319. MOUNT MORIAH; Philadelphia, Pa.**  
Meets in Mt. Moriah Hall, 6235 Woodland ave., every Sunday at 2 P. M.  
W. D. Lewis, 219 Bailey st., Camden, N. J., Master  
J. E. Sentman, 59th st. & Woodland ave., Secretary  
G. D. Spicer, 5313 Bicknis st. . . . . Collector  
W. D. Lewis, 219 Bailey st., Camden, N. J. Receiver  
B. S. Le Gatas, 540 Woodland avenue . . . . . Magazine Agent
- 320. ARBITRATION; East St. Paul, Minn.**  
Meets in Wild Hall, E. 7th st., 1st Sunday at 2:30 P. M., and 3d Wednesdays at 7:30 P. M.  
F. R. O'Donnell, 889 Hudson ave., St. Paul, Master  
M. S. Montgomery, 468 Hopkins st., St. Paul, Secretary  
W. F. Dekeman, 1026 York st., St. Paul, Collector  
F. E. Davidson, White Bear Lake, Minn. . . . . Mag. Agent
- 321. SNOW DRIFT; Chapleau, Ont.**  
Meets in Firemen's Hall, 1st and 3d Monday at 8 P. M.  
G. B. Nicholson, Box 113 . . . . . Master  
W. L. Loomis, Box 129 . . . . . Secretary  
G. B. Nicholson, Box 113 . . . . . Collector  
Jas. Rose . . . . . Receiver  
W. M. Measor . . . . . Magazine Agent
- 322. JULIEN; Dubuque, Iowa.**  
Meets in Stultz Hall, S. E. cor 25th and Jackson sts., 1st and 3d Mondays at 7:30 P. M.  
G. H. Kirkland, 2270 Jackson st. . . . . Master  
J. W. Harker, 2270 Jackson st. . . . . Secretary  
Nelson Gibbs, 3308 Jackson st. . . . . Collector  
J. U. Schneider, cor. 25th st. and Couler ave . . . . . Receiver  
J. W. Robinson, 2998 Couler ave, Magazine Agent
- 323. MUSCOGEE; Columbus, Ga.**  
Meets in Odd Fellows' Hall, 1st ave. bet. 10th and 11th sts, every Thursday at 4 P. M.  
G. F. Castleberry . . . . . Master  
H. H. Ward, 631 20th st. . . . . Secretary  
J. W. Webster . . . . . Collector  
H. H. Ward, 6 120th st. . . . . Receiver  
J. W. Webster . . . . . Magazine Agent
- 324. SOUTHERN CROSS; Gainesville, Texas.**  
Meets in K. of L. Hall every Tuesday evening.  
J. D. Varner . . . . . Master  
Henry Dee, 215 Taylor st. . . . . Secretary  
J. H. Garmany . . . . . Collector  
J. D. Varner . . . . . Receiver  
J. A. Hunter, E. Broadway . . . . . Magazine Agent
- 325. SATILLA; Way Cross, Ga.**  
Meets in B. of L. E. Hall 2d and 4th Sundays. at 2 P. M.  
J. M. Fesperman . . . . . Master  
F. B. Lee . . . . . Secretary  
J. L. Bailey . . . . . Collector  
N. M. Duncan . . . . . Receiver  
H. F. Hulbert . . . . . Mag. Agent
- 326. FOLWELL; Bradford, Pa.**  
Meets in G. A. R. Hall 1st and 3d Sundays at 2:30 P. M.  
F. E. Dufley, 112 Main st. . . . . Master  
R. D. King, 14 Potter st. . . . . Secretary  
G. P. Clough, 59 Davis st. . . . . Collector  
G. P. Clough, 59 Davis st. . . . . Receiver  
H. J. Bryan, Oil City House, 108 Main st. . . . . Magazine Agent
- 327. SILVER MOUNTAIN; Needles, Cal.**  
Meets in B. of L. E. Hall every Saturday at 8 P. M.  
L. H. Fitch, L. Box 123 . . . . . Master  
John Allison, L. Box 123 . . . . . Secretary  
L. H. Fitch, L. Box 123 . . . . . Collector  
A. W. Smith, L. Box 123 . . . . . Receiver  
Robt. Carty, L. Box 123 . . . . . Magazine Agent
- 328. SPANISH PEAKS; La Junta, Colo.**  
Meets in Manley's Hall 1st and 3d Thursdays at 2 P. M., 2d and 4th Thursdays at 7 P. M.  
W. E. Alexander . . . . . Master  
J. M. Grieve . . . . . Secretary  
J. H. Shaw, Dodge City, Kan., Box 454. Collector  
J. H. Shaw, Dodge City Kan., Box 454. Receiver  
J. R. Holm . . . . . Magazine Agent
- 329. RIVER VIEW; Kansas City, Kansas.**  
Meets in Chamber of Commerce Hall, 1st and 3d Thursday evenings.  
S. M. Davenport, 559 Park ave . . . . . Master  
C. H. Smelser, 568 Park ave . . . . . Secretary  
F. W. Fisher, 520 N. 6th st. . . . . Collector  
C. H. Smelser, 568 Park ave . . . . . Receiver  
Henry Eavers, M. P. freight house, Omaha, Neb . . . . . Magazine Agent
- 331. CHICAGO BELT LINE; Auburn Junction, Ill.**  
Meets in Berndt's Hall, South Englewood, 1st and 3d Mondays at 8:30 P. M.  
Matthew Bauer, 8414 Union ave., South Englewood . . . . . Master  
E. W. Thomas, 8719 Murray ave, Chicago, . . . . . Secretary  
S. H. Lucas, 88th st. and Murray ave, Chicago . . . . . Collector  
W. H. Gray, Auburn Park . . . . . Receiver  
W. J. Kershau, Box 82, South Englewood, J. V. Whitehouse, 624 79th st., Auburn Park. . . . . Magazine Agent
- 332. STONE MOUNTAIN; Augusta, Ga.**  
Meets in Montgomery Hall 1st and 4th Sundays.  
G. E. Florence, 1342 May ave. . . . . Master  
E. J. Graham, 461 Taylor st. . . . . Secretary  
O. M. Burch, 247 Walker st. . . . . Collector  
G. E. Florence, 1342 May ave. . . . . Receiver  
Magazine Agent
- 333. FAIRMOUNT; Philadelphia, Pa.**  
Meets in Erickson's Hall, 3947 Lancaster ave, alternate Wednesdays at 8 P. M.  
Wm. H. Bantom, 3816 Atlanta st., West Philadelphia . . . . . Master  
W. H. Elliott, 3830 Linwood st, W. Philadelphia . . . . . Secretary  
H. B. Howter, 3835 Linwood st., W. Philadelphia . . . . . Collector  
J. J. Hubbs, 3717 Wallace street, W. Philadelphia . . . . . Receiver  
Henry Howter, 3835 Linwood st, W. Philadelphia . . . . . Magazine Agent
- 334. LONG DOUBLE; East Syracuse, N. Y.**  
Meets in Masonic Hall every Tuesday at 7:30 P. M.  
Geo. Hammond . . . . . Master  
J. E. Shaffer . . . . . Secretary  
P. M. Joslin . . . . . Collector  
Isaac West . . . . . Receiver  
G. W. Studer . . . . . Magazine Agent
- 335. SAINT ADOLPHUS; Hochelaga, Canada.**  
Meets in B. of L. F. Hall alternate Sundays. at 9:30 A. M.  
Maurice Cody, 305 Stadecona ave., Montreal, . . . . . Master  
J. J. C. Wight, 33 Moreau st., Montreal. Secretary  
W. Singleton, Mile End, Que. . . . . Collector  
Geo. Smith, 715 St. Catherine st., Montreal . . . . . Receiver  
Maurice Cody, 305 Stadecona ave . . . . . Mag. Agent
- 336. FALL RIVER; Neodesha, Kansas.**  
Meets in Pierce's Hall, 1st and 2d Tuesdays at 3:00 P. M.  
Chas. Koehler . . . . . Master  
C. R. Baxendale . . . . . Secretary  
T. C. Bensley . . . . . Collector  
Ellis Poe . . . . . Receiver  
J. A. Miner . . . . . Magazine Agent
- 337. BIG FOUR; Kansas City, Mo.**  
Meets in Denison Hall, 14th and Penn sts., every Tuesday evening.  
W. T. Barker, 1609 Madison Ave. . . . . Master  
C. T. Largent, 1639 Madison ave. . . . . Secretary  
N. F. Clough, 1812 Holly st. . . . . Collector  
Frank Dickens, 1311 Reservoir ave. . . . . Receiver  
J. D. Gould, 1735 Jarboe st. . . . . Magazine Agent

- 838. WEST BRANCH; Reno, Pa.**  
Meets in Spangler's Hall, cor. 6th st. and Huron ave., 1st and 3d Sundays at 1:30 P. M.  
L. L. Smart . . . . . Master  
Hector Hughes . . . . . Secretary  
Fred Kerby . . . . . Collector  
S. H. Belford . . . . . Receiver  
S. H. Belford . . . . . Magazine Agent
- 840. STAR OF THE WEST; Newton, Kansas.**  
Meets in Engineer's Hall, 1st Thursday evening and 3d Sunday at 2 P. M.  
N. W. Smith, 127 Main st. . . . . Master  
P. D. Benfer, 612 E. 2d st. . . . . Secretary  
J. E. Jett, 126 W. 2d st. . . . . Collector  
F. B. Watkins, 124 W. 4th st. . . . . Receiver  
H. E. Cox, 944 S. Water st., Wichita . . . . . Magazine Agent
- 841. GOLD RANGE; Donald, B. C.**  
Meets in Firemen's Hall 1st and 2d Wednesdays, and 3d and 4th Sundays.  
Wm. Nicholson . . . . . Master  
Thos. Needham . . . . . Secretary  
J. J. Nealon . . . . . Collector  
Robt. Somes, Revelstoke . . . . . Receiver  
A. J. Brandrett . . . . . Magazine Agent
- 842. CASCADE; Medicine Hat, Northwest Ter.**  
Meets in Colter's Hall, 1st Tuesday and 3d Wednesday.  
Phillip Hamel, Box 102 . . . . . Master  
Fred. W. Allott, Box 102 . . . . . Secretary  
Jas. Smeaton, Box 102 . . . . . Collector  
Jas. Canty, Box 102 . . . . . Receiver  
W. S. Brears, . . . . . Magazine Agent
- 843. NEW STATE; Lima, Montana.**  
Meets in Bailey's Hall every Wednesday at 7:30 P. M.  
A. T. Butler . . . . . Master  
 . . . . . Secretary  
 . . . . . Collector  
 . . . . . Receiver  
 . . . . . Magazine Agent
- 844. LAS ANIMAS; Trinidad, Colo.**  
Meets at Odd Fellow's Hall 1st and 3d Saturdays.  
E. H. Godfrey, 129 Pine st. . . . . Master  
H. F. Holser . . . . . Secretary  
Edwin Cackley . . . . . Collector  
J. W. Sheppard, 516 State st. . . . . Receiver  
Albert Butler, cor. Chacon st. and London ave. . . . . Magazine Agent
- 845. FRONT END; Paris, Texas.**  
Meets in Braden's Hall every Saturday night.  
J. N. Atkinson . . . . . Master  
C. S. McCall, 318 S. Wright at . . . . . Secretary  
G. L. Crumb . . . . . Collector  
A. J. Riggins, 706 W. Austin st. . . . . Receiver  
J. E. O'Melia, . . . . . Magazine Agent
- 846. FLOWERY LAND; Pensacola, Florida.**  
Meets in Paramount Hall, Wright st., 1st and 2d Mondays.  
J. I. Sizor, care L. & N. Shops . . . . . Master  
J. E. Lawless, care L. & N. Shops . . . . . Secretary  
J. B. Ross, L. & N. shops . . . . . Collector  
H. A. Smith, 819 E. Belmont at . . . . . Receiver  
E. J. Amos, L. & N. shops . . . . . Magazine Agent
- 847. COKE KING; Scottsdale, Pa.**  
Meets in I. O. O. F. Hall alternate Sundays at 1:30 P. M.  
C. O. Nichols, Box 552 . . . . . Master  
W. F. Gallagher, Box 274 . . . . . Secretary  
Herbert Crippen, Box 355 . . . . . Collector  
G. A. Jackson . . . . . Receiver  
S. H. Walker, Box 331 . . . . . Magazine Agent
- 848. BLUE MOUNTAIN; La Grande, Oregon.**  
Meets in I. O. O. F. Hall, 1st and 3d Wednesdays at 2 P. M.  
C. H. Norris . . . . . Master  
I. L. Rood, L. Box 187 . . . . . Secretary  
J. R. Oliver, L. Box 116 . . . . . Collector  
I. L. Rood, L. Box 187 . . . . . Receiver  
J. R. Oliver, L. Box 116 . . . . . Magazine Agent
- 849. HUDSON RIVER; Union Hill, N. J.**  
Meets in Concordia Hall, 225 Bergenline ave., 2d and 4th Sundays.  
Samuel Ailslebon, New Durham . . . . . Master  
J. J. Lawless, New Durham . . . . . Secretary  
J. J. Lawless, New Durham . . . . . Collector  
Henry Poynton, Box 2, New Durham . . . . . Receiver  
John M. Wisker, 515 1st st., Weehawken . . . . . Mag. Agent
- 850. JAMES DONNELLY; Perth Amboy, E. I.**  
Meets in Lyceum Hall, Smith st., 2d and 4th Sundays.  
W. H. Cheshire, 95 Market st. . . . . Master  
J. B. Voorhees, 14 William st. . . . . Secretary  
Geo. Durra, Washington st. . . . . Collector  
T. B. Merts, 165 Broad st. . . . . Receiver  
Robert Harrigan, 138 Washington st. . . . . Magazine Agent
- 851. HOME; White Haven, Pa.**  
Meets in Odd Fellows' Hall 2d and 4th Sundays.  
Michael Mulligan . . . . . Master  
J. N. Deterline . . . . . Secretary  
N. M. Smith . . . . . Collector  
G. S. Heimbach . . . . . Receiver  
James Nicholson . . . . . Magazine Agent
- 852. CHAMPLAIN; St. Albans, Vt.**  
Meets in Engineers' Hall, 1st and 3d Sundays at 1:45 P. M. and 4th Monday at 7:30 P. M.  
G. W. H. Kilburn, 12 Farrar st. . . . . Master  
J. W. Murphy, 19 Cedar st. . . . . Secretary  
A. E. Smith, Messenger st. . . . . Collector  
J. W. Murphy, 19 Cedar st. . . . . Receiver  
Geo. H. McCarthy, Aldis st., St. Albans . . . . . Magazine Agent
- 853. MARBLE CITY; Rutland, Vt.**  
Meets in Pythian Hall, cor. Wales and Centre sts., 1st and 3d Sundays at 2:30 P. M.  
W. A. Sanvidge, Salem, N. Y. . . . . Master  
Wm. Connell, 143 West st. . . . . Secretary  
F. E. Bixby, 30 Howe st. . . . . Collector  
F. H. Earle, 22½ Howe st. . . . . Receiver  
Wm. G. Sampson, Salem, N. Y. . . . . Magazine Agent
- 854. HOBOKEN; Hoboken, N. J.**  
Meets in Holstine's Hall, cor. 1st and Bloomfield sts. 2d and 4th Saturdays at 8 P. M.  
Patrick Ash, South Orange . . . . . Master  
Chris. Dugan, 165 N. 5th st, Newark . . . . . Secretary  
Hudson Blanchard, Boonton . . . . . Collector  
Patrick Ash, South Orange . . . . . Receiver  
J. R. Bilby, 239 M. & E. R. R., Newark . . . . . Magazine Agent
- 855. STONE CITY; Joliet, Ill.**  
Meets in B. of L. F. Hall, 222 Jefferson st., 1st Tuesday at 7:30 P. M. and 3d Sunday at 2 P. M.  
Chas. Quinlan, 213 Beach st. . . . . Master  
Jos. McGrath, 405 S. Chicago st. . . . . Secretary  
P. C. McGuire, 412 S. Chicago st. . . . . Collector  
Chas. Quinlan, 213 Beach st. . . . . Receiver  
J. D. Pollard, 200 N. Eastern ave. . . . . Mag. Agent
- 856. A. B. CAVNER; Lorain, O.**  
Meets at Royal Arcanum Hall, cor. Broadway and Bank st., 1st and 3d Sundays.  
J. O. Hills, 26 Livingston ave. . . . . Master  
H. H. Ripley, Box 1156 . . . . . Secretary  
F. A. Bloom . . . . . Collector  
H. H. Ripley, Box 1156 . . . . . Receiver  
E. N. Rapetock . . . . . Magazine Agent
- 857. JUSTICE; Carleton, N. B.**  
Meets in City Hall, 1st and 3d Sundays.  
Frank Franley, Box 31, Fairville . . . . . Master  
F. W. Henderson, Fairville . . . . . Secretary  
W. S. Beattie, Fairville . . . . . Collector  
W. A. Smith, Box 35, Fairville . . . . . Receiver  
W. B. Robertson, 38 Orange st., St. John . . . . . Magazine Agent
- 858. COOKE; West St. Paul, Minn.**  
Meets in Paul Martin Hall, cor. Colorado and St. Wabasha sts., 1st Saturday at 7:45 P. M., 3d Sunday 2:30 P. M.  
Jno. Lynch, 246 Dunedin Terrace, St. Paul . . . . . Master  
T. P. Foley, 88 Augusta st., St. Paul . . . . . Secretary  
Patrick Hurlig, 88 Augusta st., St. Paul . . . . . Collector  
Jno. Trulander, 516 12th ave. S., Minneapolis . . . . . Receiver  
J. W. Norton, 224 Dunedin Terrace . . . . . Mag. Agent
- 859. BIG FLINT; Wellington, Kansas.**  
Meets in I. O. O. F. Hall, 1st and 3d Sundays and 2d and 4th Tuesdays.  
S. H. Barner, 810 E. Lincoln ave. . . . . Master  
S. J. Cotton, 515 E. Lincoln ave. . . . . Secretary  
J. G. Beard, 228 E. Lincoln ave. . . . . Collector  
Louis Brinkmier, E. 4th st. . . . . Receiver  
Chas. Keller, 608 E. 4th st. . . . . Magazine Agent
- 860. COLD SPRING; Springfield, Ohio.**  
Meets in Engineers and Firemen's Hall, F. Hall st., 1st and 3d Sundays.  
H. J. Teagarden, 207 Clifton st. . . . . Master  
T. E. Jones, 445 E. Harrison st. . . . . Secretary  
Bert Summers, Box 33 . . . . . Collector  
T. E. Jones, 445 E. Harrison st. . . . . Receiver  
Lang McGhee, 268 East st. . . . . Magazine Agent

**361. TRIED AND TRUE; Washington, Ind.**

Meets in B. of L. E. Hall 1st and 3d Sundays at 2 P. M.  
 August Mischler . . . . . Master  
 M. B. Wagoner . . . . . Secretary  
 W. H. Cunningham . . . . . Collector  
 M. G. Myers, Box 346 . . . . . Receiver  
 S. C. Mayes . . . . . Magazine Agent

**362. CATARACT; Suspension Bridge, N. Y.**

Meets in Sons of St. George Hall, cor. Falls and 1st sts, Niagara Falls, 1st and 3d Thursdays at 8:30 P. M.  
 J. A. Shrimpton, 615 E. Elmwood st., Niagara Falls . . . . . Master  
 C. A. Baker, 522 4th st., Niagara Falls . . . . . Secretary  
 David Sinclair, 522 4th st., Niagara Falls . . . . . Collector  
 C. F. Murphy, 23 Erie st, Niagara Falls, . . . . . Receiver  
 R. J. Pitts, 4th st, Niagara Falls . . . . . Mag. Agent

**363. METROPOLITAN; New York, N. Y.**

Meets in Webster Hall, cor. 140th st. and 3d ave., 1st and 3d Thursdays at 8 P. M.  
 M. J. Lynch, 361 Madison ave, Reading Room . . . . . Master

V. Butterfield, 46 Amsterdam ave. . . . . Secretary  
 Jos Anderson, 227 Alexander ave. . . . . Collector  
 J. M. Reilly, White Plains . . . . . Receiver  
 Frank Zinck, 225 E. 41st st . . . . . Magazine Agent

**364. SOUTHERN STAR; Sanford, Fla.**

Meets in A. O. U. W. Hall, Hotchkiss Block, 1st and 3d Sundays.  
 J. M. Bunker . . . . . Master  
 J. A. Osteen . . . . . Secretary  
 J. D. Fowler . . . . . Collector  
 T. S. Moxley, care J. T. & K. W. R. R., Jacksonville . . . . . Receiver  
 T. D. Stone, care J. T. & K. R. R. shops, Jacksonville . . . . . Magazine Agent

**365. VIOLET; Bellows Falls, Vt.**

Meets in Red Men's Hall, 1st Sunday at 10:30 A. M., and 3d Saturday at 7:30 P. M.  
 J. A. Young, Box 535 . . . . . Master  
 E. F. Whitman, Box 614 . . . . . Secretary  
 J. A. Young, Box 535 . . . . . Collector  
 E. F. Whitman, Box 614 . . . . . Receiver  
 G. A. Hoffman, Box 267, Windsor . . . . . Mag. Agent

**366. OASIS; Ogden, Utah.**

Meets in Thomas Hall every Sunday at 7:30 P. M.  
 H. C. Parrish . . . . . Master  
 F. W. Johnston, 2429 Grant ave . . . . . Secretary  
 Henry Ward, Terrace . . . . . Collector  
 H. C. Parrish . . . . . Receiver  
 Fred Sheehy, 2518 Lincoln ave. Magazine Agent

**367. MORRAN CRANE; Somerset, Ky.**

Meets in The Dill Moss Hall, Griffin ave, 1st Saturday at 2 P. M., and 3d Saturday at 6 P. M.  
 G. L. Pfeiffer . . . . . Master  
 H. M. Hines . . . . . Secretary  
 J. T. McCabe . . . . . Collector  
 W. L. Manpin . . . . . Receiver  
 T. J. Heath . . . . . Magazine Agent

**368. DEEP WATER; Springfield, Mo.**

Meets in K. of P. Hall, cor. College and Campbell sts., every Wednesday at 2 P. M.  
 David Dingler, Hamilton st . . . . . Master  
 P. S. Trusler, 803 W. Walnut st . . . . . Secretary  
 V. M. Shoup . . . . . Collector  
 F. B. Squires, L Box 168 . . . . . Receiver  
 C. M. George, 731 W. Scott st. . . . . Magazine Agent

**369. WALNUT VALLEY; El Dorado, Kan.**

Meets in B. of L. F. Hall, cor. Main st and Central ave., every Thursday at 2 P. M.  
 G. W. Durham . . . . . Master  
 G. P. Mettler . . . . . Secretary  
 G. T. Scott . . . . . Collector  
 E. L. Temple . . . . . Receiver  
 G. P. Mettler . . . . . Magazine Agent

**370. NEOSHO VALLEY; Council Grove, Kan.**

Meets in K. of C. Hall, 1st and 3d Tuesdays.  
 A. H. Benson . . . . . Master  
 W. C. Furguson . . . . . Secretary  
 J. A. Flynn . . . . . Collector  
 P. N. Leeman, Box 271 . . . . . Receiver  
 C. S. De Hoff . . . . . Magazine Agent

**371. COVENANT; Nevada, Mo.**

Meets in B. of E. T. Hall, E. Cherry st., 2d and 4th Thursdays at 7:30 P. M.  
 W. J. Rooney, 421 E. Walnut st. . . . . Master  
 A. Renwick . . . . . Secretary  
 E. H. Schrader, 711 Elce st. . . . . Collector  
 Squire Innes, 903 N. Commercial st. . . . . Receiver  
 F. P. Rhodes, 1043 Pennsylvania ave, Joplin, . . . . . Magazine Agent

**372. SIGNAL MOUNT; Big Springs, Texas.**

Meets at Union Hall every Saturday at 2 P. M.  
 F. W. Fahrenkamp, Box 53 . . . . . Master  
 Jno. Price, Box 33 . . . . . Secretary  
 Reynold Schwartzbach, Box 33 . . . . . Collector  
 Dennis Ryan, Box 33 . . . . . Receiver  
 Reynold Schwartzbach, Box 33 . . . . . Mag. Agent

**373. PAWNEE; Fairbury, Neb.**

Meets in I. O. O. F. Hall 2d and 4th Thursdays at 7:30 P. M.  
 J. D. Neville . . . . . Master  
 I. T. Arnold . . . . . Secretary  
 A. A. Wood . . . . . Collector  
 Wm. Costello . . . . . Receiver  
 Frank Hanchett . . . . . Magazine Agent

**374. McALLISTER; Herington, Kan.**

Meets in Odd Fellow's Hall, 1st and 3d Sundays at 1:30 P. M.  
 J. E. Cushman, Box 273 . . . . . Master  
 A. J. Hoatson, Box 153 . . . . . Secretary  
 J. B. Dugan . . . . . Collector  
 J. D. Hornberger . . . . . Receiver  
 O. P. Amick . . . . . Magazine Agent

**375. FRIENDSHIP; Dayton, Ohio.**

Meets in Withoft's Hall 2d and 4th Wednesday evenings.  
 N. W. Rose, 121 Torrente st . . . . . Master  
 W. F. Millikan, 2312 E. 3d st. . . . . Secretary  
 C. D. Jenkins, E. May st . . . . . Collector  
 H. E. Rossell, 2613 E. 5th st . . . . . Receiver  
 Jos. McMichael, 61 Horton at. . . . . Magazine Agent

**376. J. H. KIRK; Horton, Kan.**

Meets in Kemper Hall, cor. Front and Main st., 1st and 3d Mondays at 1 P. M.  
 Albert Westeen . . . . . Master  
 M. E. Clark . . . . . Secretary  
 Wm. Casey . . . . . Collector  
 F. C. Laine . . . . . Receiver  
 F. C. Laine . . . . . Magazine Agent

**377. NICKEL PLATE; Conneaut, Ohio.**

Meets in Harrington's Hall, cor. State and Chestnut sts, 1st and 3d Tuesdays at 8 P. M. and 2d and 4th Tuesdays at 8:30 A. M.  
 Frank Curtis, Box 308 . . . . . Master  
 E. E. Strock, Box 461 . . . . . Secretary  
 L. C. Melson, Box 716 . . . . . Collector  
 O. F. L. Wilkins, Box 596 . . . . . Receiver  
 J. G. McDowell . . . . . Magazine Agent

**378. HOLBROOK; Chartiers, Pa.**

Meets in Christian Hall, McKees Rocks, every Sunday at 1 P. M.  
 Milo Bowles, McKees Rocks . . . . . Master  
 R. M. Clark, McKees Rocks . . . . . Secretary  
 J. M. Galsbraith, McKees Rocks . . . . . Collector  
 C. L. Hindsdale, McKee's Rocks . . . . . Receiver  
 Wm. L. Ridgeway, McKee's Rocks . . . . . Mag. Agent

**379. WEAVER; Sayre, Pa.**

Meets in Fireman's Hall 2d and 4th Sundays at 2 P. M.  
 E. E. Welton, 137 Chemung st., Waverly, N. Y. . . . . Master  
 A. E. Ridgeway, Box 525, Athens . . . . . Secretary  
 J. H. Repp, Box 255 . . . . . Collector  
 Johnson Walt, Box 118 . . . . . Receiver  
 James Chambers, Box 410 . . . . . Magazine Agent

**380. HUB CITY; Aberdeen, South Dakota.**

Meets in Odd Fellow's Hall, 1st and 3d Sundays at 1:30 P. M.  
 C. A. Spink . . . . . Master  
 G. B. Abell . . . . . Secretary  
 Humphrey Davis . . . . . Collector  
 G. B. Abell . . . . . Receiver  
 E. A. Conright, Montevideo, Minn. . . . . Mag. Agent

**381. FLOODED VALLEY; Conemaugh, Pa.**

Meets in Kullo Hall, Main st., 1st and 3d Sundays at 3:30 P. M.  
 B. P. Rankin . . . . . Master  
 D. A. Moyer, Box 182 . . . . . Secretary  
 Alex. McGouch . . . . . Collector  
 F. B. Cny, Box 194 . . . . . Receiver  
 H. A. Horton . . . . . Magazine Agent

**382. BETHESDA; Waukesha, Wis.**

Meets in Engineers' Hall 1st and 3d Sundays.  
 R. F. Stroud, 226 Broadway . . . . . Master  
 W. H. Cutting, 4 Wisconsin Cent. ave . . . . . Secretary  
 Wm. Droylen, Sr., 204 Arcadian ave . . . . . Collector  
 C. L. Voorman, 611 Oakland ave . . . . . Receiver  
 Martin Murray, 200 Main st . . . . . Magazine Agent

**383. PETROLEUM; Oil City, Pa.**

Meets in Trax & Kramer's Hall, alternate Sundays

Jno. Davis 53 Pearl ave. . . . . Master  
S.C. Lowery, cor Bissel and Sealey aves. . . . . Secretary  
W.D. McQuinn, 335 Washington ave. . . . . Collector  
A.G. Stitt, 66 Grove ave. . . . . Receiver  
Michael Fahey, 84 Spruce st. . . . . Magazine Agent

**384. B. H. WILBUR; Lehighton, Pa.**

Meets in Reber's Hall, Bank st., 2d and 4th Sundays 2 P.M.

Peter Young, Weissport . . . . . Master  
L.O.J. Strauss . . . . . Secretary  
W.H.H. Plummer, Weissport . . . . . Collector  
Alfred Dreisbach, Weissport . . . . . Receiver  
L.O.J. Strauss . . . . . Magazine Agent

**385. BOWER CITY; Janesville, Wis.**

Meets in B. of L. E. Hall 2d Sunday at 2:30 P.M. and 4th Wednesday at 7:30 P.M.

R.P. Kay, 158 Center ave. . . . . Master  
I.W. Hagar, 259 Center ave. . . . . Secretary  
W.A. Webber, 10 Pearl st. . . . . Collector  
B.H. Erdman, 407 North st. . . . . Receiver  
H.H. St. John, 159 Center ave. . . . . Magazine Agent

**386. RAMONA; San Diego, Cal.**

Meets at 1526 F. st., 2d and 4th Sundays at 2 P.M.

D.L. Marrs, 957 Columbia st. . . . . Master  
W.C. Etherington, 1633 State st. . . . . Secretary  
D.L. Marrs, 957 Columbia st. . . . . Collector  
R.V. Dodge, 5th and D sts. . . . . Receiver  
Wm. Carr Etherington, 1633 State st., Mag. Agent

**387. RED ROCK; Schreiber, Ontario.**

Meets in B. of L. F. Hall 1st and 3d Sundays at 2:30 P.M.

P.H. Roemley . . . . . Master  
Alfred Bilbe . . . . . Secretary  
R.J. Craig . . . . . Collector  
Hugh Gwynne . . . . . Receiver  
Albin Davis, C. P. R.R. . . . . Magazine Agent

**388. PHIL. R. SHERIDAN; Milwaukee, Wis.**

Meets in Eggelhoff Hall, cor. Reed and Oregon sts., 1st Sunday at 2:30 P.M. and 3d Sunday at 7:30 P.M.

E.P. Fitch, 330 Cass st. . . . . Master  
W.C. Dunn, 330 Cass st. . . . . Secretary  
J.C. Pier, 504 Grove st. . . . . Collector  
J.C. Pier, 504 Grove st. . . . . Receiver  
G.I. Klotz, 243 Wisconsin st. . . . . Magazine Agent

**389. LIVINGSTONE; Chillicothe, Mo.**

Meets in C. A. R. Hall, east side Public Square, 1st and 3d Sundays.

Jno. Bammer, 109 E. Webster st. . . . . Master  
Frank Harker, 322 E. Jackson st. . . . . Secretary  
H.W. McKinley, 315 E. Webster st. . . . . Collector  
Virgil Glore, 125 Maple st. . . . . Receiver  
H.P. Anderson, Box 68 . . . . . Magazine Agent

**390. IRON MOUNTAIN; Carondelet, Mo.**

Meets in Druids' Hall, 7001 So. Broadway, 2d and 4th Tuesdays at 8 P.M.

Wm. Cushing, 7807 Minnesota ave., St. Louis . . . . . Master  
C.G. Fauer, 7320 S. 6th st., St. Louis . . . . . Secretary  
Chas. Rochow, 6733 Virginia ave., St. Louis . . . . . Collector

E.F. Paul, 7206 S Broadway, St. Louis . . . . . Receiver

J.B. Garno, 6763 So. Broadway, St. Louis . . . . . Magazine Agent

**391. NAUVOO; Ft. Madison, Iowa.**

Meets in A. O. U. W. Hall every Saturday evening.

J.E. Blevins, 1613 2d st. . . . . Master  
Jas. Low, 1906 2d st. . . . . Secretary  
C.S. Tucker, 2631 Santa Fe ave. . . . . Collector  
B.W. Bowser, 1607 2d st. . . . . Receiver  
Jas. Low, 1906 2d st. . . . . Magazine Agent

**392. WEST PENN; Allegheny, Pa.**

Meets in Reimann's Hall, Lowry st., 1st and 3d Wednesdays at 8 P.M.

E.A. Wiley, 10 Hamilton st. . . . . Master  
J.D. Davis, 57 Lowry st., Troy Hill, Allegheny . . . . . Secretary  
L.H. Martin, Box 89, Blairsville . . . . . Collector  
W.R. Ransom, Cokeville . . . . . Receiver  
F.M. Bennett, Blairsville . . . . . Magazine Agent

**393. BIG SANDY; Lexington, Ky.**

Meets in I. O. F. Hall, E. Main st., 1st Monday at 7:30 P.M. and 3d Sunday at 2:30 P.M.

F.W. Collier, 121 E. High st. . . . . Master  
T.W. Robertson, 121 E. High st. . . . . Secretary  
W.J. Burgess, C. & O. Round House . . . . . Collector  
J.A. Wyant, 101 S Limestone st. . . . . Receiver  
J.B. Cavins, Clay ave. . . . . Magazine Agent

**394. PLEASANT VALLEY; Beatrice, Nebraska.**

Meets in K. P. Hall, 114 N. Fifth st., 1st, 3d and 5th Sundays at 2 P.M.

E.K. Cole, 809 S. 6th st. . . . . Master  
D.A. McCarter, 1708 E. Ella st. . . . . Secretary  
E.K. Cole, 809 S. 6th st. . . . . Collector  
Henry Cox, N. 4th st. . . . . Receiver  
B.F. Eckles . . . . . Magazine Agent

**395. MILLARD FOSTER; Armourdale, Kan.**

Meets at 601 Kansas ave., every Thursday at 7:30 P.M.

Henry Tambllyn, L. Box 26 . . . . . Master  
W.F. Remington, L. Box 26 . . . . . Secretary  
Henry Tambllyn, L. Box 26 . . . . . Collector  
Thos. Quinn, L. Box 26 . . . . . Receiver  
D.J. Tambllyn, Bellville . . . . . Magazine Agent

**396. TIP TOP; Goodland, Kansas.**

Meets in B. of L. F. Hall every Monday at 7:30 P.M.

W.F. Hackett . . . . . Master  
L.K. Foster, Box 102 . . . . . Secretary  
L.K. Foster, Box 102 . . . . . Collector  
Welcome Sims, Roswell, Colo. . . . . Receiver  
Wm. Swearingen . . . . . Magazine Agent

**397. LONG DIVISION; Holington, Kansas.**

Meets in Masonic Hall, 1st and 3d Wednesdays, at 2 P.M.

J.M. Gleadall . . . . . Master  
C.E. Tindall . . . . . Secretary  
David Rodeck . . . . . Collector  
J.B. McCauley . . . . . Receiver  
J.M. Gleadall . . . . . Magazine Agent

**398. CONSTANT; Olean, N. Y.**

Meets in K. O. T. M. Hall alternate Sundays.

C.P. Anderson, 81 3d st. . . . . Master  
Patrik Driscoll, Jr., N. Washington st. . . . . Secretary  
A.F. Johnson, 192 6th st. . . . . Collector  
A.F. Johnson, 192 6th st. . . . . Receiver  
A.F. Johnson, 192 6th st. . . . . Magazine Agent

**399. CRESCENT CITY; New Orleans, La.**

Meets in Teutonia Hall, Exchange Alley and Custom House st., 2d and 4th Thursdays.

J.M. Gordon, 583 N. Rampart st. . . . . Master  
E.J. Bolean, 97 Locust st. . . . . Secretary  
B.J. Meyer, 168 Clara st. . . . . Collector  
J.B. Brasill, 95 Locust st. . . . . Receiver  
Wm. C. Schub, 432 Melpomene st. . . . . Mag. Agent

**400. MARIAS DES CYGNE; Osawatomie, Kan.**

Meets in Firemen's Hall every Friday at 8:00 P.M.

J.E. Stitt . . . . . Master  
C.W. Cook, Box 59 . . . . . Secretary  
Jno. Sims . . . . . Collector  
J.E. Stitt . . . . . Receiver  
Jno. W. Ahlstrom . . . . . Magazine Agent

**401. ITASCA; Two Harbors, Minn.**

Meets in I. O. O. F. Hall, 2d and 4th Sundays.

Martin Muth . . . . . Master  
Paul Fingerthal . . . . . Secretary  
Jas. Shea . . . . . Collector  
J.H. Olson . . . . . Receiver  
Fred Flora, Two Harbors . . . . . Magazine Agent

**402. WATER LILY; Water Valley, Minn.**

Meets in K. of P. Hall, 1st Thursday at 7:30 P.M. and 3rd Thursday at 3:30 P.M.

J.E. Myers . . . . . Master  
W.S. Bosma . . . . . Secretary  
W.S. Bosma . . . . . Collector  
J.M. Collins . . . . . Receiver  
W.W. Leland . . . . . Magazine Agent

**403. DEVOTION; Portsmouth, Va.**

Meets in K. of P. Hall, 217 High st. 2d and 4th Sundays at 2:40 P.M.

Eugene Eley, 1110 Green st. . . . . Master  
T.B. Griffin, 1413 Green st. . . . . Secretary  
E.J. Hall, 500 4th st. . . . . Collector  
J.E. Morris, 1103 Washington st. . . . . Mag. Agent

**404. GRAVITY; Danmore, Pa.**

Meets in Swartz Hall, 2d and 4th Sundays at 2 P.M.

Thos. Kelly . . . . . Master  
C.E. Collins . . . . . Secretary  
J.E. Stuart . . . . . Collector  
D.G. Wescott . . . . . Receiver  
C.E. Collins, P.O. Box 113 . . . . . Magazine Agent

**405. VANDALIA; Elmhurst, Ill.**

Meets in K. of H. Hall 2d and 4th Sundays at 2 P.M.

W.H. Crise, Box 251 . . . . . Master  
W.J. Cohea, Box 109 . . . . . Secretary  
A.H. Crise, Box 251 . . . . . Collector  
August Underliner . . . . . Receiver  
Jno. D. Bill . . . . . Magazine Agent



**406. THANKSGIVING; Foxburg, Pa.**

Meets in Odd Fellows' Hall, 1st and 2d Sundays at 2 P. M.  
 Wm. Jackson . . . . . Master  
 C. E. Ritts . . . . . Secretary  
 Harry Raughton . . . . . Collector  
 W. F. Keefer . . . . . Receiver  
 J. F. Gates . . . . . Magazine Agent

**407. PUGET SOUND; Seattle, Wash.**

Meets in Masonic Hall, cor. Second and Pike streets, 1st and 3d Sundays at 8 P. M.  
 Wm. Claussen, C. & P. S. shops . . . . . Master  
 H. R. Lovejoy, C. & P. S. shops . . . . . Secretary  
 W. J. O'Brien, C. & P. S. shops . . . . . Collector  
 Peter McGregor, Boulevard . . . . . Receiver  
 A. H. Montgomery, Boulevard . . . . . Mag. Agent

**408. CRYSTAL; Jacksonville, Ill.**

Meets in S. P. & P. H. Hall alternate Sundays at 2 P. M.  
 F. P. Drew, 1003 E. Lafayette ave. . . . . Master  
 Basil McMillan, 469 East st. . . . . Secretary  
 F. P. Drew, 1003 E. Lafayette ave. . . . . Collector  
 H. T. Benson, 1216 E. Capitol ave., Springfield . . . . . Receiver  
 Basil McMillan, 469 East st. . . . . Magazine Agent

**409. AIR LINE; Princeton, Ind.**

Meets in B. of L. F. Hall, cor. State and Main sts., 2d and 4th Sundays at 2 P. M.  
 J. E. Cox, L. Box 505 . . . . . Master  
 J. L. Ballard, L. Box 505 . . . . . Secretary  
 E. R. Small, L. Box 505 . . . . . Collector  
 Otto Gratz, L. Box 505 . . . . . Receiver  
 L. L. Yeager . . . . . Magazine Agent

**410. HERBERT P. LITTLEJOHN; Fitchburg, Mass.**

Meets in G. A. R. Hall 2d and 4th Sundays at 11 A. M.  
 Alvin Howe, 32 North st. . . . . Master  
 W. A. Chase, 17 Newton Place . . . . . Secretary  
 W. B. Hodges, 89 Highland ave. . . . . Collector  
 H. G. Pope, 46 Blossom st. . . . . Receiver  
 Cecil Cheney, 90 Blossom st. . . . . Magazine Agent

**413. TWO REPUBLICS; San Luis Potosi, Mexico.**

Meets in Firemen's Hall, Calle Morales, 1st and 3d Sundays at 8 P. M.  
 Dan'l Nolan . . . . . Master  
 Geo. Richardson, Box 71 . . . . . Secretary  
 Jno. Quinn, Box 71 . . . . . Collector  
 J. M. Worsner . . . . . Receiver  
 J. M. Worsner . . . . . Magazine Agent

**414. ADAMANT; St. Louis, Mo.**

Meets in Masonic Hall, cor. Chouteau ave. and Manchester Road, 1st and 3d Mondays at 2 P. M.  
 C. J. Arnold, 823 Manchester Road . . . . . Master  
 E. W. Keatley, 4216 Folsom ave. . . . . Secretary  
 Gustave Stoll, 1219 Talmage ave. . . . . Collector  
 E. W. Keatley, 4216 Folsom ave. . . . . Receiver  
 J. F. Brogan, 1131 Tallmage ave. Magazine Agent

**415. MAYFLOWER; Louisville, Ky.**

Meets in Market Hall, Shelby st., bet Market and Jefferson sts., every Wednesday at 2 P. M.  
 J. T. Reagan, 416 Bickett ave. . . . . Master  
 Wm. McKenna, 938 E. Jefferson st. . . . . Secretary  
 G. P. Enoch, 1116 11th st. . . . . Collector  
 Wm. McKenna, 938 E. Jefferson st. . . . . Receiver  
 E. R. C. Nashold 1310 Reservoir ave. Mag. Agent

**416. RADIANT; Mahoningtown, Pa.**

Meets in Smith's Hall 1st Sunday and 3d Tuesday.  
 C. W. Holcomb . . . . . Master  
 G. P. Jones . . . . . Secretary  
 E. H. Grace . . . . . Collector  
 E. H. Grace . . . . . Receiver  
 James H. O'Donnell, Box 226 . . Magazine Agent

**417. DIAMOND; Champaign, Ill.**

Meets in Kuhn's Hall, 5 Main st, 1st and 3d Mondays at 7:30 P. M.  
 F. C. Sabin, 317 S. Randolph st. . . . . Master  
 D. W. O'Brien . . . . . Secretary  
 A. G. Frederickson . . . . . Collector  
 C. L. Walters . . . . . Receiver  
 W. G. Tucker, 15 Eureka st. . . Magazine Agent

**418. BALD EAGLE; Jersey Shore, Pa.**

Meets in Engineer's Hall, cor. Allegheny and Wiley sts., 2d and 4th Sundays at 1:30 P. M.  
 R. R. King . . . . . Master  
 F. H. Heinbach . . . . . Secretary  
 T. W. Tierney . . . . . Collector  
 E. C. Messner . . . . . Receiver  
 C. H. Sherry . . . . . Magazine Agent

**419. STEPTOE BUTTE; Tekoa, Wash.**

Meets in Whitmore & McLean Hall, 1st and 3d Tuesdays at 7:30 P. M.  
 C. A. Painton, Box 35 . . . . . Master  
 H. O. Bingham, Box 240 . . . . . Secretary  
 D. S. McDonald . . . . . Collector  
 H. O. Bingham, Box 240 . . . . . Receiver  
 J. H. Walters . . . . . Magazine Agent

**420. ANN ARBOR; Owosso, Mich.**

Meets in Richardson's Hall, Washington st., 2d and 4th Sundays.  
 A. F. Yerkes, 438 E. Main st. . . . . Master  
 A. F. Yerkes, 438 E. Main st. . . . . Secretary  
 F. E. Harrington, 403 Michigan ave. . . Collector  
 F. E. Harrington, 403 Michigan ave. . . Receiver  
 J. F. Hux, 211 Cass st. . . . . Magazine Agent

**421. WINDSOR; Windsor, Ont.**

Meets in A. O. F. Hall 1st and 3d Wednesdays.  
 Thos. Howe, G. T. R. . . . . Master  
 W. D. Atherton, G. T. R. . . . . Secretary  
 J. T. Pryor, G. T. R. . . . . Collector  
 Thos. Howe, G. T. R. . . . . Receiver  
 M. J. King, G. T. R. . . . . Magazine Agent

**422. LAKE VIEW; Ashtabula Harbor, Ohio.**

Meets in Old Masonic Hall, 1st and 3d Sundays at 1:30 P. M.  
 W. A. Strong, Box 418 . . . . . Master  
 Herman Richards, Box 630 . . . . . Secretary  
 W. B. Porter, Box 434 . . . . . Collector  
 T. A. Kagy, Box 407 . . . . . Receiver  
 . . . . . Magazine Agent

**423. MOUNT HELENA; Helena, Mont.**

Meets in A. O. U. W. Hall, cor. Main & Broadway, 1st and 3d Fridays at 7 P. M.  
 J. H. Dally, Bailey Block . . . . . Master  
 J. E. Morris, 1508 Phoenix ave. . . . . Secretary  
 Jno. Geaney, care J. H. Dally, Bailey Bl'k . . Collector  
 J. H. Dally, Bailey Block . . . . . Receiver  
 D. R. Bell, 1325 Bolder ave. . . . . Magazine Agent

**424. FLEETWOOD; Covington, Ky.**

Meets in McCullom Hall, 15th and Russell sts., 2d Friday at 7:30 P. M. and 4th Sunday at 2:30 P. M.  
 B. O. Chalkley, 1705 Russell st. . . . . Master  
 W. D. Pethel, 1531 St. Clair st. . . . . Secretary  
 Hewitt Myers, 1111 Banklick st. . . . . Collector  
 J. W. Goodhue, 1616 Banklick st. . . . . Receiver  
 F. W. Robertson, 1305 Russell st. Magazine Agent

**425. PETER BURNS; East Nashville, Tenn.**

Meets cor. Stockell and Josephine sts., every Monday at 9:30 A. M.  
 T. F. McGlyman, 818 Main st., Nashville. Master  
 H. L. Tindall, cor. Stockell and Josephine sts., Nashville . . . . . Secretary  
 D. M. Boyd, 500 Meridian st., Nashville, Collector  
 H. L. Tindall, cor. Stockell and Josephine sts., Nashville . . . . . Receiver  
 Warner Campbell, 500 Meridian st., Nashville . . . . . Magazine Agent

**426. TOMBIGBEE; Avondale, Ala.**

Meets in Moore's Hall, 1st Tuesday and 3d Monday evenings.  
 D. H. O'Neal . . . . . Master  
 W. H. Carithers . . . . . Secretary  
 I. W. Neel . . . . . Collector  
 W. H. Carithers . . . . . Receiver  
 John W. Carithers . . . . . Magazine Agent

**437. CONGAREE; Columbia, S. C.**

Meets in K. P. Hall, 226 Main st. every Sunday at 10 A. M.  
 Oscar Land, 156 Taylor st . . . . . Master  
 W. S. Fether, 41 Richland st . . . . . Secretary  
 A. C. Gruber, cor. Taylor and Barnwell sts . . . . . Collector  
 J. D. Tuck, 209 Richland st . . . . . Receiver  
 John H. Harrison, 21 Hurleville ave. . . . . Magazine Agent

**438. CHEROKEE; Van Buren, Ark.**

Meets in A. O. U. W. Hall, 2d Thursday at 7:30 P. M. and 4th Wednesday at 1:30 P. M.  
 Richard Kennesey . . . . . Master  
 Henry Phelps . . . . . Secretary  
 C. I. Clark . . . . . Collector  
 F. D. Gipson . . . . . Receiver  
 Jeff. Cornish . . . . . Magazine Agent

**439. WINCHESTER; Brunswick, Md.**

Meets in K. P. Hall, every Saturday at 2 P. M.  
 W. F. Eberle, Martinsburg, W. Va. . . . . Master  
 Jno. O'Leary . . . . . Secretary  
 C. T. Lindell . . . . . Collector  
 C. H. Edmonston . . . . . Receiver  
 Jno. O'Leary . . . . . Magazine Agent

**441. IONIA; Ionia, Mich.**

Meets in K. P. Hall 2d and 4th Sundays.  
 F. H. Williams, 527 Rich st . . . . . Master  
 A. J. Whitehead, 527 E. Main st . . . . . Secretary  
 G. M. Kling, 412 Washington st . . . . . Collector  
 J. F. Welton, 430 E. Washington st . . . . . Receiver  
 Henry Stiles, 631 E. Main st . . . . . Magazine Agent

**442. PATAPSCO; Baltimore, Md.**

Meets in Mechanic's Exchange Hall, 2nd floor, 2 E. Fort ave, cor. Charles st, 1st and 3d Sundays at 2 P. M.  
 W. E. Harris, 161 E. Randall st . . . . . Master  
 F. V. Hosefross, 1637 Hanover st . . . . . Secretary  
 Jacob Fishell, 120 E. Fort ave . . . . . Collector  
 P. F. Donnelly, 22 Beverley st . . . . . Receiver  
 W. A. Tribby, 533 E. Fort ave . . . . . Mag. Agent

**443. WILLOW GROVE; Bennett, Pa.**

Meets in Jr. O. A. M. Hall 1st and 3d Thursday evenings at 7:30 P. M.  
 D. G. Paden . . . . . Master  
 F. E. Woodford, Box 178 . . . . . Secretary  
 C. O. Sprague . . . . . Collector  
 F. E. Woodford, Box 178 . . . . . Receiver  
 Ford Welk . . . . . Magazine Agent

**445. NOTTOWAY; Crowe, Va.**

Meets in Masonic Hall, 2d Saturday and 4th Sunday at 2:30 P. M.  
 W. E. Perkinson . . . . . Master  
 J. A. Bradshaw . . . . . Secretary  
 W. A. Clayton . . . . . Collector  
 B. E. Neale, Box 43 . . . . . Receiver  
 N. H. Cheatham . . . . . Magazine Agent

**447. EMERALD; Leavenworth, Kan.**

Meets in K. P. Hall, cor. 4th and Delaware sts., 2d Sunday and 4th Saturday evening.  
 Jas. McNerney, 4th and Kiowa sts. . . . . Master  
 Chas. Curtin, 720 Kiowa st . . . . . Secretary  
 Thos. Cronin, 718 Kiowa st . . . . . Collector  
 Chas. Curtin, 720 Kiowa st . . . . . Receiver  
 E. E. Dustin, 602 So Espanado st, Magazine Agent

**448. COMFORT; Cheyenne, Wyo.**

Meets in Engineers' Hall, 212½ W. 16th st. every Friday at 7:30 P. M.  
 J. K. Baldwin, 618 E. 18th st. . . . . Master  
 Ralph Robertson, 807 E. 16th st. . . . . Secretary  
 G. A. Rockafield . . . . . Collector  
 P. H. Conway, 1715 House st. . . . . Receiver  
 P. H. Conway, 1715 House st. . . . . Magazine Agent

**449. CHERISH; Monett, Mo.**

Meets in Engineer's Hall, Broadway, bet. 3d and 4th sts. every Tuesday at 2 P. M.  
 Thos. Mansfield . . . . . Master  
 W. L. Shaffer . . . . . Secretary  
 F. D. Plavan . . . . . Collector  
 W. L. Shaffer . . . . . Receiver  
 J. J. Peck . . . . . Magazine Agent

**441. MIAMI; Cincinnati, Ohio.**

Meets in G. A. R. Hall, Eastern ave. and Bigley st., 1st and 3d Sundays at 2 P. M.  
 W. J. Brennan, 1141 Eastern ave . . . . . Master  
 Geo. Everhart, 170 Tecumphy st . . . . . Secretary  
 Jos. Leen, 116 Walworth ave . . . . . Collector  
 W. J. Brennan, 1141 Eastern ave. . . . . Receiver  
 Mike Carroll, Morrow . . . . . Magazine Agent

**442. BARRIE BAY; Allandale, Ontario.**

Meets in Firemen's Hall 1st and 3d Sundays.  
 T. C. Royce . . . . . Master  
 J. J. Church, Box 114 . . . . . Secretary  
 W. N. Harps, Box 202 . . . . . Collector  
 J. W. McKinley, Box 207 . . . . . Receiver  
 Luke Spearn . . . . . Magazine Agent

**443. VIRGINIA; Danville, Va.**

Meets in Odd Fellows' Hall, 514 Main st, 2d and 4th Mondays at 1:30 P. M.  
 R. L. Pierce, 848 Battery st . . . . . Master  
 W. H. Moore, Neapolis . . . . . Secretary  
 J. T. Brown, Neapolis . . . . . Collector  
 C. F. Gills, Box 171, North Danville . . . . . Receiver  
 A. E. Bost, L Box 84, Neapolis, Va . . . . . Mag. Agent

**444. MISSION RIDGE; Knoxville, Tenn.**

Meets in French & Roberts' Hall, cor. Gay and Depot sts., every Monday at 2:30 P. M.  
 E. A. Lloyd, 509 Williams st . . . . . Master  
 W. N. Golphorth, 430 W. Depot st. . . . . Secretary  
 E. B. Love, 901 E. Park st . . . . . Collector  
 C. W. Pry, 703 Richard st . . . . . Receiver  
 Tim. O'Connor, 723 W. Clinch st. . . . . Magazine Agent

**446. BLUESTONE; Bluefield, W. Va.**

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 7 P. M. and 2d and 4th Sundays at 2 P. M.  
 S. D. Rice . . . . . Master  
 C. A. Tracy . . . . . Secretary  
 Jos. Werner, Box 36 . . . . . Collector  
 Wm. Daugherty . . . . . Receiver  
 W. T. Gibson . . . . . Magazine Agent

**447. FRENCH BROAD; Asheville, N. C.**

Meets in B. of L. F. Hall 2d and 4th Sundays at 10:30 A. M.  
 O. M. Losey, Box 228 . . . . . Master  
 T. C. Folsom, Box 412 . . . . . Secretary  
 B. E. Lee, Box 412 . . . . . Collector  
 B. T. Egerton, Box 412 . . . . . Receiver  
 . . . . . Magazine Agent

**448. ALTAMONT; Keyser, W. Va.**

Meets in I. O. O. F. Hall every Tuesday at 1:30 P. M.  
 J. J. Johnston, Jr. . . . . Master  
 T. E. Johnston, Box 124 . . . . . Secretary  
 R. E. Fazanbaker . . . . . Collector  
 W. W. Davis, Box 25 . . . . . Receiver  
 W. E. Cheshire . . . . . Magazine Agent

**449. NOLAN RIVER; Cleburne, Texas.**

Meets in B. of L. F. Hall every Tuesday at 8 P. M.  
 C. M. Rodgers, L Box 71 . . . . . Master  
 Jno. Mobley, Box 12 . . . . . Secretary  
 John Mobley, Box 20 . . . . . Collector  
 G. L. Wilson, L Box 12 . . . . . Receiver  
 Dan'l Ross . . . . . Magazine Agent

**450. CLEVELAND; Cleveland, Ohio.**

Meets in Fraternity Hall, cor. Lorain and Pearl sts 2d Saturday at 7:30 P. M. and 4th Sunday at 2 P. M.  
 J. A. Kreiss, Gustave Court No. 1 . . . . . Master  
 E. L. Banks, 483 Pearl st . . . . . Secretary  
 E. L. Banks, 483 Pearl st . . . . . Collector  
 Jas Hago, 110 Root st . . . . . Receiver  
 C. R. Kunkel, 175 Abbey st. . . . . Magazine Agent

**451. BOIS D'ARC; Bonham, Texas.**

Meets in I. O. O. F. Hall 1st and 3d Sundays at 3:00 P. M.  
 Lawrence Johnson . . . . . Master  
 T. L. Cox . . . . . Secretary  
 W. A. Rea . . . . . Collector  
 T. L. Cox . . . . . Receiver  
 H. E. Collett . . . . . Magazine Agent

**463. WM. BEAZLEY; Parkersburg, W. Va.**

Meets in J. O. U. A. M. Hall, 511 Market st., every Sunday at 2 P. M.  
 A. M. Bayres, 46½ Ann st. . . . . Master  
 W. B. Broughton, 384 9th st. . . . . Secretary  
 J. F. McLaughlin, 113 6th st. . . . . Collector  
 W. C. Berovin, 128 8th st. . . . . Receiver  
 Daniel Watts, 129 Smith st., River Side, . . . . . Magazine Agent

**463. RADFORD; Radford, Va.**

Meets in Odd Fellows' Hall, East Radford, 2d and 4th Sundays at 2 P. M. and 1st and 3d Tuesdays at 8 P. M.  
 Jos. Snavelly, Edmund st, Bristol . . . . . Master  
 M. P. Corvin, L Box 463, East Radford . . . . . Secretary  
 A. J. Herndon, Bristol . . . . . Collector  
 W. S. Hutton, Bristol . . . . . Receiver  
 . . . . . Magazine Agent

**464. MOUNTAIN PARK; Ashley, Pa.**

Meets in Met's Hall, Main St., 1st and 3d Sundays at 2 P. M.  
 Wm. Rodgers . . . . . Masters  
 I. D. Miller, Box 171 . . . . . Secretary  
 Robt. Dunlap . . . . . Collector  
 J. C. Ruhl, Box 147 . . . . . Receiver  
 E. E. Butz . . . . . Magazine Agent

**465. JOHN BRANDT; Roseburg, Ore.**

Meets in Old Masonic Hall 2d Tuesdays and 4th Wednesdays at 2 P. M.  
 W. E. Everton . . . . . Master  
 Thos. Herbig . . . . . Secretary  
 W. E. Everton . . . . . Collector  
 J. E. Hodgdon . . . . . Receiver  
 J. E. Hodgdon . . . . . Magazine Agent

**466. SUN RIVER; Great Falls, Mont.**

Meets in Minot Hall, cor. Central ave and 2d st, 2d and 4th Sundays at 7:30 P. M.  
 Chas Peck, Box 465 . . . . . Master  
 W. G. Locher, Box 630 . . . . . Secretary  
 J. T. Crawford . . . . . Collector  
 M. J. O'Reilly, Box 465 . . . . . Receiver  
 Chas. Weller . . . . . Magazine Agent

**467. MECKLENBERG; Charlotte, N. C.**

Meets in Odd Fellows' Hall every Sunday at 9 A.M.  
 J. E. Smith, 708 W. Trade st . . . . . Master  
 J. C. Lanyox, 216 W. 4th st. . . . . Secretary  
 W. E. Nesbett, 412 N. Smith st. . . . . Collector  
 C. A. Sigman, 505 W. 9th st. . . . . Receiver  
 E. L. Hanks . . . . . Magazine Agent

**468. MACKINAW; Van Wert, Ohio.**

Meets in Union Hall, 2d and 4th Sundays.  
 Edmond Conaway . . . . . Master  
 D. W. Armentrout . . . . . Secretary  
 Edmond Conaway . . . . . Collector  
 Henry Boyer, Box 323 . . . . . Receiver  
 Henry Boyer . . . . . Magazine Agent

**469. HILL CITY; Vicksburg, Miss.**

Meets in K. of P. Hall, cor. of Washington and Clay sts., 1st and 3d Saturdays at 8:30 P. M. and 2d and 4th Saturdays at 7:30 P. M.  
 T. W. Curry, 512 Henry st . . . . . Master  
 Eugene Gallagher, 734 Mulberry st . . . . . Secretary  
 E. H. Shaw, 121 Pearl st . . . . . Collector  
 Wm. Fletcher, 121 Pearl st . . . . . Receiver  
 Henry Dold, Baton Rouge, care Y. & M. V. R. R. Depot . . . . . Magazine Agent

**469. LAKE CITY; Erie, Pa.**

Meets in K. & L. of H. Hall, State st. bet. 7th and 8th sts., 1st and 3d Sundays at 2 P. M.  
 W. A. McClain, 234 W. 23d st . . . . . Master  
 P. E. Olmstead, 330 W. 19th st . . . . . Secretary  
 B. E. Northup, 311 W. 18th st. . . . . Collector  
 H. B. Rurr, 136 W. 20th st . . . . . Receiver  
 E. L. Wagner, 152 W. 14th st. . . . . Magazine Agent

**469. ELMIRA; Elmira, N. Y.**

Meets at 224 S. Main st., Miller's Bl'k, 2d and 4th Sundays at 2 P. M.  
 D. R. Jackson, 273 Baty st . . . . . Master  
 C. A. Washburne, 708 Spaulding st . . . . . Secretary  
 P. P. Davies, 314 Baty st . . . . . Collector  
 F. C. Harper, 382 Baty st. . . . . Receiver  
 M. H. Dunbar, 230 W. Miller st. . . . . Magazine Agent

**469. WHEAT CITY; Brandon, Manitoba.**

Meets in Workman's Hall, 2d and 4th Sundays at 3 P. M.  
 W. G. Clarke . . . . . Master  
 Wm. Glenn . . . . . Secretary  
 G. E. Holden . . . . . Collector  
 D. E. Crawford, Box 45 . . . . . Receiver  
 J. C. Massender, Box 85 . . . . . Magazine Agent

**469. ORMSBY; Pittsburgh, South Side, Pa.**

Meets in Weber's Hall, cor. 27th and Sarah sts., 1st and 3d Sundays.  
 H. K. Smith, 129 24th st. . . . . Master  
 F. G. Jarrett, 2916 Sarah st., S. S. . . . . Secretary  
 R. T. Stratton, 111 26th st. . . . . Collector  
 J. L. Rogerson, 118 25th st. . . . . Receiver  
 Geo. Hoffman, 2852 Sarah st. . . . . Magazine Agent

**469. ORPHANS' HOPE; Dennison, Ohio.**

Meets in Engineer's Hall, cor. Grant and Second sts., every Monday at 1:30 P. M.  
 H. R. Brown, Box 247 . . . . . Master  
 Edw. Englehard, Box 66 . . . . . Secretary  
 Jas. Hoffman . . . . . Collector  
 David Parks, Box 24 . . . . . Receiver  
 C. H. Clendenning . . . . . Magazine Agent

**469. WESLEY CRAIG; Corning, O.**

Meets in K. P. Hall 2d and 4th Sundays.  
 D. E. Davis . . . . . Master  
 Fabe Cody . . . . . Secretary  
 J. B. Face . . . . . Collector  
 Alexander Morrison . . . . . Receiver  
 J. B. Face . . . . . Magazine Agent

**469. ONTARIO; London, Ontario.**

Meets in I. O. O. F. Hall, cor. English and Dundas sts., 1st and 3d Sundays at 2 P. M.  
 Wm. Russell, 696 Elias st . . . . . Master  
 Russell Follis, 468 Dundas st . . . . . Secretary  
 Geo. Prodder, 11 Alfred st . . . . . Collector  
 Geo. Gourlay, 148½ Strachan ave . . . . . Receiver  
 P. J. Kane, 590 Pall Mall st. . . . . Magazine Agent

**469. MOUNT KATAHDIN; Henderson, Me.**

Meets in B. of L. F. Hall 2d Sunday and 4th Monday.  
 G. S. Allen, Box 215 . . . . . Master  
 Alex. Devine, Box 221 . . . . . Secretary  
 John Humphreys . . . . . Collector  
 Fred Rolfe . . . . . Receiver  
 John R. Macdonald . . . . . Magazine Agent

**470. JOHN A. LOGAN; Murphysboro, Ill.**

Meets in Bodaker Hall, 1st and 3d Sundays at 1:30 P. M.  
 W. R. Childers . . . . . Master  
 W. F. Snider, Box 408 . . . . . Secretary  
 J. J. Norris . . . . . Collector  
 J. H. Delano, Jr. . . . . Receiver  
 W. F. Snider . . . . . Magazine Agent

**471. INTERNATIONAL; Ft. Erie, Ont.**

Meets in Allen's Hall, International Bridge, 1st and 4th Tuesdays at 8 P. M.  
 W. G. Bown, Amigari . . . . . Master  
 Alex. McIntyre, Amigari . . . . . Secretary  
 Geo. Metler, Amigari . . . . . Collector  
 Richard Clark, International Bridge . . . . . Receiver  
 William Jones, Amigari . . . . . Magazine Agent

**472. JOHN J. MANNING; Buffalo, N. Y.**

Meets in Klocke's Hall, cor. Gold and Lovejoy sts. every Tuesday at 8 P. M.  
 P. L. Carey, 319 S. Division st. . . . . Master  
 Samuel Bender, 731 N. Division st. . . . . Secretary  
 J. L. Ruffy, 45 Chestnut st. . . . . Collector  
 P. L. Carey, 319 Division st. . . . . Receiver  
 E. W. Ginkinger, 863 Eagle st. . . . . Magazine Agent

**474. TAUNTON; Taunton, Mass.**

Meets in Good Templar's Hall 2d and 4th Monday evenings.  
 E. B. Mitchell, 39 Porter st. . . . . Master  
 J. T. Bishop, 34 Myrtle st. . . . . Secretary  
 Fred Axford, 29 Maple st. . . . . Collector  
 J. T. Bishop, 34 Myrtle st. . . . . Receiver  
 C. L. Freeman, 28 Porter st. . . . . Magazine Agent

**475. JAMES LEAHY; Grand Junction, Colo.**

Meets in I. O. O. F. Hall every Tuesday at 8 P.M.  
 F. P. Ready, Gunnison . . . . . Master  
 O. H. Kearns . . . . . Secretary  
 Andrew Struthers . . . . . Collector  
 C. L. Crain . . . . . Receiver  
 Robt. Rowe . . . . . Magazine Agent

**476. W. J. WARD; Woodstock, N. B.**

Meets in K. P. Hall, King st, 2d Friday and 4th  
 Saturday at 7:30 P. M.  
 W. H. Parker . . . . . Master  
 Jas. Johnston . . . . . Secretary  
 Andrew Struthers . . . . . Collector  
 Zebedee Gabel, Fredericton . . . . . Receiver  
 John Keezer . . . . . Magazine Agent

**477. GLENWOOD; Kenova, W. Va.**

Meets in Midway Hall every Tuesday evening.  
 S. L. Cryer . . . . . Master  
 Ralph Fields, Ceredo . . . . . Secretary  
 G. S. Osborn . . . . . Collector  
 W. E. Williams . . . . . Receiver  
 C. J. Lindner, 1108 Scott st, Portsmouth O.  
 . . . . . Magazine Agent

**478. NARRAGANSETT; Providence, R. I.**

Meets in Trainmen's Hall, 301 Canal street, 1st  
 and 3d Sundays at 2:30 P.M.  
 G. W. Sawtell, 44 Nichols st. . . . . Master  
 R. E. McCarthy, 240 Charles st . . . . . Secretary  
 J. D. McSheehy, 23 Webster st . . . . . Collector  
 R. E. McCarthy, 240 Charles st . . . . . Receiver  
 Wm. Smith, Valley Falls . . . . . Magazine Agent

**479. ST. GEORGE; Smiths Falls, Ont.**

Meets in Haley's Hall 2d and 4th Mondays.  
 H. C. Pye . . . . . Master  
 Edw. Pennett . . . . . Secretary  
 Stephen Smith . . . . . Collector  
 Andrew Boyd . . . . . Receiver  
 S. B. O'Hara . . . . . Magazine Agent

**480. CHIPETA; Bldgway, Colo.**

Meets in B. of L. F. Hall 1st and 3d Saturdays,  
 at 8 P. M.  
 J. W. Sowers . . . . . Master  
 C. C. Ervin . . . . . Secretary  
 J. J. Manifold . . . . . Collector  
 J. T. Stewart . . . . . Receiver  
 J. T. Stewart . . . . . Magazine Agent

**481. EASTER; St. Louis, Mo.**

Meets S. W. cor. Broadway and Monroe sts.,  
 1st and 2d Thursdays at 8 P. M.  
 Henry Mincer, 1931 Dodder st . . . . . Master  
 W. S. Ferguson, 4028 N. 9th st . . . . . Secretary  
 T. M. Lynch, 2718 N. 11th st . . . . . Collector  
 W. C. Linck, 8326 Halls Ferry Road . . . . . Receiver  
 W. C. Linck, 8326 Halls Ferry Road, Mag. Agent

**482. INDEPENDENCE; Barnesville Minn.**

Meets in U. A. O. D. Hall, 1st Sunday at 2 P. M.  
 and 3d Monday at 10 A. M.  
 G. W. Lum . . . . . Master  
 N. A. Gray . . . . . Secretary  
 N. E. Varney . . . . . Collector  
 Jas. Hendry . . . . . Receiver  
 N. E. Varney . . . . . Magazine Agent

**484. STAB OF JERSEY; South Amboy, N. J.**

Meets in Protection Hall every Tuesday at 7:30  
 P. M.  
 A. T. Kerr . . . . . Master  
 T. C. Ervin . . . . . Secretary  
 R. U. Rue . . . . . Collector  
 Asa Thomas . . . . . Receiver  
 . . . . . Magazine Agent

**485. PAUL BEVERE; Charlestown, Mass.**

Meets in Bigelow Hall, 8 Eden st, entrance Tib-  
 betts Town Way, 1st and 3d Sundays at 1:30 P.M.  
 H. W. Carson, 13 Pearl st . . . . . Master  
 W. H. Hildreth, 57 Rutherford ave . . . . . Secretary  
 F. F. Derby, 9 Auburn st . . . . . Collector  
 C. G. Bates, 17 Harvard Square . . . . . Receiver  
 R. W. Miller, 31 Russell st . . . . . Magazine Agent

**487. WHIRLPOOL; Niagara Falls, Ont.**

Meets in B. of L. F. Hall, Lundy's New Block,  
 1st and 3d Thursdays at 8 P. M.  
 J. S. Whittaker . . . . . Master  
 W. A. Dalton . . . . . Secretary  
 J. J. O'Rourke . . . . . Collector  
 G. A. Cook . . . . . Receiver  
 Wm. Wright . . . . . Magazine Agent

**488. CUMBERLAND; Cumberland, Md.**

Meets in J. R. O. U. A. N. Hall 1st and 3d Sun-  
 days at 2 P. M.  
 J. F. Little, Elkins, W. Va. . . . . Master  
 C. J. Grait, 29 Springvale st . . . . . Secretary  
 C. A. Twigg, 61 S. Mechanic st . . . . . Collector  
 W. H. Rice, 11 Harrison st . . . . . Receiver  
 J. H. Strong, 325 N Mechanic st, Magazine Agent

**489. RESURRECTION; Creston, Iowa.**

Meets in Brotherhood Hall, 1st and 3d Mondays  
 at 1:30 P. M. and 2d and 4th Mondays at 7:30  
 P. M.  
 W. N. Nell, 511 N. Vine st . . . . . Master  
 J. P. O'Connor, 100 Howard & Pine sts, Secretary  
 W. H. Van Wormer, 100 Howard and  
 Pine sts . . . . . Collector  
 F. T. Wilson, 614 N. Vine st . . . . . Receiver  
 A. G. Smith, 217 N. Pine st . . . . . Magazine Agent

**490. MIDNIGHT; East Brady, Pa.**

Meets in Odd Fellows' Hall 2d and 4th Sundays  
 at 2 P. M.  
 I. B. Wike . . . . . Master  
 J. E. Patterson . . . . . Secretary  
 T. L. Davis, 74 44th st, Pittsburgh . . . . . Collector  
 Jno. Ruppel, Hulston . . . . . Receiver  
 M. W. Boyd, Verona . . . . . Magazine Agent

**491. BARTON SPRING; Austin, Tex.**

Meets in K. of P. Hall, Congress ave., 2d and 4th  
 Saturdays at 8 P. M.  
 Chas. Enlow, 1311 E. 2d st . . . . . Master  
 E. E. Clappart, 1109 E 8th st . . . . . Secretary  
 H. E. Enlow, 1311 E. 2d st . . . . . Collector  
 E. E. Clappart, 1109 E 8th st . . . . . Receiver  
 H. E. Enlow, care H. & T. C. Round  
 House . . . . . Magazine Agent

**492. IVANHOE; Alvarado, Tex.**

Meets in B. of L. F. Hall every Sunday at 2:30  
 P. M.  
 Morgan Semeley, Smithville, L.  
 Box 70 . . . . . Master  
 Frank Barnes, Smithville, L. Box 70 . . . . . Secretary  
 W. H. Rogers . . . . . Collector  
 Geo. Brinklow . . . . . Receiver  
 W. H. Coble . . . . . Magazine Agent

**493. FULTON; Atlanta, Ga.**

Meets in Industrial Council's Hall, 26 1/2 E. Ala-  
 bama St., every 2d and 4th Sunday at 2:30 P.M.  
 B. B. Plunkett, 255 Cooper st. . . . . Master  
 Harry Huddleston, 64 McDaniel st . . . . . Secretary  
 R. N. Barclay, 64 McDaniel st . . . . . Collector  
 A. N. Thom, 64 McDaniel st . . . . . Receiver  
 James J. Neville, 22 Smith st . . . . . Magazine Agent

**494. BAY de NOC; Gladstone, Mich.**

Meets in K. of R. Hall, 2d and 4th Thursday  
 evenings.  
 Jas. Fitzpatrick . . . . . Master  
 J. A. Houle, Box 136 . . . . . Secretary  
 O. V. Kurker . . . . . Collector  
 L. H. Wintel, L Box 646 . . . . . Receiver  
 N. D. McIntyre . . . . . Magazine Agent

**496. ROBERT E. LEE, Manchester, Va.**

Meets in J. W. Tony's Hall, 11th and Hull sts.,  
 1st and 3d Saturdays at 10 A. M.  
 J. T. Ahern, 807 McDonar st . . . . . Master  
 R. M. Hilton . . . . . Secretary  
 R. M. Woodbury, 809 Simms st. . . . . Collector  
 J. W. Walhall, 21st and Chicago sts . . . . . Receiver  
 J. H. Barnes . . . . . Magazine Agent

**497. SINCERE; Richmond, Va.**

Meets in Odd Fellow's Hall, corner Mayo and  
 Franklin sts., 1st and 3d Mondays at 10 A. M.  
 C. R. Alley, 210 S. Laurell st . . . . . Master  
 W. G. Miller, 408 W. Main st . . . . . Secretary  
 J. A. Turner, 17 S. Cherry st . . . . . Collector  
 Michael Kelly, 605 China st, Sta. A . . . . . Receiver  
 W. T. Day, C. & O. shops, 2d st . . . . . Mag. Agent

**498. VIGILANT; Bellwood, Pa.**

Meets in Cornmesser's Hall, 2d and 4th Sundays at 2 P. M.  
 E. M. Donley . . . . . Master  
 J. C. Nearhoof, Box 672 . . . . . Secretary  
 C. H. Dunn . . . . . Collector  
 T. J. Leidy, Box 605 . . . . . Receiver  
 E. M. Donley . . . . . Magazine Agent

**499. COMPOUND; Chicago, Ill.**

Meets at 355 63d st. 2d and 4th Saturday evenings.  
 M. M. Landis, 3927 Wabash ave . . . . . Master  
 Geo. Goding, 6404 Ellis ave . . . . . Secretary  
 C. L. Coleman, 6404 Ellis ave . . . . . Collector  
 J. E. Leckie, 329 34th st . . . . . Receiver  
 E. C. Palmer, 3207 Hanover st. . . . . Magazine Agent

**501. SPOKANE; Spokane, Wash.**

Meets in K. P. Hall, E. Spokane, 2d and 4th Mondays at 7:30 P. M.  
 Alex. Laing, G. N. Shops, Hillyard . . . . . Master  
 Peter Olsen, G. N. Shops . . . . . Secretary  
 W. L. Ziegfried, G. N. Shops . . . . . Collector  
 L. C. Mowrey, Box 422 . . . . . Receiver  
 Florence Moriarty, 96 Jamieson Bl'k. Mag. Agent

**502. PRIDE; Louisville, Ky.**

Meets in Bronger's Hall, S. W. cor. 15th and Southgate sts. every Monday at 1:30 P. M.  
 W. W. Slaby, 1609 W. Kentucky st. . . . . Master  
 E. E. Hardaway, 1132 W. Broadway . . . . . Secretary  
 F. M. Eliney, 1122 Zane st. . . . . Collector  
 W. W. Slaby, 1609 W. Kentucky st. . . . . Receiver  
 J. E. Kremer, 1511 Prentice st. . . . . Mag. Agent

**503. MT. SOPRIS; Aspen Junction, Colo.**

Meets in K. of P. Hall every Saturday at 2 P. M.  
 B. W. Burgin . . . . . Master  
 J. A. Brittain . . . . . Secretary  
 W. H. Smith . . . . . Collector  
 J. I. May . . . . . Receiver  
 J. C. Frison . . . . . Magazine Agent

**504. GOLDEN ROD; Halifax, Nova Scotia.**

Meets in Creighton's Hall, 1st Wednesday and Fourth Saturday.  
 Cornelius McTiernan, 286 Campbell Rd. . . . . Master  
 C. H. S. Skinner, 51 Dufus st. . . . . Secretary  
 C. F. M. Wilson, Richmond . . . . . Collector  
 Jno. Hessian, 2 Kenney st., Richmond . . . . . Receiver  
 Arthur Parmeter, Kentville . . . . . Magazine Agent

**505. COMPACT; Rankin, Ill.**

Meets in Odd Fellow's Hall every Sunday at 2 P. M.  
 A. T. Ballsback, Box 58 . . . . . Master  
 D. W. Doud . . . . . Secretary  
 A. J. Eschenback, Tipton, Ind. . . . . Collector  
 Fred Jones, Box 44 . . . . . Receiver  
 D. W. Doud . . . . . Magazine Agent

**506. HOUSTON; Houston, Texas.**

Meets in Fischer's Hall, 1103 Houston ave., 1st and 3d Wednesdays at 8:30 P. M., and 2d and 4th Wednesdays at 1:30 P. M.  
 W. J. Denton, 717 Silver st. . . . . Master  
 F. J. Guynes, 2207 Center st. . . . . Secretary  
 H. H. Hunt, cor. Silver and Churn sts. . . . . Collector  
 R. L. Gwaltney, 1417 Johnson st. . . . . Receiver  
 W. J. Guynes, 2207 Center st. . . . . Magazine Agent

**507. MOUNTAIN ECHO; Hazleton, Pa.**

Meets in Union Hall, cor. Wyoming and Green sts., 1st and 3d Sundays, at 2 P. M.  
 F. J. Wagner, 439 E. Walnut st. . . . . Master  
 J. W. Hocking, 145 E. Broad st. . . . . Secretary  
 Conard Gickling . . . . . Collector  
 Fred Meier . . . . . Receiver  
 Wm. Schwartz, 929 E. Mahanoy ave. . . . . Magazine Agent  
 Mahanoy City

**508. WAYNE; Detroit, Mich.**

Meets in I. O. O. F. Hall, cor. of Dix and Park aves., 1st and 3d Sundays, at 2 P. M.  
 D. M. Bowie, 463 Dragon ave. . . . . Master  
 Hugh McDermid, 413 Campbell ave. . . . . Secretary  
 J. H. Martin, 4 Wesson ave., W. Detroit . . . . . Collector  
 J. J. Roach 186 Welch ave., W. Detroit . . . . . Receiver  
 J. H. Martin, 4 Wesson st., W. Detroit . . . . . Magazine Agent

**509. SALT CITY; Syracuse, N. Y.**

Meets in D. L. & W. Hall, over D. L. & W. Depot, 2d and 4th Sundays at 2 P. M.  
 Webster Roof, 126 Cortland ave . . . . . Master  
 C. B. Randall, 806 Oswego st. . . . . Secretary  
 Geo Ritzbeimer, 524 Butternut st. . . . . Collector  
 Frank Garnish, 229 Putman st. . . . . Receiver  
 Webster Roof, 126 Cortland ave . . . . . Mag. Agent

**510. SHOREHAM; Minneapolis, Minn.**

Meets at 2702 Central ave., N. E. 2d and 4th Sundays at 2 P. M.  
 T. H. Lyons, 2541 Quincy st. N. E. . . . . Master  
 F. A. Mitchell, 2410 Fillmore st., N. E. . . . . Secretary  
 C. G. Haney, Station E. . . . . Collector  
 T. H. Lyons, 2541 Quincy st. N. E. . . . . Receiver  
 F. W. Larkins, 740 26th ave. N. E. . . . . Mag. Agent

**511. DIADEN; Blue Island, Ill.**

Meets in Commercial Hall, Western ave. and Cook st., 1st and 3d Fridays at 7:30 P. M.  
 . . . . . Master  
 . . . . . Secretary  
 A. E. Curtice . . . . . Collector  
 H. J. Parry, 4757 Dearborn st., Chicago . . . . . Receiver  
 Albert Cary . . . . . Magazine Agent

**512. ANTIETAM; Hagerstown, Md.**

Meets in Odd Fellows' Hall, cor. Franklin and Potomac sts., 1st and 3d Sundays at 10 A. M.  
 C. E. Perry, 203 W. Franklin st. . . . . Master  
 W. T. Kenner, 38 Walnut st. . . . . Secretary  
 W. T. Kenner, 38 Walnut st. . . . . Collector  
 J. H. Moore, Shenandoah, Va. . . . . Receiver  
 J. J. Linebaugh, Georges st. . . . . Magazine Agent

**513. MT. MONADNOCK; Nashua, N. H.**

Meets in Mechanic's Hall 2d and 4th Sunday afternoons.  
 C. B. F. Horton, 11 Norton st. . . . . Master  
 F. M. Chapman, Box 334, Hudson . . . . . Secretary  
 W. T. McQuesten, Hudson . . . . . Collector  
 L. R. Winters, 127 E. Holles st. . . . . Receiver  
 Chas. M. Hobart, 21 Armory st., Magazine Agent

**514. PENOBSCOT; Bangor, Me.**

Meets in United Fellowship Hall, Main st., 2d and 4th Sundays at 2 P. M.  
 G. B. Nickerson, Larkin st. . . . . Master  
 C. L. Cummings, Broad st. . . . . Secretary  
 Geo. Trueworthy, 25 Pleasant st. . . . . Collector  
 C. L. Cummings, Broad st. . . . . Receiver  
 P. A. Stafford, 210 Main st. . . . . Mag. Agent.

**515. WASHITA; Chickasha, I. T.**

Meets in K. of P. Hall, every Friday at 7 P. M.  
 Jno. Feeney . . . . . Master  
 R. E. Fields . . . . . Secretary  
 T. W. Kunz . . . . . Collector  
 H. P. Arnold, Caldwell, Kan. . . . . Receiver  
 . . . . . Magazine Agent

**516. ACORN; Chicago Junction, Ohio.**

Meets in O. R. C. Hall, 2d and 4th Thursdays at 7:30 P. M.  
 O. R. Worley, Chicago . . . . . Master  
 J. C. Tinker, Chicago . . . . . Secretary  
 B. H. Brooks, Chicago . . . . . Collector  
 Melville Ebersole, Chicago . . . . . Receiver  
 H. B. Ney . . . . . Magazine Agent

**517. PALMETTO; Palatka, Fla.**

Meets in Turner's Hall every Sunday.  
 O. E. Adams . . . . . Master  
 F. O. Dumas . . . . . Secretary  
 J. H. Brooks . . . . . Collector  
 T. M. Hyers . . . . . Receiver  
 A. J. Smith, G. S. and F. Shops, Macon, Ga. . . . . Magazine Agent

**518. CUMBERLAND VIEW; Nashville, Tenn.**

Meets in Knights of Honor Hall, cor. Market and Centre sts., every Tuesday at 9:30 A. M.  
 S. D. Pettit, 445 Chestnut st. . . . . Master  
 F. D. McMurry, 100 Maury st. . . . . Secretary  
 T. G. Ayers, 441 Chestnut st. . . . . Collector  
 C. J. Weidenbacher, 703 Lucas st. . . . . Receiver  
 J. W. Bills, 1213 Brown st. . . . . Magazine Agent

**519. AGATE; Duluth, Minn.**

Meets in Seva Hall, W. Superior st., bet. 18th and 19th aves., 1st and 3d Sundays at 2:30 P. M.  
 L. L. Hood, 1534 W. Superior st. . . . . Master  
 G. F. Watson, 1902 W. Superior st. . . . . Secretary  
 J. A. Marshall, 1908 W. Superior st. . . . . Collector  
 T. W. Robinson, 1905 W. Superior st. . . . . Receiver  
 P. L. Whalen, 1421 W. Michigan st. . . . . Mag. Agent

ALABAMA.	ILLINOIS.	KENTUCKY.	MONTANA.	ONTARIO.	RHODE ISLAND.
Mobile . . . 277	East St. Louis 44	Lexington . . 393	Glendive . . 128	Hamilton . . 151	Providence . 478
Selma . . . 89	Effingham . . 405	Louisville . . 103	Great Falls . 456	Lindsay . . 136	SOUTH CAROLINA.
Tuscumbia . 279	Freeport . . 138	Louisville . . 415	Helena . . . 423	London . . 117	Columbia . . 427
	Jacksonville. 408	Louisville . . 502	Livingston . 491	Niagara Falls. 487	SOUTH DAKOTA.
	Joliet . . . 355	Ludlow . . . 104	Lima . . . 343	North Bay . . 234	Aberdeen . . 388
ARIZONA.	Ketchsburg . 114	Paducah . . 238	Missoula . . 194	Ottawa . . . 172	Huron . . . 170
Tucson . . . 94	Mattoon . . 111	Somerset . . 367		Palmerston . 181	Mitchell . . 190
Winslow . . 173	Mt. Carmel . 282		NEBRASKA.	Point Edward. 221	
	Murphysboro 470		Beatrice . . 394	Rat Portage . 305	TEXAS.
ARKANSAS.	Urbana . . . 22	Algiers . . . 267	Chadron . . 17	Schreiber . . 387	Alvarado . . 492
Argenta . . 304	Pana . . . 122	New Orleans. 399	Fairbury . . 373	St. Thomas . 5	Austin . . . 491
Jonesboro . 204	Peoria . . . 48	MAINE.	Lincoln . . 179	Stratford . . 38	Big Springs . 372
Little Rock . 45	Rankin . . . 505	Bangor . . . 514	North Platte . 28	W.T.'r'to Jnc. 262	Bonham . . 451
Pine Bluff . 163	Rock Island . 89	Henderson . 469	Omaha . . . 123		Cleburne . . 449
Van Buren . 428	Roodhouse . 79	Portland . . 4		OREGON.	Denton . . . 8
BRITISH COLUM.	Savanna . . 197	MANITOBA.	Wadsworth . 19	The Dalles . 167	El Paso . . 185
Donald . . . 341	Springfield . 46	Brandon . . 464	N. W. TERRITORY.	EastPortland. 193	Ennis . . . 226
Vancouver . 276	Streator . . 303	Winnipeg . . 127	Medicine Hat. 342	La Grande . 348	Fort Worth . 83
			ROSEBURGH . 455		Gainesville . 324
CALIFORNIA.		MARYLAND.		OHIO.	Galveston . 115
Los Angeles . 97	INDIANA.	Baltimore . . 214	Asheville . . 447	Air Line Junc. 473	Houston . 146
Needles . . 327	Anderson . . 459	Baltimore . . 432	Charlotte . . 457	Ashtabula . 248	Houston . 506
Rocklin . . 58	Andrews . . 165	Baltimore . . 430	NORTH DAKOTA.	Ashtabula . 422	Laredo . . 278
Sacramento . 260	Butler . . . 164	Brunswick . 488	Dickinson . 41	Bucyrus . . 110	Longview . 70
S'n Bernardino 91	Elkhart . . 162	Cumberland . 488	Fargo . . . 85	Chicago J'n . 5-6	Marshall . 177
San Diego . . 386	Evansville . 160	Hagerstown . 512		Chillicothe . 202	Palestine . 154
San Francisco 91	Evansville . 112	MASSACHUSETTS.		Cincinnati . 269	Paris . . . 345
Tulare . . . 139	Fort Wayne . 141	Boston . . . 57	Camden . . . 72	Cincinnati . 441	San Antonio . 145
WestOakland. 143	Garrett . . 203	Charlestown. 485	Hoboken . . 354	Cleveland . 10	Taylor . . . 268
	Princeton . 409	Fitchburg . . 410	Jersey City . 3	Cleveland . 450	Temple . . 147
	Huntington . 166	Springfield . 307	Junction . . 272	Columbus . 9	Texarkana . 343
CANADA.	Indianapolis . 14	Taunton . . 474	Perth Amboy. 350	Conneaut . 377	Tyler . . . 148
Hochelega . 335	Jeffersonville 297	Worcester . . 73	Phillipsburg . 11	Corning . . 467	Yokum . . . 261
Montreal . . 15	La Fayette . 36	MEXICO.	Port Morris . 271	Crestline . 299	
Teronto . . . 67	Logansport . 52	Porfiorio Diaz. 308	South Amboy. 494	Collinwood . 183	TENNESSEE.
	Logansport . 53	S'n Luis Potosi 413	Trenton . . 258	Dayton . . . 375	Chattanooga. 329
COLOREAD.	Michigan City 300		Union Hill . 349	Delaware . 239	E. Nashville . 465
Aspen Junc . 503	Monon . . . 2	MISSISSIPPI.		Delphos . . 185	Jackson . . 301
Colorado City. 218	Monon . . . 2	Columbus . 426	NEW BRUNSWICK.	Dennison . 466	Knorrville . 444
Como . . . 256	New Albany . 268	Meridian . . 200	Carleton . . 357	Gallion . . 107	Memphis . 55
Denver . . . 77	Peru . . . 157	Vicksburg . 460	Moncton . . 283	Lima . . . 184	Memphis . 206
Denver . . . 273	Terre Haute . 16	Water Valley. 402	Woodstock . 276	Lorain . . . 356	Nashville . 159
Grand J'net'n 475	Washington . 361	MICHIGAN.	Concord . . 306	Norwalk . 198	Nashville . 518
La Junta . . 328		Battle Creek . 84	Nashua . . 513	Newark . 175	
Leadville . . 196	INDIAN TER.	Detroit . . 158		Springfield . 360	UTAH.
Pueblo . . . 59	Chickasha . 515	Detroit . . 508	NEW MEXICO.	Toledo . . 142	Salt Lake City. 178
Ridgway . . 480		EastSaginaw. 286	Chama . . . 108	Went Vert . 458	Terrace . . 93
Salida . . . 140	IOWA.	Escanaba . . 129	Raton . . . 257	Wellsville . 96	Ogden . . . 368
Trinidad . . 344	Belle Plaine . 311	Fort Gratiot . 116	San Marcial. 261	Youngstown. 199	
	Boone . . . 25	Gladstone . 494			VIRGINIA.
CONNECTICUT.	Burlington . 161	Grand Rapids. 265	NEW YORK.		Clifton Forge. 274
Hartford . . 285	Cedar Rapids. 27	Gladstone . 494	Albany . . . 230	PENNSYLVANIA.	Crews . . . 435
New Haven . 284	Canton . . . 34	Ionia . . . 431	Binghamton . 227	Allegheny . 219	Danville . . 443
	Creston . . 489	Jackson . . 240	Brooklyn . . 291	Altoona . . 287	Manchester . 494
DELAWARE.	Dubuque . . 822	Marquette . 150	Buffalo . . 101	Ashley . . 454	Portsmouth . 403
Wilmington . 231	Dubuque . . 822	Marshall . . 411	Buffalo . . 241	Bellwood . 498	Radford . . 463
DIST. OF COLUM.	Eagle Grove . 132	Owosso . . 420	Buffalo . . 472	Bennett . . 424	Richmond . 497
Washington . 7	Eldon . . . 137	West Bay City. 152	Buffalo . . 816	Bradford . 326	Roanoke . . 182
	Estherville . 288		Buffalo . . 12	Carbondale . 62	
FLORIDA.	Fort Dodge . 222	MISSOURI.	Corning . . 121	Chartiers . 378	VERMONT.
Palatka . . . 517	Fort Madison. 591	Brookfield . 23	East Albany . 215	Columbia . 252	Bellows Falls. 365
Pensacola . 346	W.Des Moines. 102	Carondelet . 390	East Syracuse. 834	Conemaugh . 381	Lyndonville. 301
Sanford . . 364	Keokuk . . 93	Chillicothe . 389	Elmira . . 242	Connellsville. 302	Rutland . . 258
	Marion . . 293	De Soto . . 6	Elmira . . 463	Derry Station. 310	St. Albans . 352
GEORGIA.	Mason City . 29	Hannibal . . 290	Greenfield . 315		WISCONSIN.
Atlanta . . . 493	Marshalltown 125	Kansas City . 337	Hornellsville. 169	Dunmore . 404	Altoona . . 68
Atlanta . . . 247	Mo. Valley . 254	Monett . . 140	L. I. City . 309	East Brady . 490	Ashland . . 359
Augusta . . 332	Perry . . . 124	Moberly . . 54	Middletown . 232	Erie . . . 482	Baraboo . . 36
Columbus . 323	Sioux City . 64	Nevada . . 371	New York . 149	Foxburg . 406	Fort Howard . 186
Macon . . . 246	Stuart . . . 20	N. Springfield 51	New York . 155	Great Bend . 283	Janeville . 355
Waycross . 325	Waterloo . . 30	Poplar Bluff . 292	New York . 363	Harrisburg . 174	Madison . . 42
		Bedalia . . 78	Norwich . . 216	Hazleton . 507	Milwaukee . 130
IDAHO.	KANSAS.	Stanberry . 56	Olean . . . 898	Jersey Shore . 418	Milwaukee . 368
Montpellier . 195	Argentine . 74	St. Joseph . 43	Oneonta . . 71	Lehighton . 384	N. La Crosse . 169
Pocatello . 113	Arkansas City. 255	Springfield . 368	Oswego . . 92	Mahoning . 416	S. Kaukauna . 366
	Armourdale . 313	St. Louis . 109	St. Jervis . 1	town . 416	Stevens Point. 181
ILLINOIS.	Atholton . . 154	St. Louis . 414	Rochester . 99	Mauch Chunk. 251	Waukegan . 362
Amboy . . . 85	Chanute . . 354	St. Louis . 481	Schenectady. 210	Meadville . 207	Waukegan . 362
Auburn Jct . 331	Council Grove. 870	St. Louis . 481	Syracuse . 120	Oil City . 388	W. Superior . 396
Bloomington 40	Eldorado . . 369	Slater . . . 18	Syracuse . 213	Philadelphia. 60	
Blue Island . 511	Ellis . . . 32	Trenton . . 380	Syracuse . 569	Philadelphia. 319	Seattle . . 407
Cairo . . . 180	Fort Scott . 153	Thayer . . 230	Susp'n B'ge . 302	Philadelphia. 319	Spokane Falls. 301
Central Park . 237	Goodland . . 396	MINNESOTA.	Utica . . . 229	Philadelphia. 333	Sprague . . 13
Centralia . . 37	Herrington . 874	Austin . . 126	Whitehall . 209	Pittsburgh . 285	Tacoma . . 191
Champaign . 417	Holsington . 397	Barnesville . 483	Watertown . 212	Pittsburgh . 318	Tekoa . . . 419
Chicago . . . 47	Horton . . . 376	Duluth . . 519		Pittsburgh . 465	
Chicago . . . 50	Leavenworth. 330	E. Grand Fr'ks 292	NOVA SCOTIA.	Renovo . . 338	WEST VIRGINIA.
Chicago . . . 95	Leavenworth. 330	East St. Paul . 320	Halifax . . 504	Sayre . . . 379	Bluefield . 146
Chicago . . . 144	Newton . . 340	Minneapolis . 82	Truro . . . 171	Scottsdale . 347	Grafton . . 23
Chicago . . . 186	Neodesha . 336	Minneapolis . 270		Scranton . 228	Hinton . . 386
Chicago . . . 188	Osawatimie . 400	Minneapolis . 510	ONTARIO.	South Easton . 211	Huntington . 394
Chicago . . . 244	Parsons . . 24	Staples . . . 81	Allandale . 442	Susquehanna. 206	Kenova . . 67
Chicago . . . 249	N. Topeka . 335	St. Cloud . . 224	Belleville . 66	Sunbury . 220	Keyser . . 448
Chicago . . . 275	Topeka . . . 205	St. Paul . . 61	Brookville . 69	Wilkes-Barre . 250	Parkersburg . 62
Chicago . . . 499	Wellington . 359	Two Harbors. 401	Chapleau . 321	White Haven . 351	
Chillicothe . 105		Waseca . . 65	St. Erie . . 225	QUEBEC.	WYOMING.
Clinton . . 176	KENTUCKY.	West St. Paul . 358	Whitehall . 209	Farnham . 134	Cheyenne . 628
Charleston . 187	Bowling Green 1100	Butte City . 264	Windsor . . 421	River du Loup . 119	Evansville . 36
Danville . . 63	Covington . 424			Richmond . 118	Laramie . . 36
Decatur . . . 49	Henderson . 317				Hawkins . . 57

## LADIES' SOCIETY, B. OF L. F.

## GRAND LODGE.

Mrs. E. A. BALL . . . . . Grand President  
Box 123, Stratford, Ontario.

Mrs. J. A. LEACH . . . . . Vice Grand President  
Sedalia, Missouri.

Mrs. JAMES I. MOORE . . . . . Grand Secretary and Treas.  
Box 389, Stratford, Ont.

Mrs. W. CALKINS . . . . . Grand Insurance Agent  
Sedalia, Missouri.

## BOARD OF GRAND TRUSTEES.

Mrs. W. H. COFFEY, 486 A ave . . W. Cedar Rapids, Ia  
Mrs. LOVEJOY, 318 St. Joe st . . . Elkhart, Indiana

Mrs. SLUSSER . . . . . Huntington, Indiana

## GRAND EXECUTIVE BOARD.

Mrs. F. P. SARGENT . . . . . Terre Haute, Indiana

Mrs. DU BOIS . . . . . Boone, Iowa

Mrs. KING . . . . . San Francisco, California

## ORGANIZERS.

Mrs. E. A. BALL, Box 123 . . . . . Stratford, Ontario  
for Canada.

Mrs. T. KILLIAN, 22 East Pacific st . . Sedalia, Mo  
for the State of Missouri.

Mrs. M. J. SCHIEDY . . . . . Mauch Chunk, Pa  
for the State of Pennsylvania.

Mrs. M. L. FIELD, 731 South Water st . . Denver, Colo  
for the State of Colorado.

Mrs. W. S. COOK, West Ridge st . . Marquette, Mich  
for the State of Michigan.

Mrs. W. H. COFFEY, 484 A ave . . W. Cedar Rapids, Ia  
for the State of Iowa.

Mrs. T. J. ROBERTS, 1762½ 8th st . . W. Oakland, Cal  
for the State of California.

Mrs. J. H. KUHN . . . . . Delphos, Ohio  
for the State of Ohio.

Mrs. LOVEJOY, 318 St. Joe st . . . . . Elkhart, Ind  
for the State of Indiana.

## SUBORDINATE LODGES.

## 1. GOOD ENDEAVOR; Stratford, Ont.

Mrs. E. A. Ball, Box 123 . . . . . President

Mrs. J. I. Moore . . . . . Secretary

. . . . . Treasurer

## 2. QUEEN OF THE WEST; Cedar Rapids, Iowa.

Mrs. W. McMullen, 507 F. ave . . . . . President

Mrs. G. P. Smith, 189 C. ave . . . . . Secretary

Mrs. W. C. Byers, 382 G. ave . . . . . Treasurer

## 4. DILIGENCE; Perry, Iowa.

Mrs. Banyard . . . . . President

Mrs. E. G. Crawford, Box 518 . . . . . Secretary

. . . . . Treasurer

## 6. EXCELSIOR; Marquette, Mich.

Mrs. W. Reany, 742 Bluff st . . . . . President

Miss Agnes Hcaley, 307 Fisher st . . . . . Secretary

Mrs. W. Boesler, 416 Washington st . . . . . Treasurer

## 7. OUR PRIDE; Waterloo, Iowa.

Mrs. A. Livingston, 114 Barclay st . . . . . President

Mrs. Ellis Sweet . . . . . Secretary

Mrs. Charles Vroom, 202 Fremont st . . . . . Treasurer

## 8. GARFIELD; Garrett, Ind.

Mrs. Katie McClarthy, Box 6 . . . . . President

Mrs. Millie Fullmer, Box 64 . . . . . Secretary

Mrs. Jennie Cramer, Box 218 . . . . . Treasurer

## 9. WELCONE; Needles, California.

Mrs. J. A. Stout . . . . . President

Mrs. A. D. Ensign . . . . . Secretary

Mrs. J. G. Mills . . . . . Treasurer

## 10. HELPMATE; Elkhart, Ind.

Mrs. Lizzie Lovejoy, 206 Kinzy st . . . . . President

Miss Jennie Miller, 416 High st . . . . . Secretary

Mrs. Clara Shasberger, Middlebury st. . . . . Treasurer

## 12. HEART AND HAND; Delphos, Ohio.

Mrs. J. A. Kuhns, Lock Box 343 . . . . . President

Mrs. A. T. Hogarth, Lock Box 35 . . . . . Secretary

Mrs. J. A. Slagle, Lock Box 119 . . . . . Treasurer

## 13. EUREKA; Huntington, Ind.

Mrs. Jennie Robertson, 12 Allen st . . . . . President

Mrs. Maggie Slusser, 115 Court st . . . . . Secretary

Mrs. Georgia Jones, 63 Fredrick st . . . . . Treasurer

## 14. UNITY; Hornellsville, N. Y.

Mrs. H. R. Clark, 9 McDougall ave . . . . . President

Mrs. E. McMullen, 20 Greeley ave . . . . . Secretary

Mrs. J. C. Collins, 43 East Main st . . . . . Treasurer

## 15. PROTECTION; Mauch Chunk, Pa.

Mrs. Geo. Tosh . . . . . President

Mrs. Geo. Swartwood, Box 181 . . . . . Secretary

Mrs. M. J. Schiedy . . . . . Treasurer

## 16. HEADLIGHT, Boone, Iowa.

Mrs. E. A. Cross . . . . . President

Mrs. H. C. Barron . . . . . Secretary

Mrs. M. Crane . . . . . Treasurer

## 17. STAR OF HONOR; Moberly, Mo.

Mrs. Parsons . . . . . President

Mrs. Kellogg, 400 So. Ault st . . . . . Secretary

Mrs. Lois Nicholson . . . . . Treasurer

## 18. GOLDEN WEST; San Francisco, Cal.

Mrs. J. C. Miller, 1723 Luther st . . . . . President

Miss Kate Smith, 2332 Harrison st . . . . . Secretary

Mrs. F. E. Pope, 2049½ Mission st . . . . . Treasurer

## 19. QUEEN CITY; Sedalia, Mo.

Mrs. Helen Lester . . . . . President

Mrs. Della Kinzie, 1400 E. Fifth st . . . . . Secretary

Mrs. Laura Buchanan . . . . . Treasurer

## 20. SILVER STATE; Pueblo, Colo.

Mrs. Geo. Lamont, 1107 11th st . . . . . President

Mrs. Geo. Loy, 73 Block st . . . . . Secretary

Mrs. J. R. Mihoover, 707 3d st . . . . . Treasurer

## 21. FRANKLIN; Columbus, Ohio.

Mrs. Ellen Coit, 999 Pennsylvania ave, President

Maude Rinehart . . . . . Secretary

Mrs. Mary Dickerson, 1208 E. Atchison st, . . . . . Treasurer

## 22. SCENIC ROUTE; Denver, Colo.

Mrs. M. L. Field, 731 S. Water st . . . . . President

Mrs. Ida Curtis, 860 S. 9th st . . . . . Secretary

Mrs. Harriet Bennet, 1250 S. 9th st . . . . . Treasurer

## 23. FRIENDSHIP; Sanbury, Pa.

Mrs. Kate Snipe . . . . . President

Mrs. Jennie Randles . . . . . Secretary

Mrs. Kate Mills . . . . . Treasurer

## 24. PROGRESSIVE; Conneaut, Ohio.

Mrs. E. A. Wilcox . . . . . President

Miss Myrtle Bleasdale . . . . . Secretary

. . . . . Treasurer

## 25. FAVORITE; Arkansas City, Kan.

Mrs. Annie Caldron, 1326 So. G st . . . . . President

Mrs. S. H. Ballou, 639 So. C st . . . . . Secretary

Mrs. Emma Kizer, 829 So. C st . . . . . Treasurer

## 26. PROGRESS; Carbondale, Pa.

Mrs. G. W. Osborne, 158 Cannan st . . . . . President

Mrs. Geo. Brandon, 154 Belmont st . . . . . Secretary

Mrs. G. P. Berry, 83 Park st . . . . . Treasurer

## 27. MCKEEN'S PRIDE; Chanute, Kan.

Mrs. J. W. Henaman . . . . . President

Mrs. T. H. Schunty . . . . . Secretary

Mrs. T. H. Jackson . . . . . Treasurer

## 28. CORAL LEAF; West Oakland, Cal.

Mrs. T. J. Roberts, 1762½ 8th st . . . . . President

Miss Mollie Roberts, 808 Cedar st . . . . . Secretary

Miss Gertrude Payne, 927 Pine st . . . . . Treasurer

## 29. FARRIE MAY; Topeka, Kan.

Mrs. J. Galletly . . . . . President

Mrs. Cora Barnes . . . . . Secretary

Mrs. Laura Verlin . . . . . Treasurer

## 30. AURORA; Los Angeles, Cal.

Mrs. Egan, 843 Bloom st . . . . . President

Miss Mildred Kingsley, 122 Railroad st., . . . . . Secretary

. . . . . Treasurer

## 33. PROTECTION'S HELPMATE; Eldon, Iowa.

Miss Ella M. Taylor, Lock Box 52 . . . . . President

Miss Grace L. Vass, Box 670 . . . . . Secretary

Miss Annie Flowers . . . . . Treasurer

## 34. WHITE CITY; Chicago, Ill.

Mrs. Kate Bradley, 135 Avers ave . . . . . President

Miss Laura Bradley, 135 Avers ave . . . . . Secretary

Mrs. Kate Bradley, 135 Avers ave . . . . . Treasurer

"WORTH A GUINEA A BOX."

**BEECHAM'S  
PILLS**

The Favourite of

**All Railroad Men.**

*A Standard Remedy the World over*

FOR ALL

**BILIOUS AND NERVOUS  
DISORDERS,**

Such as Sick Headache,

Weak Stomach,

Impaired Digestion,

Liver Complaint,

**Constipation,**

and all Similar Ailments.

Covered with a Tasteless and Soluble Coating.

Of all druggists. Price, 25 cents a box.

New York Depot, B. F. Allen Co.,  
365 Canal St.

Send postal for our valuable book, "Constipation."

**MODEL**

**OF LINK**

**VALVE  
MOTION,**

**Neatly Made  
of Brass.**

**PRICE, \$4.00.**

A great help in the study of Valve Motion. Just what is required for the Lodge-room. Perfect in Design and Works Smoothly in all its parts. A great object lesson. Address

**WM. WEILER,**

Box 25.

Port Morris, N. J.

**"MAN WANTS  
BUT LITTLE HERE BELOW."**

But he WANTS to be FREE from

**RASH,  
CHAPPED HANDS,  
SORE HANDS,  
SCALDED HANDS,  
OPEN SORES AND CUTS,**

And for such there is no such soothing and healing remedy as a simple wash with

**Glenn's  
Sulphur  
Soap.**

It is suited for all the wants of railroad men, as well as his wife or children, for the immediate relief of all skin troubles. It removes grease and dirt, yet heals at the same time. Your Druggist keeps it.

N. B.—Beware of vile imitations. Ask for and obtain

**GLENN'S SULPHUR SOAP.**

**JUST PUBLISHED.  
LOCOMOTIVE . . .  
. . . CATECHISM**

By **ROBERT GRIMSHAW.**

Containing nearly 1300 questions and answers concerning Designing and Constructing, Repairing and Running various kinds of Locomotive Engines.

Intended as examination questions, and to post and remind the engine runner, fireman and learner.

**A STANDARD BOOK FRESH FROM THE PRESS.**

**FULLY UP TO THE TIMES.**

**EVERY TYPE OF LOCOMOTIVE TREATED.**

Nearly 400 pages; filled with Cuts, Diagrams and Illustrations. Tells all about the Locomotive in language any school-boy can understand. Difficult problems made easy. A popular book for the masses.

**PRICE, \$2.00, PREPAID TO ANY ADDRESS.**

**AGENTS WANTED.**

We want an agent at every round house in the country. Liberal commissions and exclusive agency given.

**NORMAN W. HENLEY & CO.,**

**PUBLISHERS,**

132 Nassau Street,

**NEW YORK.**



A NEW BOOK BY THE AUTHOR OF HAND BOOK OF CALCULATIONS FOR ENGINEERS.

## Hawkins' Aids to ENGINEERS' EXAMINATIONS---Questions and Answers.

This is a summary of the principles and practice of steam engineering, prepared for applicants of all grades, with several hundred sample questions and answers likely to be asked by the examining engineer. The work contains extracts of the laws and requirements of the United States pertaining to engineer's licenses; also city and boiler inspection companies' rules. The work is bound (being designed for constant and ready reference) in substantial red leather with titles and edges in gold. Between 200 and 300 pages, printed on heavy fine surface paper. Size 5 in. x 7½ in. Price, delivered free of post, \$2.00.



### CONTENTS.

INTRODUCTION; CLASSIFICATION OF KNOWLEDGE; QUESTIONS AND ANSWERS RELATING TO HEAT AND WORK; THE STEAM BOILER; MATERIALS FOR BOILERS; EXPANSION AND CONTRACTION OF STEAM BOILERS, DITTO INCrustATION AND SCALE; QUESTIONS AND ANSWERS RELATING TO FIRING, COMBUSTION, CONSTRUCTION AND STRENGTH OF THE STEAM BOILER. QUESTIONS AND ANSWERS RELATING TO THE PHYSICAL PROPERTIES OF STEAM, THE STEAM ENGINE, ENGINE AND BOILER FIXTURES. SAFETY VALVES WITH COPIOUS RULES AND EXAMPLES, SATURATED STEAM WITH TABLES; QUESTIONS AND ANSWERS RELATING TO PUMPS, THE INJECTOR, THE INDICATOR, GRAVITY. QUESTIONS AND ANSWERS RELATING TO BOILER BRACES, TO ICE MAKING, REFRIGERATION, ELECTRICITY, WITH FOOT NOTES AND PLAIN EXPLANATIONS ADDED ON ALL THE ABOVE SUBJECTS. HOW TO SET THE VALVES OF A CORLISS ENGINE, THE SLIDE VALVE, THE VALVES OF A DUPLEX PUMP. A PRELIMINARY EXAMINATION, CONDUCTED BY ONE'S SELF. INDEX.

**THEO. AUDEL & CO., PUBLISHERS, 91 Liberty St., NEW YORK.**

SEND FOR FREE CATALOGUE OF MECHANICAL AND SCIENTIFIC BOOKS AND DRAWING TOOLS.

## Helpful Books for Ambitious Men.

**Locomotive Engine Running**, by ANGUS SINCLAIR. Price, \$2.00.

**Progressive Examinations for Engineers and Firemen**, by JOHN A. HILL. Price, 50 cents.

**Air Brake Practice**, by J. E. PHELAN. Price, \$1.00.

**Block Signalling**. Explains how the different forms of block signals are worked. Price, \$2.00.

**Catechism of the Locomotive**, by M. N. FORNEY. Price, \$3.50.

**Hand-Book of Instructions for Engineers and Firemen**, by N. HAWKINS, M. E. Illustrated. Price, \$2.50.

**How to become a Successful Engineer**, by B. STUART. Price, 50 cents.

These books are well known stand-bys, and the man who buys one of them, will never regret his investment.

**CATALOGUE FREE.**

## ENGINEERING LITERATURE CO.,

East Orange, New Jersey.

# \$4 Worth for \$3.



We will have a few complete copies of "LOCOMOTIVE ENGINEERING" left at the end of the year. We don't keep back numbers and will give a complete set for 1894 with a subscription for 1895 for **\$3.** This will include a handsome picture of the famous "999" for framing.

## LOCOMOTIVE ENGINEERING

is the best illustrated and largest paper of its kind and the only one of use to engine and shop men. This a chance to get two years' numbers complete for \$3.00. Take it now while the files are complete.

**LOCOMOTIVE ENGINEERING,**  
**256 Broadway, New York City.**



# \$4 Worth for \$3.

# PIANOS AND ORGANS

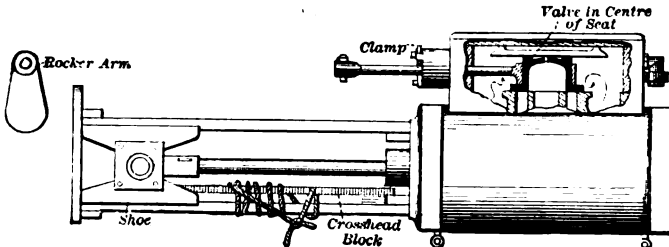
Pianos from \$150  
Organs from \$27.50

**Our New Catalogue FREE** Write for it **Cash or on Easy Payments.**  
**NOW.** **CORNISH & CO.,**  
Washington, N. J.

**FIREMEN. Save 1 year of apprenticeship by Reading**

## Locomotive Mechanism and Engineering.

By H. C. REAGAN.



Sample Cut.

**145 Illustrations.**

**300 Pages.**

**12mo,**

**Cloth, \$2.00.**

**Explaining Fully and Clearly the Construction and Action of Simple and Compound Locomotives.**

**JOHN WILEY & SONS, 53 E. 10 st., N. Y. City.**



**UP TO DATE ..**

**Pocket Primer**

**OF ...**

**AIR BRAKE**

**INSTRUCTION.**

**Simple and Easy. All Flat and no Mysteries. Sent by Mail on receipt of**

**Price, 50 Cents.**

**Address  
W. S. ROGERS, P. B.,  
Buffalo, N. Y.**



## MECHANICAL BOOKS!

**BOOKS FOR  
ENGINEERS,  
FIREMEN,  
MACHINISTS.**

**And all engaged in mechanical pursuits.**

**Send name and address for 48-page Catalogue. Sent gratis on application.**

**D. VAN NOSTRAND CO.,  
PUBLISHERS,  
23 Murray and 27 Warren Streets,  
NEW YORK.**

**THE FIREMAN** Who sails through an examination with flying colors and thereafter handles a locomotive successfully is he who profits by advice from a practical engineer. Such advice can be found in the pages of

**"SHOVEL AND THROTTLE."**

Send \$1.00 by money order, postal note or registered letter to **JOHN T. McCALL, 329 Poplar street, COLUMBIA, PA.** and get a copy by mail postpaid.



**POWDERLY**

## Study Law At Home.

The following is what the well-known ex-General Master Workman of the Knights of Labor, who has just been admitted to practise, and is one of our students, says:

**"Scranton, Pa., Oct. 15, 1894.**

**"I advise every student to enter upon a course with THE SPRAGUE CORRESPONDENCE SCHOOL OF LAW. Its discipline is perfect. Its plan is admirable, and its lessons learned are so impressed upon the memory that they cannot readily be forgotten. I would advise every young man, whether in an office with an attorney or not, to take the course.**

**T. V. POWDERLY."**

**Address for particulars,  
J. COTNER, JR., Sec'y,  
54 Telephone Bldg., DETROIT, MICH.**

**MY WIFE CANNOT SEE HOW YOU DO IT AND PAY FREIGHT.**

**\$14** Buys our 2 drawer walnut or oak Improved High Arm Singer sewing machine. Finely finished, nickel plated, adapted to light and heavy work; guaranteed for 10 Years; with Automatic Bobbin Winder, Self-Threading Cylinder Shuttle, Self-Setting Needle and a complete set of Steel Attachments; shipped any where on 30 Day's Trial. No money required in advance. 75,000 now in use, World's Fair Medal awarded machine and attachments. Buy from factory and save dealer's and agent's profits. Cut This Out and send to-day for machine or large free catalogue, testimonials and Glimpses of the World's Fair.

**FREE** OXFORD MFG. CO. 342 Wabash Ave. CHICAGO, ILL.

\*\*\*\*\*

**INCUBATORS**

**We Warrant**

**The Reliable**

To Hatch 80 per cent. SELF REGULATING Durable, Correct in Principle. Leader at World's Fair. Gets in stamps for new 112 page Poultry Guide and Catalogue. **Reliable Incubator and Brooder Co., Quincy, Ill.**

\*\*\*\*\*

**20 RUBY JEWEL**

**A NEW ELGIN WATCH.**

Especially designed for Railroad Time Service.

World famous  
17 Jeweled  
"B.W. Raymond."

Ask your Jeweler for them.

## THE FIREMEN'S FRIEND—

That never tears,  
rips, or leaves him  
in the lurch—

The Sweet, Orr & Co.  
**OVERALL.**

R. R. men wear them  
and one writes:



NEW YORK,  
June 5, 1898.  
Sweet, Orr & Co.:

DEAR SIR:—I have been wearing your make of over clothes for fourteen years and never had any of them to rip or any buttons to fall off. I am satisfied that I get full value for my money. Hoping you will accept this as my appreciation of your goods.

Yours respectfully,

FRANK AUSTIN,

497 Lex. Ave., N. Y.

Member of New York City  
Division, 103, B. of L. E.

The Great Union Overall Manufacturers of the World are  
**SWEET, ORR & CO.,**

But everybody does not wear overalls, so it must be remembered that this firm makes the best pants, the best shirts and the best wearing sack coats that are made.

N. B.—Everything guaranteed never to rip. If your local dealer does not keep our goods, do us the favor to write direct.

Offices and salesrooms:

NEW YORK CITY.

CHICAGO, ILL.

NEWBURGH, N. Y.

When addressing our advertisers mention this Magazine.

# Three Big Watch Bargains

## A GRAND HOLIDAY OFFER!

First Bargain:—

**ONLY \$7.43.**

(Ladies' or Gents' Size.)

**SPECIAL OFFER.**

We have a

### BEAUTIFUL CALENDAR WATCH.

which not only tells the time like ordinary first-class watches, but ALSO TELLS the DAY OF THE WEEK, THE DATE OF THE MONTH, THE MONTH AND CHANGES OF THE MOON, as you see by the accompanying correct likeness of the watch, which shows the exact size. This watch is an exquisite gem, with fancy porcelain dial, to which no description can do justice. You must see it to judge fairly. It is an elegant and reliable timepiece in every way (a jeweled stem-winder), and is furnished by a Nassau-street firm, whose factory is in Switzerland. Each watch is guaranteed by them. The watch will not only be invaluable to you, but it will make an



### ELEGANT CHRISTMAS GIFT.

We offer it for sale at the remarkably low price of \$7.43. You need send no money in advance unless you prefer. The watch will be sent U. S. D. by express. You can examine it, and, if satisfactory, pay the \$7.43 to the Express Co. If you do result in advance you save express charges, as we send by registered mail, prepaid, when remittance accompanies order. The regular price is \$12.00. Cheaper watches than this are offered of course, but this is the **ONLY CALENDAR WATCH**. It will not only be found in every way a reliable timepiece for daily use, but in appearance it commends itself to the most refined and genteel taste, and it would be regarded anywhere as a costly ornament.

Second Bargain:—

IN ADDITION to this elegant Calendar Watch,

we have a very fine and handsome **LADIES' CHATELAIN WATCH**, in **SOLID SILVER CASE** (beautifully ornamented) stem-winder, guaranteed a correct timekeeper, and a desirable watch in every respect, which we will send to any address, by registered mail, prepaid, on receipt of \$3.60. This is an unusual chance to get a genuine solid silver ladies' watch. **WE WANT AWAY MONEY** on the cheap watches that are offered so widely at what seems a cheaper price, but which are not worth having at any price?

Third Bargain:—

If you want a good watch (which is not a Calendar Watch) for yourself or your boy, we can send you an excellent timekeeper (stem-winder), warranted to be far above anything else of the kind in the market, for \$3.45, sent by registered mail, prepaid. This is no cheap nickel watch. It is

### A Beautiful Watch in Appearance, Having a Fashionable

ebonized steel case, elegant and genteel, and you will wonder how we can afford to sell it for less than double the money. Every one of our watches is guaranteed in every respect. If you want both the Calendar Watch and the Ladies' Solid Silver Chateau Watch, we will send you the two together, U. S. D., for \$10.55, or we will send them, transportation prepaid, on receipt of this price. If you do not want the Ladies' Chateau Watch, but want the Calendar Watch and the Ebonized Steel Case Watch, we will send those two together, U. S. D., for \$10.40, or we will send them, transportation prepaid, on receipt of price. If you want all three (and you can certainly put them to good use at this season of gifts) we will send all three together, U. S. D., for \$13.50, or we will send them, transportation prepaid, on receipt of price. Never in the history of the jewelry trade has so much good value been offered for so little money.

Remember every watch we sell is guaranteed; we sell you our goods at a low price to secure your future orders; and we will stand by every representation we make, and warrant that we will succeed in giving the most complete satisfaction possible.

This lot of Watches has been secured by us for disposal through our other dealings with the firm that manufactures them, and this sale is an extraordinary one. Do not fail to order at once. State whether ladies' or gents' size is desired. Address

**WATCH DEPARTMENT, Homes and Hearths Co., New York.**

# STEAM ENGINEERING



## DIPLOMA AWARDED.

Courses in other trades, all including thorough instruction in Mathematics and Physics. Send for FREE circular, stating subject you wish to study to **THE CORRESPONDENCE SCHOOL OF MECHANICS**, Scranton, Pa.

**MRS. WINSLOW'S SOOTHING SYRUP**  
- FOR CHILDREN TEETHING -  
For sale by all Druggists. 25 Cents a bottle.

## WHEN YOU GROW OLD

You should have a home in which to spend your declining days. NOW is the time to commence to provide it, and WE have the plan by which you can do it. Many railroad men are taking advantage of it. Send us your name and address, and we'll send you full details, free.

**FOSTER & WOODSON,**  
1206 CHAMBER OF COMMERCE, CHICAGO, ILL.



## Advertisers Should Remember

The FIREMEN'S MAGAZINE goes into nearly every railway manager's hands in the country.

The MAGAZINE goes into 35,000 homes of men who have money and spend it.

The MAGAZINE is the best medium of advertising in the land.

Address all correspondence in reference to advertising to

**WM. N. GATES,**  
29 Euclid Ave., Cleveland, O.

**14 KARAT GOLD FILLED**  
Watches Almost Given Away.  
**OUT THIS OUT** and send it with your order and we will send this beautiful 14 karat Gold Plated Watch to you by express for examination. You examine it at the express office, and if you don't think it the most extraordinary bargain you ever saw, leave it and you will be nothing out but your time in looking still. On the other hand, if you think it a bargain and equal in appearance to the best 14 karat gold filled watch you ever saw, pay the express agent our Special price, \$2.50 and it is yours. With the watch we send a full guarantee and our big catalogue of gold and 14 karat gold filled watches, at prices which are almost giving them away. The watch we advertise here is stem wind and better, magnificently engraved and fully guaranteed. Send in your order while they last; we cannot afford to sell many at this price.

**\$2.50**

**STEM WIND**  
**STEM SET**

**THE NATIONAL MFG. & IMPORTING CO.,**  
334 Dearborn Street, Chicago, Ill.

## NATIONAL HOTEL.

**J. H. BREWER, Proprietor.**

(B. of L. E. Div. 182.)

**102 Park Avenue, opp. Avenue Hotel.**  
**HOT SPRINGS, ARK.**

(Correspondence solicited. Letters of Inquiry promptly answered.)

## BREADWINNER OVERALLS

**NEVER WEAR OUT,**

Look Better, Last Longer, Fit Easier, Always Reliable, Never Rip. Every button stamped "Breadwinner." Ten cents given for every button that comes off a "Breadwinner" Garment. If you buy a pair that is not satisfactory, send them back and get a new pair in return.

"BREADWINNER"

## OVERALLS

**ARE UP TO DATE.**

**FOR SALE EVERYWHERE.**

**INSIST UPON HAVING THEM.**

**The O. L. HINDS CO., New York.**



Correspondence strictly confidential. Address stamp if convenient.

# FREE TO SUFFERERS.

Why waste time, money and health with "doctors," wonderful "cure-alls," specifics, etc., when **when I will send FREE** the prescription of a new and positive remedy for a **prompt lasting cure**. Lack of strength, vigor and manhood quickly restored in young or old man. I send this **prescription FREE of charge**, and there is no humbug or advertising catch about it. Any good druggist or physician can put it up for you, as every thing is plain and simple. I can not afford to advertise and give away this splendid remedy unless you do me the favor of buying a small quantity from me direct or advise your friends to do so. But you may do as you please about this. You will never regret having written me, as this remedy cured me after everything else had failed. And letters sent in plain sealed envelope. Enclose stamp if convenient. Address **E. H. HUNGERFORD, Box A 314, Albion, Mich.**

**COOK REMEDY CO.**

**Blood Poison!** Primary, Secondary or Tertiary permanently cured in 15 to 35 days. We eliminate all poison from the system, so that there can never be a return of the disease in any form. Parties can be treated at home as well as here (for the same price and under the same guarantee,) but with those who prefer to come here, we will contrive to cure them or refund all money and pay entire expense of coming, railroad fare and hotel bills.

**Our Magic Remedy** **Eight Years in Use and Never Failed** to cure the most obstinate cases. We challenge the world for a case we can not cure. Since the history of medicine a true specific for **BLOOD POISON** has been sought for but never found until our Magic Cyphilitic was discovered. We solicit the most obstinate cases and challenge the world for a case we cannot cure. This disease has a way of baffling the skill of most eminent physicians.

**\$500,000 CAPITAL** behind our unconditional guarantee. **Absolute proofs** sent sealed on application. Address, **COOK REMEDY CO., Room 307 Masonic Temple, Chicago, Ill.**

**COOK REMEDY CO.**

**BLOOD POISON**

## How's This.

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.

F. J. CHENEY & CO., Props., Toledo, O.

We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions and financially able to carry out any obligation made by their firm. West & Truax, Wholesale Druggists, Toledo, Ohio. Wadding, Kinnan & Marvin, Wholesale Druggists, Toledo, Ohio.

Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Price, 75c per bottle. Sold by all Druggists. Testimonials free.

**WANTED.** Agents to sell our choice Nursery Stock. Apply at once and secure territory. Big money made. Outfit free. Now is the time. Address with reference, F. N. MAY COMPANY, Rochester, N. Y.

**\$12 to \$35 Per Week**

Can be made working for us. Parties preferred who can give their whole time to the business. Spare hours, though may be profitably employed. This announcement is of special interest to stirring men who wish to rise in the world. Good openings for town and city work as well as country districts.

**R. F. JOHNSON & CO., No. 3 So. 11th St., Richmond, Va.**

## OF INTEREST TO R. R. MEN AND THEIR FAMILIES.

U. S. CENSUS, 1880, REPORTS

**35,000 DEATHS FROM CANCER**

### The IOLA SANITARIUM

is an institution thoroughly equipped for the treatment of Cancer, Tumors and all malignant growth without the use of the knife, and effects a permanent cure where the circumstances are at all favorable for treatment. References on application.

Address DR. GEO. DALE, Iola, Wisconsin.

## ARE YOU DEAF?

Don't you want to hear?

The AURAPHONE will help you if you do. It is a new scientific invention which will restore the hearing of any one not born deaf. When in the ear it is invisible, and does not cause the slightest discomfort. It is to the ear what the glasses are to the eye—an ear spectacle. Enclose stamp for particulars.

THE AURAPHONE CO., 607 Masonic Temple, Chicago.

**MEN BE CALTHOS**

We will send you the MARVELOUS and UNFAILING French Preparation, **CALTHOS** FREE by MAIL, and a legally executed guarantee that CALTHOS will RESTORE your HEALTH, STRENGTH AND VIGOR.

*Use it & pay if satisfied.*

Von Mohl Co., Importers, Cincinnati, Ohio.

**FREE** A fine 14k gold plated watch to every reader of this paper. Cut this out and send it to us with our full name and address, and we will send you one of these elegant, richly jeweled, gold finished watches by express for examination, and if you think it is equal in appearance to any \$25.00 gold watch pay our sample price, \$5.25, and it is yours. We send with the watch our guarantee that you can return it at any time within one year if not satisfactory, and if you sell or cause the sale of six we will give you One Free. Write at once, as we shall send out samples for 60 days only. Address **THE NATIONAL M'FG & IMPORTING CO., 334 Dearborn St., Chicago, Ill.**

**LADIES MAKE \$3 A DAY** taking orders for us. No capital required. We furnish goods and pay all charges. Easiest plan ever offered. **CONSUMERS' TEA CO., 271 Main St., Cincinnati, O.**

Removed April 1st to  
DOVER, N. J.—  
Lock Box 68.



## Don't forget that the **Overalls**

are NOT MADE by Chinamen,  
are NOT MADE in "Sweat Shops,"  
but ARE MADE by the  
**BEST PAID WHITE LABOR**  
In the business.

They are made by a Brotherhood man, and were officially endorsed by the R. of L. F. Convention at Cincinnati, September, 1892. If no dealer keeps them in your town, insist upon getting them. The dealers anywhere will handle them if the Brothers will insist. Won't YOU insist on the Brotherhood Overalls, made by  
**H. S. PETERS,**  
{ Lodge No. 3, B. of L. F. } { Div. 419, B. of L. E. } Look Box 68. **Dover, N. J.**

## BOYS, Do You Wish GOOD COFFEE or TEA?

STRAINED CLEAR AS CRYSTAL.

Then BUY the **STANDARD "DRIPLESS" STRAINER.**

The ONLY DRIPLESS STRAINER in the World.

No drip to soil table linen. No wires to clog spout. No falling off.

Used and endorsed by such Brotherhood men as F. P. Sargent, E. E. Clark, Jno T. Wilson, A. D. Thurston, &c., &c.

Ask your dealer for the STANDARD STRAINER. If he does not keep them send 25 Cents to

**STANDARD STRAINER CO.,**

34 Maiden Lane, New York.

Special Inducements to unemployed railroad men to act as our agents.



# FREE!

Our large 24-page catalogue of Organs, also our new and elegant catalogue of Pianos, containing 16 pp. We have the largest manufactory in the world, from which we sell direct to the consumer at wholesale prices, thus saving the profits of the dealer and the commissions of the agents. We furnish a first-class Organ, warranted 20 years, with stool and book, for only **\$27.50**

No money required until instrument has been thoroughly tested in your own house. Sold on instalments. Easy payment.

We positively guarantee every Organ and Piano twenty years. Send for catalogue at once if you want to obtain the greatest bargain ever offered on earth. Write your name and address plainly, and we will send by mail same day letter is received.

As an advertisement, we will sell the first Piano of our make in a place for only

**\$175.00**

Stool, Book and Cover Free. Regular price, \$350.00.

**Beethoven Piano and Organ Co.,**

P. O. Box 575, Washington, N. J.



**Artificial LIMBS**  
—BEST LEG—**\$50**  
Wood or Rubber Foot  
**TRUSSES,** Elastic Stockings,  
Crutches, etc.  
Catalogue Free. State particulars.  
**GEO. R. FULLER,**  
U. S. Government Mfr. Dept.  
No. 44 ROCHESTER, N. Y.

**AT FOLKS REDUCED**  
from 15 to 25 lbs. per month by a  
**HARMLESS TREATMENT.**  
No starving; leaves no wrinkles.  
**THOUSANDS CURED.**  
18 Years' Successful Practice.  
**TREATMENT BY MAIL.**  
For particulars call on, or address with 6 cents in stamps.  
**O. W. F. SNYDER, M. D.,**  
Chicago, Ill.  
**RIEND** 246 McVicker's Theater Bldg.



The Largest Manufacturer of Artificial Legs in the World. And also the Largest manufacturer of Artificial Arms in the World without any exceptions.

## Marks' Patent Artificial Limbs,

WITH RUBBER HANDS AND FEET, are natural in action, noiseless in motion, durable in construction, and the most comfortable to wear.

To A. A. MARKS:

DEAR SIR:—I was a professional tight rope walker and aeronaut before I lost my leg, and I do not allow the loss of a leg to compel me to seek another occupation. With your patent artificial leg I can walk a tight rope nearly as well as I ever could. I feel safe and sure on my rubber foot, no matter where I place it. I consider your invention of the rubber foot the most valuable and important to persons who have lost their natural limbs.

Respectfully yours,  
PROF. F. E. JACOBY,  
Waterbury, Conn.



Over 15,000 in use, scattered in all parts of the world. Eminent surgeons and competent judges commend the Rubber Foot and Hand for their many advantages.

**RECEIVED 24 AWARDS, INCLUDING HIGHEST AWARD AT THE WORLD'S COLUMBIAN EXPOSITION.**

Endorsed and purchased by the U. S. Government and many foreign governments.

A treatise containing 430 pages, with 300 illustrations sent free, also a formula for taking measurements, by which limbs can be made and sent to all parts of the world with fit guaranteed.

Address,

**A. A. MARKS,**

701 Broadway, New York City.

Established 41 years.

NOTE.—The above cut was made from a photograph of Prof. Jacoby while performing on a tight rope. He is balancing entirely on his artificial leg, his natural foot is off the rope and is in the act of passing forward to take the next step.



Some of the  
Claims Paid  
to Firemen:

### Death Claims--Firemen.

Wm. Whitzig, Wis. C. Ry.	\$1 500	E. Skillman, Ill. C. Ry.	\$1 000
Frank Strub, N. P. Ry.	1,500	S. McInnes, Big Four Ry.	1,000
C. W. Ryan, Ill. C. Ry.	1,000	Geo. E. Wells, C. R. I. & P. Ry.	2,000
C. Z. Boynton, Ill. C. Ry.	1,500	E. B. Good, C. B. & N. Ry.	1,500
Hugh Gilmer, St. L. & S. F.	1,500	Ira L. Owens, U. P. Ry.	1,500
Jno. C. Moore, U. P. Ry.	1,000	P. F. Leyha, Ft. W. & D. C.	1,000
Wm. B. Doane, C. B. & N. Ry.	2,000	James Bowen, L. N. A. & C.	1,000
John Hunter, Ill. C. Ry.	1,500	Frank Nichols, St. L. S. W. Ry.	1,000
Evans Jones, St. L. N. & N. W.	1,000	Orlia Fowler, M. L. S. & W. Ry.	1,000
N. J. Chauncey, E. T. V. & G. Ry.	2,000	John Werkhoff, L. N. A. & C. Ry.	1,000
H. P. Shriner, B. & M. Ry.	1,000	Samuel Horne, L. N. O. & T. Ry.	2,000
Thomas McGee, Ill. C. Ry.	2,000	O. W. Bean, B. & M. R. Ry.	1,000
B. B. Arthur, R. & D. Ry.	1,500	Jno. McJohnsou, St. L. & S. F. Ry.	2,000
H. W. Clements, C. & O. Ry.	2,000	C. D. Hasemier, B. & M. R. Ry.	1,000
W. J. Wheeler, St. L. S. W. Ry.	1,500	C. H. Crosby, Soo Line	2,000
Joe Hartley, U. P. Ry.	2,000	J. T. Stewart, N. N. & M. V. Ry.	2,000
T. R. Wallace, M. P. Ry.	3,000	A. P. Baer, D. & R. G. Ry.	2,000
George Knuckles, E. T. V. & G. Ry.	2,000	Andrew Conn, D. & R. G. Ry.	1,500
B. W. Needham, N. P. Ry.	1,000	Chas. L. Myers, M. P. Ry.	2,000
Chas. A. King, St. L. I. M. & S.	1,000		

### Disability Claims--Firemen

H. N. Hancock, C. R. & Q. R. hand	\$750	Elmer E. Barbee, C. & O. Ry., arm	\$1 000
F. T. Wilson, C. B. & Q. Ry., arm	1,000	W. C. King, C. B. & N. Ry., arm	1,000
W. H. Smith, St. L. & S. F. Ry., hand	750	Charles Brown, C. O. Ry., arm	1,000
J. E. Kennedy, Big Four Ry., foot	500	John Long, C. & O. Ry., arm	500

ADDRESS W. K. BELLIS, Secretary and General Manager, Lock Box 93, Indianapolis, Ind.



Established 1884.

**S. N. CLARKSON,****The Railroad Jeweler,****126 State Street,****CHICAGO, ILL.**

**Ladies' Solid Gold 14k. Watches from - \$25 and up.**  
**Boss Filled Cases** with Elgin or Waltham Movem't, **\$15 and up.**

**PRICES OF LEADING AMERICAN MOVEMENTS.**

Finest Howard, nickel, No. 7	\$52 50
The New Raymond, nickel, 17 Jewel	17 00
The New Raymond, gilt, 17 Jewel	15 00
Hampden New Railway, 17 Jewel	25 00

**WALTHAM MOVEMENTS.**

New Crescent Street, nickel, 17 Jewel	\$23 00
New Appleton Tracy, nickel, 17 Jewel	18 00
New Appleton Tracy, gilt, 17 Jewel	16 00
Vanguard Waltham, 17 Jewel	30 00

The above movements will stand inspection on any of the roads in the United States. Goods of any description sent C. O. D., on approval. Agents wanted. Our illustrated catalogue sent free to any address in the United States.

**ARTIFICIAL LEGS AND ARMS.****For Railroad Service a Specialty.****Unparalleled List of Awards.****Free Illustrated Catalogue.**

HON. WADE HAMPTON (Ex-Senator from Virginia), writes: "Wore leg 6 years. I commend your workmanship cordially."

FRANCIS FESSENDEN, Brig. and Bvt. Maj. Gen'l U. S. Army. "I wore your leg with entire satisfaction, and have lately procured a third."

JOHN CONNERY, Conductor B., N. F. & W. Ry. "For the past year have run a passenger train. Best have ever seen."

J. W. HAIGHT, Conductor N. Y., L. E. & W. Ry. "I would not part with artificial limb for five times its cost."

Send description of your case.

**C. A. FREES,****781 Broadway, New York,****Branch Office, 106 Fifth Ave., cor. Washington St., Chicago, Ill.****Established 26 Years.****FIRE UP!****FIREMEN!**

You have a furnace in front, cool drafts about you, and mishaps all the time.

**ST. JACOBS OIL**

**CURES BURNS, SPRAINS, BRUISES, CUTS, WOUNDS, SORENESS,**  
**STIFFNESS, SWELLINGS, BACKACHE, NEURALGIA,**  
**SCIATICA AND RHEUMATISM.**

**"PULL YOUR LEG"**

Is less to fear with Railroad men than to Lose Your Leg. In the latter case you surely want to replace it with a **Patent Adjustable Slip Socket**. *Warranted not to chafe the stump.* Received the Gold Medal and the Diploma at the World's Fair. Also Gold Medal, Bronze Medal and Diploma at the California Mid-Winter International Exposition.

**LARGEST FIRM IN THE UNITED STATES.**

The Inner Socket, seen outside the limb in cut, is made over a plaster cast of the stump, giving an exact fit, being held permanently upon the stump by elastic fastened to lacer above, and in act of walking moves up and down in the Outer Socket, bringing all the friction between the two sockets, instead of between the stump and the socket as in the case of all wooden socket limbs. With our **SLIP SOCKET** the most tender, sensitive stump can be fitted and limb worn with perfect ease and comfort. Endorsed and purchased by the United States Government. Send for our new catalogue with illustrations.

**THE WINKLEY ARTIFICIAL LIMB CO.,****323 Nicollet Ave. MINNEAPOLIS, MINN.**

BRANCH OFFICES: 84 Adams St., Dexter Building, Chicago; 116 Jones St., San Francisco.

Digitized by Google

When addressing our advertisers mention this Magazine.

**ELY'S CREAM BALM**—Cleanses the Nasal Passages, Allays Pain and Inflammation, Heals the Sores, Restores Taste and Smell, and Cures

# CATARRH

Gives Relief at once for Cold in Head.  
Apply into the Nostrils. — It is Quickly Absorbed.  
50c. Druggists or by mail. ELY BROS., 56 Warren St., N. Y.



**FREE Examination**  
**FOR 60 DAYS.**

**WATCH AND BOX OF 50 CIGARS**

**C.O.D. \$2.75**

**AN EXTRAORDINARY OFFER! NO MONEY REQUIRED IN ADVANCE.**  
**BOX OF 50 CIGARS AND WATCH FOR \$2.75. 100,000 TESTIMONIALS RECEIVED.**  
CUT THIS OUT and send it to us with your name and address, (no money required in advance) and we will send to you by express, same day we receive your order, one box containing 50 of Our Celebrated 5c. Cigars, and in the same package a genuine Solid Nickel Plated Watch, stem winder and setter, enamel dial, oil tempered, unbreakable mainspring, finely finished train, jeweled balance, dust proof, finely polished case, a splendid timekeeper. A written guarantee for 5 Years sent with every watch. You examine the goods at the express office and if satisfactory, pay the express agent \$2.75 and express charges, and the box of 50 Cigars, Watch, Chain and Charm are yours. As this offer is made solely to introduce our famous 5c. Cigars, to protect ourselves against dealers and speculators ordering in large quantities, we will not sell more than 3 boxes and watches to any one person. Write to-day. **THE CHICAGO WATCH CO., 281 Wabash Ave., Chicago, Ill.**

**ALL GENUINE**  
**INGOTS & MANUFACTURES**  
**BEAR OUR**  
**REG. TRADE MARKS.**

*"Phosphor Bronze"*

## PHOSPHOR-BRONZE

INGOTS, CASTINGS, WIRE, SHEET & C.  
**THE PHOSPHOR BRONZE SMELTING CO. LIMITED**  
**2200 WASHINGTON AVE. PHILADELPHIA, PA.**  
**ORIGINAL MANUFACTURERS OF PHOSPHOR-BRONZE IN THE UNITED STATES AND SOLE MAKERS OF "ELEPHANT BRAND" PHOSPHOR-BRONZE.**



**FIREMEN! HAVE YOU TRIED IT?**

The Marvelous Metal Polish

# BURNISHINE

HOT OR COLD METAL—NO MATTER WHICH.

The only Polish adopted and used in the Transportation Building at the World's Fair.

Note these SPECIAL PRICES to Firemen:

One pound boxes, \$2.00 per dozen; one-half pound, \$1.25 per dozen; five pound pails, \$7.50 per dozen.

Cash with order. Money refunded if anything is wrong with the polish. Samples free on application. Send 10c for quarter-pound box, prepaid.

J. C. PAUL & CO.,  
121 Lake Street,  
Chicago, Ill.

H. B. LEONARD & CO.,  
Sole Eastern Agents,  
Somerset, Mass.



## "THE DETROIT"

Lubricators No. 2 and 3 for Cylinders and Air Pumps of Locomotives are **THE BEST.**

**No Variation of Feed; Oil Cannot Syphon Out.**

**Sight Feed Glasses not WORN AWAY by STEAM or WATER.**

**Always Sure and Reliable. Buy the "DETROIT."**

**ADDRESS**

**DETROIT LUBRICATOR CO.,**

No. 2 Improved Cylinder Lubricator.

DETROIT, MICHIGAN.

**CASTNER & CURRAN,**

General Tide Water

**COAL AGENTS.**

CELEBRATED

**POCAHONTAS****Semi-Bituminous Coal.**

1 Broadway, New York. 308 Walnut St., Philadelphia  
 70 Kilby St., Boston. 36 Main St., Norfolk, Va.  
 1 Fenchurch Ave., London, England.

The Pocahontas Coal is acknowledged by all railroads that have used it to be the best American coal for Locomotive use. It generates steam with great rapidity, and at the same time holds the fire an unusually long time. The merits of the coal are shown by the unprecedented growth of the mines, which were not opened until 1883. Since that time the out-puts have increased over 1,200 per cent. beyond all precedent, amounting during 1892 to 3,000,000 tons. During the present year it will be at least 2,000,000 tons. We are therefore prepared to fill all orders with prompt dispatch.

## **BERWIND-WHITE COAL MINING CO.**

Miners and Shippers of the

**EUREKA  
BITUMINOUS COAL.**

55 Broadway, New York.  
 Ballitt Building, 139 South Fourth St., Philadelphia.  
 19 Congress St., Boston, Mass.

**An Unexcelled Fuel for Locomotives and Steam Ships.**

Shipments Last Year, 3,500,000 Tons.

SHIPPING WHARVES:

PHILADELPHIA, Greenwich Point.

NEW YORK, Eureka Pier, Harsimus (foot Sixth St.)  
 Jersey City, N. J.

BALTIMORE, Canton Piers.

**CAST STEEL WORKS**

—OF—

**FRIED. KRUPP,****ESSEN, GERMANY.**

American office, 15 Gold St., New York.

Represented by THOMAS PROSSER & SON,  
 P. O. Box 2878.

**Locomotive Tires,  
 Crank Pins,  
 Piston Rods,  
 Spring Steel,  
 Steel Tired Wheels.**

After a test of over twenty-five years the "KRUPP TIRE" has proved itself the best in the market.

If a reliable article is wanted which will give satisfaction, get KRUPP'S.

**Important to  
 Railroad Managers and  
 Master Mechanics.**

## **Sibley's Perfection Valve Oil.**

More perfect lubrication insured, and guarantee entire freedom from corrosion, honey-combing of cylinders and destruction of joints of steam chest by fatty acids.

In exclusive use upon eighty-two railroads.

References furnished upon application.

Make exclusive specialty of Valve and Signal Oils for railroad use. BEWARE OF IMITATIONS.

**SIGNAL OIL WORKS,  
 LIMITED.**

J. C. SIBLEY, President.

- - - **FRANKLIN, PA.**

Digitized by Google



HIGHEST AWARD AND MEDAL, WORLD'S COLUMBIAN EXPOSITION

## THE OLD RELIABLE STANDARD METAL POLISH FOR ENGINE WORK

Firemen Should be Careful and Avoid Imitations. **PRICES REDUCED FOR 1894.**

For this year prices to firemen (as agents) will be: One pound boxes, per dozen, \$2. Three pound pails, per doz. \$5. Five pound pails, \$7.50 per dozen.

Cash must always come with orders to avoid delay.

Bed Rock prices are here given to firemen as agents and they cannot and must not expect to buy from dealers at these prices. Samples sent free on application. Address,

**THE MATCHLESS METAL POLISH CO.,**

69 Frankfort St. New York.

88 Market St. Chicago.

### WHAT THEY SAY ABOUT OUR

ELDON, Ia., Dec. 18, 1893.

DEAR SIR:—Please send me one of your seats for locomotive use. I find that they are the best seat for engine use that I have seen yet. I want it 24 inches long and 20 inches wide. Weight, 170 pounds. Send it C. O. D.

Yours respectfully,  
(Signed) W. T. Brown,  
Engineer C. R. I. & P. R. R.

We refer by permission to the following users: D. J. Crowley, Engineer S. F. & W. Ry., 16 Jones st., Savannah, Ga.; Jno. Horton, Engineer Grand Junction, Colo.; Wm. Malloch, Engineer G. T. Ry., Belleville, Ont.

## ALL STEEL CAB SEAT.



**ROUGH RIDING MADE EASY.** Just put this seat in the box and lay your cushion on it. Made only of finest tempered steel spiral springs, heavy band steel bottom frame, and tempered woven wire fabric. Any size or shape desired. Usual size, 18x24. Price for seat not over 24 inches long, \$2.00. Terms, C. O. D. or cash with order. Please give your weight.

MANUFACTURED ONLY BY

**HAGGARD & MARCUSSEN,**

409 and 411 S. Canal St.,

CHICAGO, ILL.



—CHAS. MILLER, President—

## Galena Oil Works, Limited.

FRANKLIN, PA.

### SAFETY, SPEED, ECONOMY

Are the results of the use of Galena Oils. Scientific and practical tests of the past twenty years have demonstrated the fact that Galena Oils are superior to any other oils in the market.

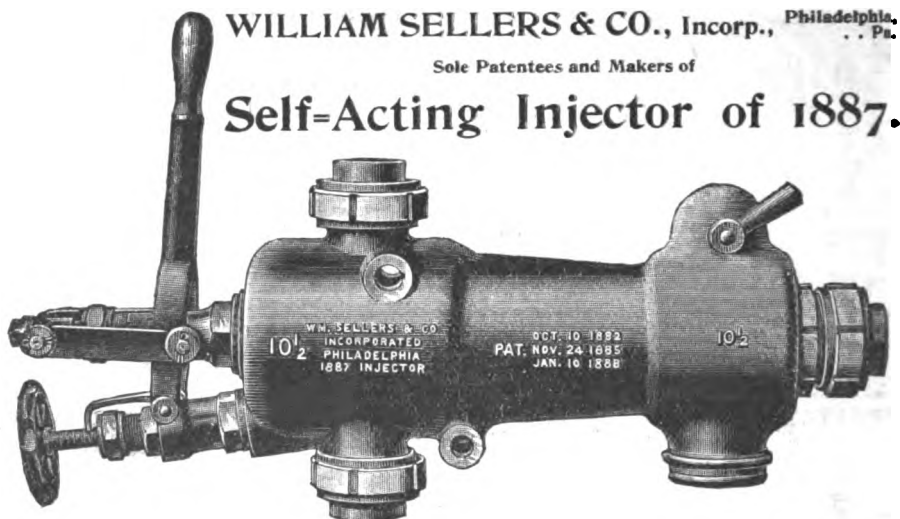
Galena Oils in winter stand a cold test of from ten to fifteen degrees below zero, and will not freeze in the coldest weather.

The superiority of Galena Oil is demonstrated by their exclusive use upon a large majority of the railways of this country. They are in use upon three continuous lines of railways from Boston and New York to the Pacific coast and on one to the City of Mexico, thus demonstrating their adaptability to all climates and all temperatures.

We also supply our patrons with Sibley's Perfection Valve Oil, which is in exclusive use upon a large majority of the leading railroads of the country.

Digitized by Google

When addressing our advertisers mention this Magazine.



**NOTE**—There are many injectors which will work well when the conditions are favorable. This injector is designed to work well under all conditions and is, therefore the most reliable.

**IT WILL RE-START ITSELF.**

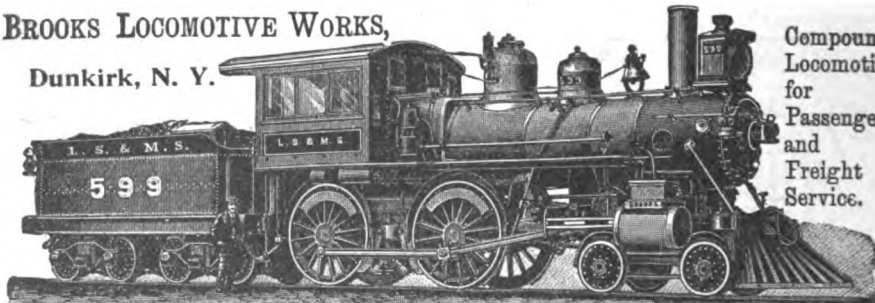
**IT WILL ADJUST ITSELF.**

**IT WILL LIFT HOT OR COLD WATER.**

Its range of capacity is over 60 per cent. and it can be regulated, therefore, to work continuously for light or heavy trains. It is operated by a simple lever motion which readily starts and stops its action.

## BROOKS LOCOMOTIVE WORKS,

Dunkirk, N. Y.



Compound  
Locomotives  
for  
Passenger  
and  
Freight  
Service.

Builders of Locomotive Engines for any required service from our own designs or those of purchasers. Perfect interchangeability and all work fully guaranteed.

M. L. HINMAN, Pres't and Treas.

R. J. GROSS, Vice Pres't.

D. RUSSELL, Superintendent.

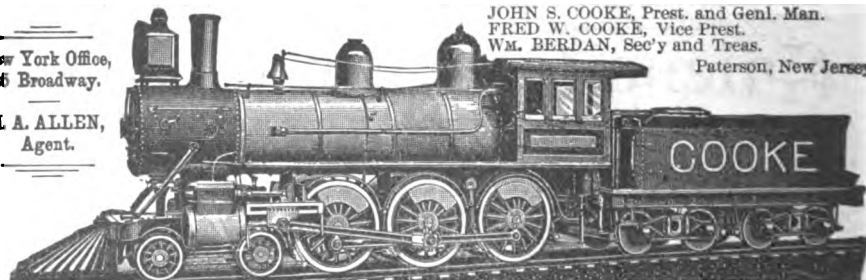
F. H. STEVENS, Ass't to the President.

T. M. HEQUEMBOURG, Sec'y.

H. TANDY, Ass't Supt.

New York Office,  
46 Broadway.

H. A. ALLEN,  
Agent.



JOHN S. COOKE, Pres't and Gen'l. Man.

FRED W. COOKE, Vice Pres't.

WM. BERDAN, Sec'y and Treas.

Paterson, New Jersey.

**COOKE LOCOMOTIVE AND MACHINE CO.** (Formerly Danforth Locomotive and Machine Co.)

**PATERSON, NEW JERSEY.**

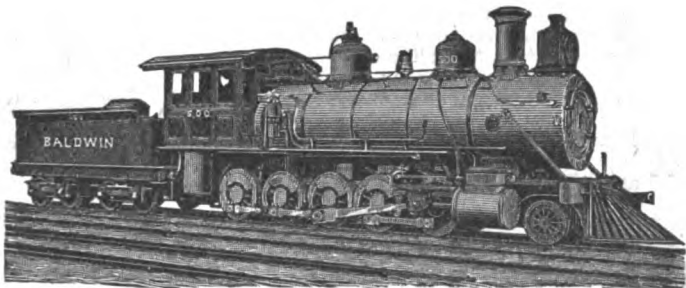
---

 ESTABLISHED 1831
 

---

# Baldwin Locomotive Works.

ANNUAL CAPACITY, 1,000.



## *Locomotive Engines*

Adapted to every variety of service, and built accurately to standard gauges and templates. Like all parts of different engines of same class, perfectly interchangeable. Broad and Narrow Gauge Locomotives; Mine Locomotives by Steam or Compressed Air; Plantation Locomotives; Noiseless Motors for Street Railways, Furnaces, etc. **Compound Locomotives.**

**Burnham, Williams & Co., Proprietors,  
Philadelphia, Pa.**

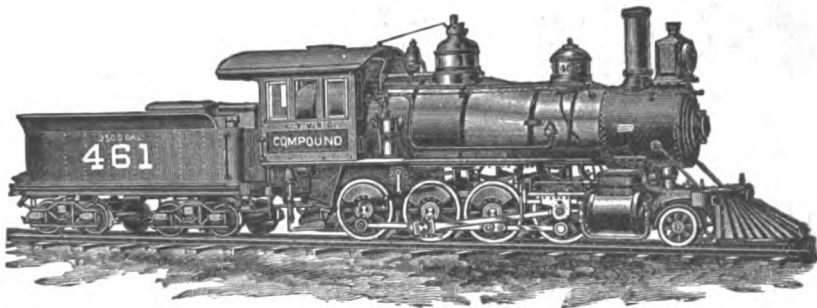
---

EDWARD ELLIS, President.  
WM. D. ELLIS, Vice-President and Treasurer.

A. J. PITKIN, Superintendent.  
A. P. STRONG, Secretary.

## Schenectady Locomotive Works,

SCHENECTADY, NEW YORK.



Locomotives of Standard Design for all Classes of Service, or from  
Designs Furnished by Railroad Companies.

## **COMPOUND - LOCOMOTIVES,**

Showing an Economy of 15 to 25 Per Cent. in Fuel and Water.

---

 ANNUAL CAPACITY, 400
 

---

# ON GENUINE DIAMONDS

WE CAN SAVE YOU MONEY.

**WHY?**

Because we buy the loose stones direct from the cutters and save brokers' Commissions.

Because we buy in large quantities and, by paying cash, secure bottom figures. Because we make all our own mountings and save the manufacturing jeweler's profit.

Because we bought an immense stock before the new tariff law went into effect and save you the present 25 per cent. duty.

Because we sell more diamonds than any other concern in the country and can afford to do business on a small percentage of profit.

**LOOK**

at our prices. You would not ask lower figures than we quote even if we offered to sell the goods

**AT YOUR OWN PRICE!**



585  $\frac{3}{4}$  Karat Diamond.  
\$3 75 Each.



588  $\frac{1}{2}$  Karat Diamond.  
\$6 25 Each.



590  $\frac{1}{4}$  Karat Diamond.  
\$3 75 Each.



382  $\frac{1}{2}$  Karat Diamond.  
\$3 85 Each.



387  $\frac{3}{4}$  Karat Diamond.  
\$4 95 Each.



391  $\frac{1}{2}$  Karat Diamond.  
\$5 50 Each.



397  $\frac{1}{4}$  Karat Diamond.  
\$8 00 Each.



399  $\frac{1}{4}$  Karat Diamond.  
\$10 15 Each.



402  $\frac{1}{4}$  Karat Diamond.  
\$10 20 Each.



411  $\frac{1}{2}$  Karat Diamond.  
\$16 25 Each.



415  $\frac{1}{4}$  Karat Diamond.  
\$17 55 Each.



416  $\frac{1}{4}$  Karat Diamond.  
\$17 55 Each.

**14K SOLID GOLD MOUNTINGS.**

**REMARKABLE OFFER.**

We will buy back any diamond bought from us at any time within one year from date of sale and will pay for same the amount paid us, less ten per cent., which we charge as rent and as part of the expense of resetting the stone. We expect to make our money out of such a transaction from the increase in the value of the diamond and by increasing our sales through making such an offer.

Any of the above goods will be sent C. O. D. subject to examination on receipt of 50 cents as a guarantee of good faith, and if not satisfactory may be returned. They are selected from our large illustrated catalogue for 1895. Copy sent free on request.

**MOORE & EVANS,**

**MASONIC TEMPLE,**

**WHOLESALE JEWELERS.**

Digitized by Google **CHICAGO**

When addressing our advertisers mention this Magazine.